

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 any 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 Brockwayville Passenger Depot, Buffalo, Rochester, & Pittsburgh Railroad

other names/site number N/A

2. Location

street & number Alexander Street at Fourth Avenue not for publication N/A

city or town Brockway vicinity N/A

state Pennsylvania code PA county Jefferson code 065 zip code 15824

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Jan H. Cutler 3-26-03  
Signature of certifying official/Title Date

State or 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 commenting official/Title Date

State or Federal agency and bureau \_\_\_\_\_

4. 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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

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

**Category of Property**

(Check only one box)

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

**Number of Resources within Property**

(Do not include previously-listed resources in the count)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		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)

VACANT/not in use

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof CERAMIC TILE

other \_\_\_\_\_

**Narrative Description**

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

Refer to continuation sheets

**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)

- 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.
- 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 a 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

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE  
TRANSPORTATION

**Period of Significance**

1912-1949

**Significant Dates**

1913

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other state agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 1.0 acres

**UTM References**

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	17	684880	4568780	3		
2				4		

N/A 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 David L. Taylor, Principal

organization Taylor & Taylor Associates, Inc. date September, 2002

street & number 9 Walnut Street telephone 814-849-4900

city or town Brookville state PA zip code 15825

**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 the SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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 the 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 Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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***Brockwayville Passenger Depot,  
B R & P Railroad  
Jefferson County, PA***

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**7. Description**

The 1913 brick Brockwayville Depot of the Buffalo, Rochester, and Pittsburgh Railroad is a one-story  $\pm$  2,320 s. f. brick railroad station, rectilinear in form and oriented on a northwest-to-southeast axis. The building stands on a 45,598-sq. ft. tract (1.047 acres), immediately northwest of the central business district of this rural Jefferson County community in north-central Pennsylvania. Despite some vandalism and deterioration of materials, the station retains integrity. The nominated property is built on an unpaved lot with overgrown vegetation. A historic post card view (Fig. 1) indicates that historically the area surrounding the depot was well maintained and landscaped. Original brick paving provides a perimeter walkway around the building. An active railroad track runs parallel to the building approximately twenty feet northwest of the property. No associated outbuildings are extant on the site.

The depot rests on a foundation of poured concrete and is capped with a hipped roof of barrel-vaulted red ceramic tile (Photos 1-3); the tile was the product of the Ludowici-Celadon Company of New Lexington, Ohio, leading producers of roof tile. Typical of railroad station architecture, the roof extends beyond the side walls to provide passengers with shelter from the elements (Photos 1-4). A single brick chimney breaks the roofline near the north end of the building. All fenestration is flat-topped, set on a continuous masonry beltcourse and capped with radiating brick voussoirs trimmed with a stone keystone atop each individual unit, hinting at Colonial Revival stylistic influences (Photos 1-4). Most windows are six-over-one lights, and while some windows have been vandalized, the original wood sash units are generally intact (Photos 5, 7). Interior doors are designed in multi-paneled forms, some with a series of solid vertical panels and others with glazed upper panels and solid lower panels. Centered on each of the east and west elevations is an extended bay which afforded railroad personnel a clear vista both of the loading areas to the east and the tracks to the west (Photos 1, 2).

The interior of the Brockwayville Depot (Photos 5, 6, 7) is little altered from the original, despite the fact that it has been vacant for many years. Interior features include wall surfaces finished in plaster and dark wood wainscot, exposed brick, and beaded board trim. Original spaces have been retained and all ceiling surfaces are plastered. Several original passenger amenities have been retained, including built-in benches, the ticket window--complete with metal grillwork--and a "Dutch" door to facilitate the checking of baggage. The floor plan incorporates a passenger waiting room, a

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stationmaster's office, a secondary office, the baggage room, and restrooms. A 600 s. f. partial basement, devoid of notable ornament, houses the building's obsolete mechanical system.

The passenger waiting room is located near the center of the depot (Photo 5, 6); it measures 21' × 17' and is the largest room in the building. Two double doors are located opposite each other on the east and west elevation. These doors access the waiting room and allow passengers to enter the waiting room by the western door, purchase passage at the ticket window, and pass through the eastern door onto the platform to board. In the corners of the waiting room are original built-in benches. The interior walls of the waiting room are finished in original wood wainscot, finished naturally.

A "Dutch" door leads from the waiting room into the 14' × 22' baggage room on the north end of the building. This room is also accessed by double doors opening from the eastern and western elevations. A small stair leads from this room to the building's partial basement.

The 20' × 13' stationmaster's office (Photo 7) is on the eastern side of the depot and faces the tracks. It contains the ticket counter and retains its original wainscot and is distinguished by a total of five windows, allowing the stationmaster unobstructed view of the tracks to the north and south. Two doors open into the stationmaster's room: one opens into the passenger waiting room and the other leads to a small room which in turn opens onto the trackside platform.

Between the stationmaster's room and the west side of the building are men's and women's restrooms, devoid of notable ornament, with combined dimensions of 6' × 18'.

On the south end of the station is a room of indeterminate use, measuring 20' × 21' with double doors opening from both the western and eastern side. It may have served for long-term baggage storage.

The depot has been altered little from the original and while it has deteriorated with disuse, its major features, including the roof, windows, exterior wall surfaces, and interior woodwork are unaltered and clearly reflect the appearance of the building throughout the period of significance.

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**8. Significance**

The Brockwayville Depot of the Buffalo, Rochester, and Pittsburgh Railway (Photos 1-7; Figs. 1, 2) meets National Register Criteria A for *transportation* and C, for *architecture*. With reference to Criterion A, the property represents the development and maturity of rail transportation in this north-central Pennsylvania lumbering and coal community. The depot meets National Register Criterion C as a locally-distinctive example of rural railroad station architecture and, as a building type, as the last passenger depot extant within Jefferson County. The period of significance of the property begins in 1912, when construction began on the station, and extends to 1949, when passenger service at this station was terminated.

Scattered settlement in the area that became Brockwayville<sup>1</sup> dates from 1822, when the Brockway brothers<sup>2</sup> entered Ridgway Township. The settlement became a post office on the route between Kittanning and Smethport in 1829 and was named in honor of the aforementioned Brockway brothers. Formal development began in 1836 when Dr. A. M. Clarke (son of another pioneer, Joel Clarke, Sr.) purchased property and laid out lots. This part of Ridgway Township became part of Snyder Township when the latter political subdivision was organized in 1835; the Borough of Brockwayville was incorporated in 1883

The community remained a wilderness settlement well into the middle years of the nineteenth century. Local historical accounts report that the first store was that of Robert W. Moorhead, which was not established until 1854. Residents likely grew their own crops and traveled to Brookville, the county seat, or to the Elk County seat of Ridgway, seventeen miles to the south and north, respectively, for whatever major articles of necessity<sup>3</sup>

In 1883, the railroad line between Bradford, in McKean County, and Punxsutawney, in southern Jefferson County, was opened by the Rochester and Pittsburgh Railroad and soon became a major

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<sup>1</sup>The "ville" was dropped in 1924.

<sup>2</sup>Sources confirm Alonzo Brockway as one of the original settlers but differing accounts place him there variously with brothers Chauncey, John P. and James S. Brockway.

<sup>3</sup>DuBois, now the largest nearby community, with a population of approximately 10,000, was not established until the 1870s.

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carrier of lumber, oil, coal, and passengers. In 1887, a series of corporate consolidations resulted in the creation of the Buffalo, Rochester, and Pittsburgh Railway, led by New York banker Adrian Iselin, who retained a major share of the line until the late 1920s. In 1910, William T. Noonan succeeded Iselin as president of the company and "from 1910 until the Crash of 1929, the B R & P was known as one of the best organized and run small railroads in the country."<sup>4</sup> The years of Noonan's leadership became the line's golden era.

Brockway's first depot was a wood building of modest proportions built in the early 1880s on approximately the same site as the nominated property. As the fortunes of the B R & P grew, and as Brockway itself developed into a thriving community with the advent of the local glass industry, the railroad outgrew the original depot. The borough's population reached 1,898 in 1910. In 1912, the thirty-year-old depot was moved approximately two hundred feet north and was converted for use as a freight station; it is not extant. The new depot was begun in 1912 and completed in 1913, by which time, the B R & P had grown considerably and was running a system-wide total of 292 locomotives. Adrian Iselin relinquished his ownership in 1928 and the following year the Baltimore & Ohio acquired a majority of the outstanding stock in the B R & P. In 1930, the Interstate Commerce Commission approved the B & O's assumption of control over the line. In 1962 the Chesapeake & Ohio took over the B & O and ten years later the C & O, along with several other lines, were integrated as the Chessie System, which later became CSX.

As Jefferson County grew with the harvest of lumber in the nineteenth century, hundreds of small communities and lumber camps developed and many of them were served by the railroad, for the transport both of materials and passengers. Brookville, the county seat, was first served by the railroad in 1873, when the Low Grade Division of the Allegheny Valley Railroad (eventually part of the Pennsylvania system) opened northward from the settlement of Redbank, on the Allegheny River north of Kittanning. The discovery of large deposits of coal in the 1880s significantly hastened the development of additional freight lines which also carried workers and their families into and out of the county. The B R & P was one of the lines which was extended into Jefferson County during the heyday of lumbering and thrived with the development of the coal industry. The Brockwayville depot served passengers traveling--through connections-- eastward to New York, north to Buffalo and Rochester, and

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<sup>4</sup>Pietrak, Paul *The Buffalo, Rochester, and Pittsburgh Railway* (Rochester: S. R. Ames Enterprises, 1992), p. 38.



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southward to Pittsburgh (Fig. 3). With the establishment and growth of the Brockway Glass Company in the early decades of the twentieth century, the depot also served executives and salesmen traveling to and from the company's two local plants. No evidence suggests that this depot served any commuting population. With the advent of the automobile and the Great Depression, small-town passenger service--and the Brockwayville depot--fell onto hard times.

Within Jefferson County, virtually every town, small and large, had some type of passenger depot, generally similar in size to the nominated property. As passenger service was removed--from Brookville and Punxsutawney in the 1930s--most depots fell into disuse and disrepair. The B & O discontinued passenger service to Brockway in 1949, after which time the Depot settled into a period of benign neglect. The line serving Brockway was later acquired by another freight line, the Buffalo & Pittsburgh Railroad (completely different from the Buffalo, Rochester, and Pittsburgh), and the railroad functions of the Depot essentially ceased c. 1980. The railroad retained the Brockway depot for storage, "mothballing" it casually with the boarding up of the windows and padlocking the doors. In 2002 the Jefferson County Area Agency on Aging acquired the property from the Buffalo and Pittsburgh railroad. This agency is a quasi-governmental nonprofit organization which plans to convert the building to the community's senior citizen service center.

Architecturally, the Brockwayville depot incorporates many of the design elements common to most small-town passenger stations, including the broad overhanging eaves which shield the platform and allow passengers to board and depart the trains with minimal impact from the elements. These exaggerated eaves are reminiscent of Mission-style residential design, but in all likelihood are more the result of utilitarian purposes than conscious architectural embellishment. The fenestration pattern of the depot is also typical of depot design, particularly with the extended bay on the track side allowing for visibility up and down the line. The interior arrangement of the depot is uncomplicated and scaled to the building, allowing for the orderly flow of passengers and baggage from the outside into the waiting room and baggage room, and ultimately trackside. The depot does not fully represent any one architectural style, although the fenestration, with radiating brick voussoirs and stone keystones, is reminiscent of the Colonial Revival style which was at the height of its popularity in 1912 when construction of the station began. The B R & P employed their own staff of design engineers but the identity of the engineer responsible for the Brockwayville depot was not found in the course of research for the nomination.

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All but one of Jefferson County's passenger stations, including those at the county seat of Brookville (one for the Pennsylvania and one for the Pittsburg and Shawmut) were demolished in the 1950s and 1960s. The passenger depots which served larger communities on the B R & P (such as oil-rich Bradford, McKean County) have been demolished as well. DuBois' depot (in neighboring Clearfield County) fell victim to conversion as a drive-in bank and was clad in perma-stone, although in the 1990s it was sensitively rehabilitated as professional offices. Some Jefferson County freight stations remain, including that at Brookville, which is a board-and-batten wood frame building currently used for storage by an adjacent industry. The Brockwayville Passenger Depot of the Buffalo, Rochester, and Pittsburgh is the sole surviving passenger station in Jefferson County.

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**9. Major Bibliographical Sources**

**BIBLIOGRAPHY**

McKnight, William J., M. D. **Jefferson County, Pennsylvania: Her Pioneers and People.** Chicago: J. H. Beers & Co., 1917.

Pietrak, Paul **The Buffalo, Rochester, and Pittsburgh Railway.** Rochester: S. R. Ames Enterprises, 1992.

Reddinger, Lewis D. **Deep Roots: The Brockway Area Story.** n. p., 1961.

Scott, Kate M. **History of Jefferson County, Pennsylvania.** Syracuse: D. Mason & Co., 1888.

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*Brockwayville Passenger Depot,  
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**10. Geographical Data**

**VERBAL BOUNDARY DESCRIPTION**

The nominated property consists of that tract of land depicted as Jefferson County Tax Parcel Number 05-01-400 and described in Jefferson County, Pennsylvania Record Book 216 Page 1.

**JUSTIFICATION**

This nomination includes only that property historically associated with the nominated resource, including the brick-paved perimeter sidewalk and the lands immediately surrounding the depot building. The rail line itself is not included in this nomination since an evaluation of its extent and integrity and the character of its other resources was beyond the scope of this nomination.

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Section Number Photography Log Page 1

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**PHOTOGRAPH LOG**

All Photographs: **Brockwayville Passenger Depot, Buffalo, Rochester, & Pittsburgh Railroad**  
Alexander Street at Fourth Avenue  
Brockway, Jefferson County, PA  
Photo 2000 by David L. Taylor  
Negatives filed at: Taylor & Taylor Associates, Inc.  
9 Walnut Street  
Brookville, PA 15825  
814-849-4900

1. Southeast perspective, looking northwest, showing overall appearance of the property, fenestration, roof form, finishes, and overhang, etc., as well as proximity to the trackage
2. Northeast perspective, looking southwest, showing overall form of property, roof, trackside site, etc.
3. Southwest perspective, looking northeast.
4. West elevation., looking southeast, showing exterior finishes, double doors, fenestration trim, beltcourse, brick platform, etc.
5. Interior, passenger waiting room, looking southeast, showing passenger waiting room, original bench, wall and ceiling finishes, looking northeast
6. Interior, detail, looking northwest from ticket window across passenger waiting room through "Dutch" door into baggage room.
7. Stationmaster's office, looking northeast; the tracks are beyond the boarded-up windows.

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Section Number Illustrations Page 1

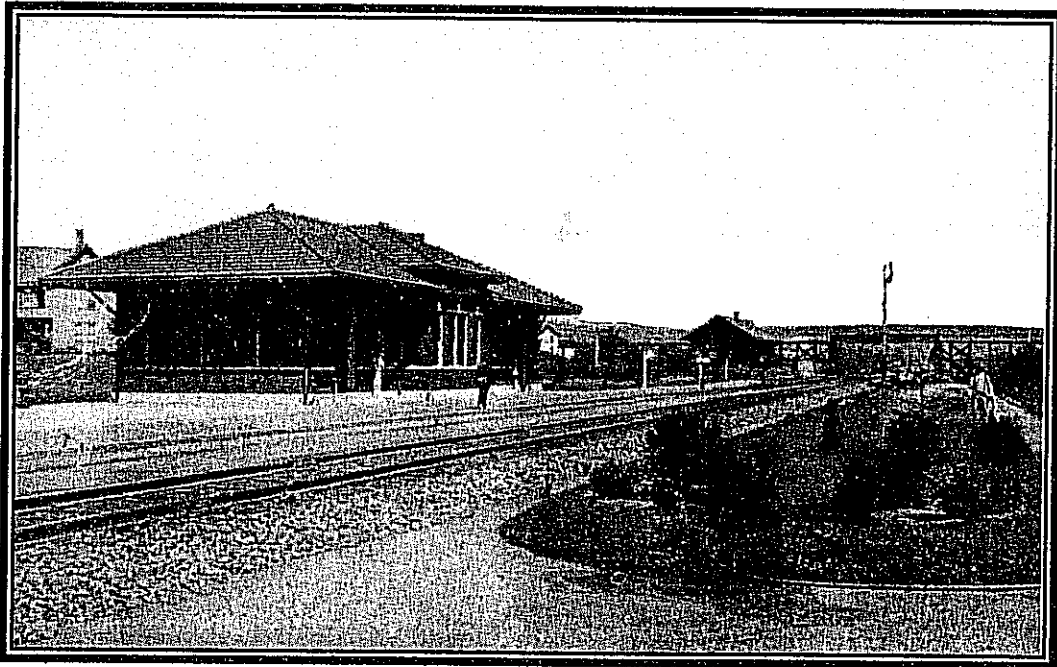


Fig. 1 This post card view shows the Depot shortly after its 1913 completion.

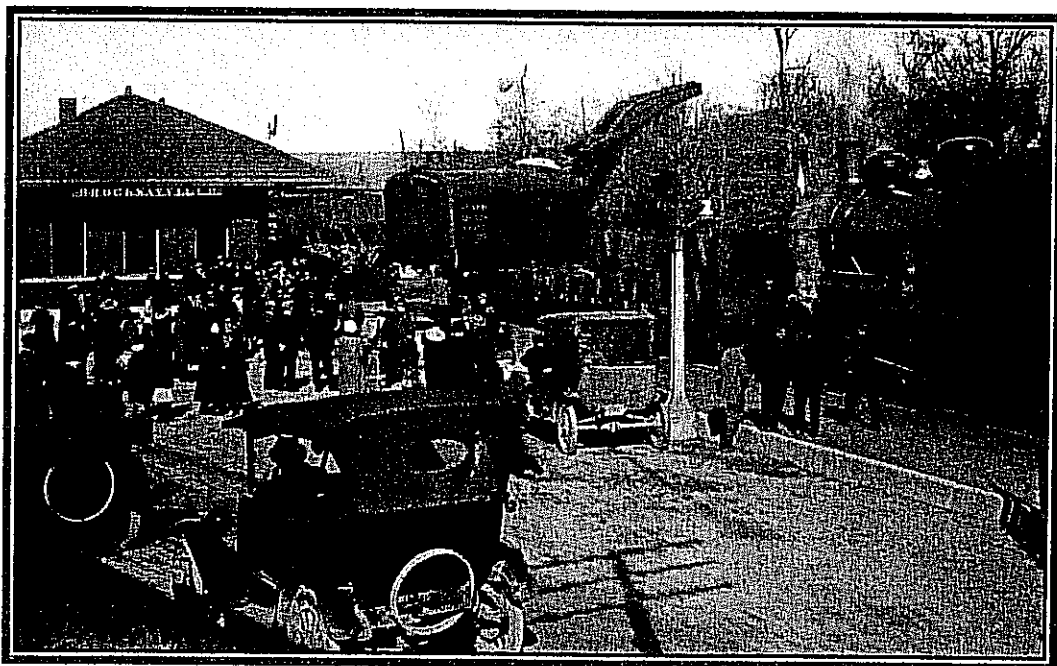


Fig. 2 In November 1916, a wreck occurred in front of the station; this view was printed on a post card and shows the wreck and the crowd that gathered as spectators for the clean-up.

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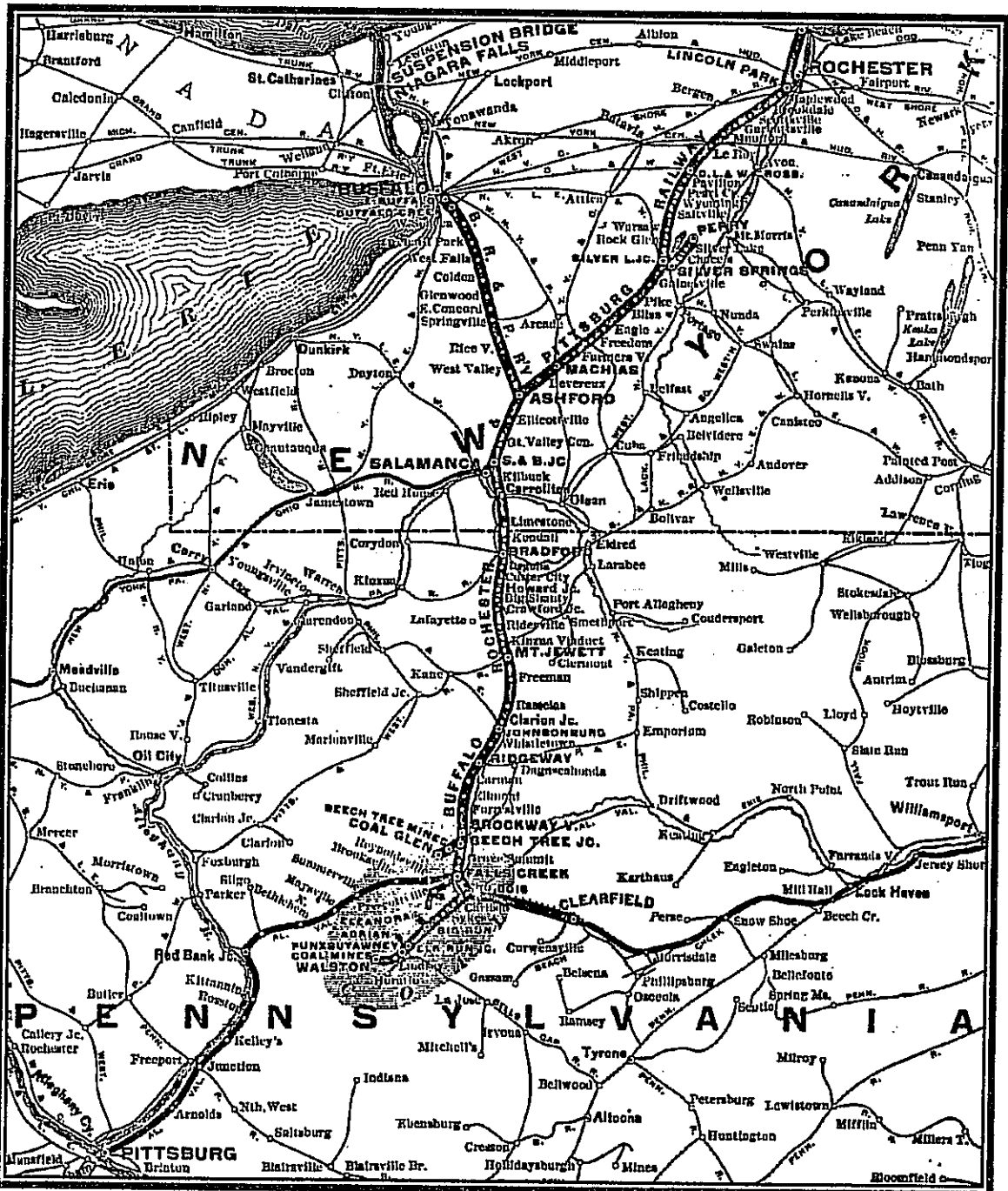
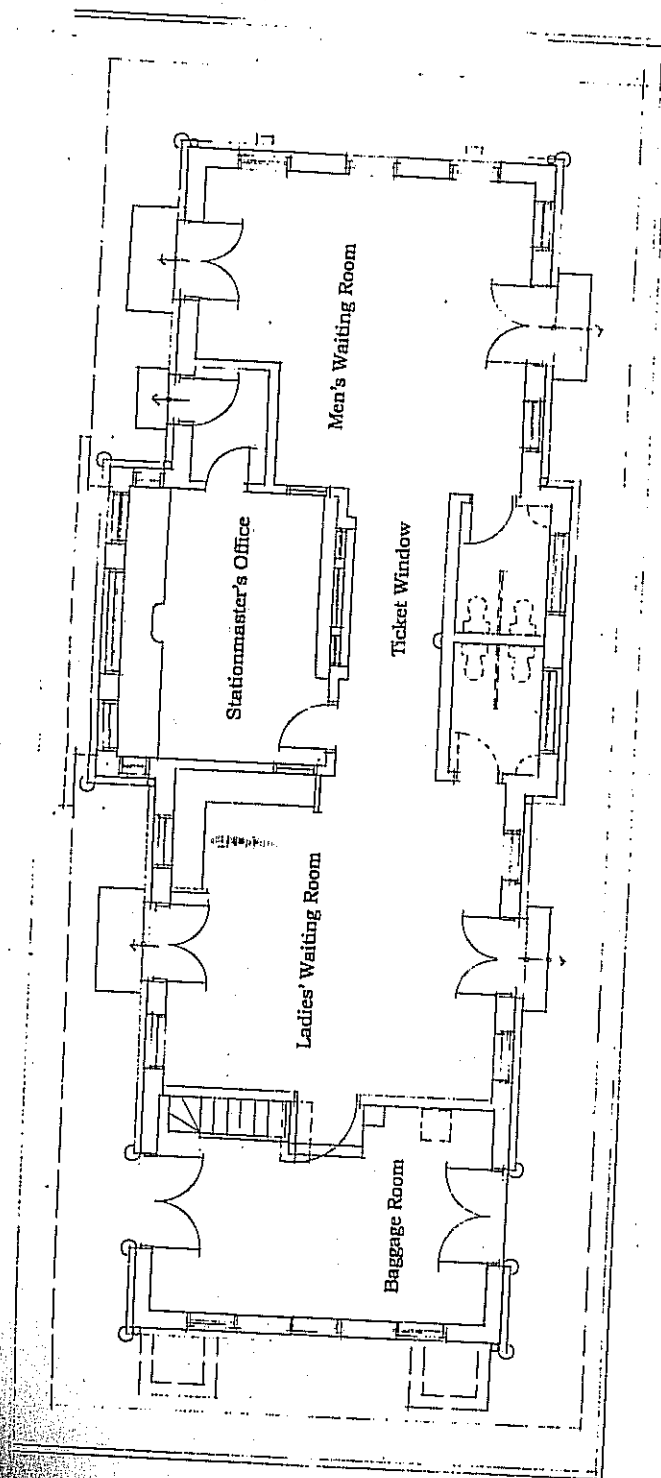
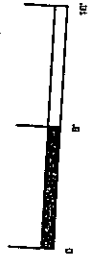


Fig. 3 This route map illustrates the B R & P line. Brockwayville appears just north of the east-west route between Clearfield and Red Bank Junction (From Pietrak)

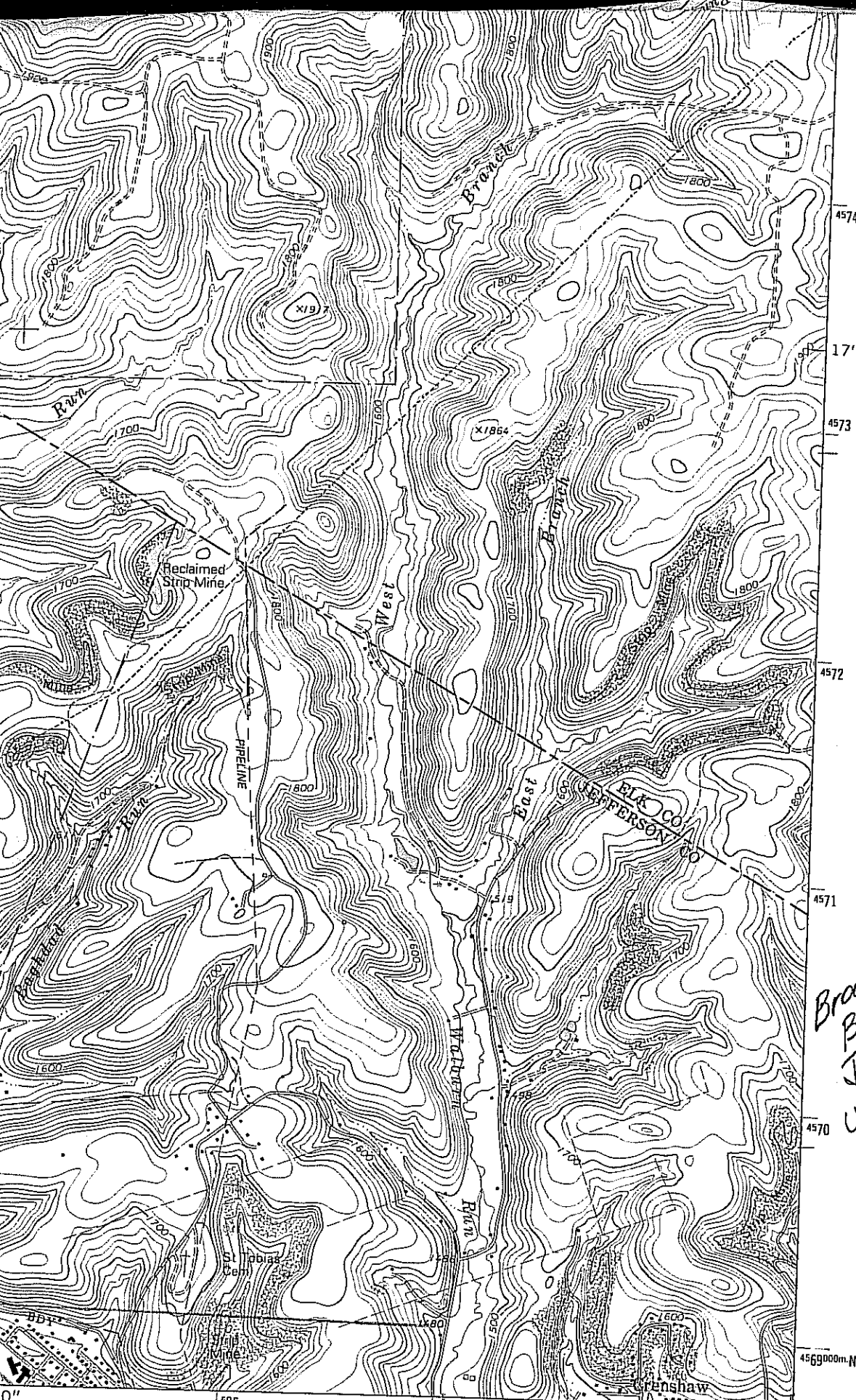


**BROCKWAYVILLE PASSENGER DEPOT,  
BUFFALO, ROCHESTER, & PITTSBURGH RAILROAD**

Floor Plan  
(Plan by William L. Snyder, R. A.)







*Brocktonville Passenger Depot,  
B, R + P R.R.  
Jefferson Co, PA  
UTM References:  
17/684380 / 4568780*

● INTERIOR- GEOLOGICAL SURVEY, RESTON, VIRGINIA-1994  
0.2 MI. TO U.S. 219  
687  
688000m. E

**ROAD CLASSIFICATION**

Primary highway, hard surface  
Light-duty road, hard or

**YOAS SERVICES, INC**  
509 W. 4th St

15ABUL  
5266 11