



7 DESCRIPTION

CONDITION	(Check One)				
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
	(Check One)		(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Early appearances indicate that this structure, built in 1885, was originally constructed in a standard rectangle with a small wing off the south wall.

The architectural style is typical late nineteenth century eclectic Victorian. The stepped gables reflect a revival of 17th century Flemish architecture. The rounded arched windows suggest the Romanesque style, while the steep-sided roof, and gables, surmounted with openwork metal-crewing marks the Chateausque influence. Also typical of the Chateausque influence are the window openings crossed by masonry mullions and transoms.

The building is constructed of brick with a dressed brownstone water table. Typical of the late nineteenth century is the extensive use of terra cotta for exterior ornamentation. A broad porch roof is supported by interesting ornamental iron brackets.

Along the north wall an iron, frame shed was constructed to shelter the waiting railroad cars. Sometime in the 20th century this structure was demolished.

In 1912 the south wing was extended to accommodate offices for a railway express company. The architecture of this addition was in keeping with the existing structure. At the time of this addition, the entire interior was remodeled. Most of the interior fittings are presently intact, including the fireplaces, wainscoting and moldings.

SEE INSTRUCTIONS

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1885, 1912**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Cornwall and Lebanon Railroad Station was built by the iron ore millionaire, Robert Coleman. The station was designed by architect, George Watson Hewitt. Hewitt, in partnership with his brother William, was for many years Dean of Architects in Philadelphia, having designed such noted Philadelphia structures as the Bellevue-Stratford Hotel, Academy of Fine Arts, and Haheneman Hospital.

Architecturally this structure represents an outstanding example of late nineteenth century eclectic Victorian architecture. The combination of Flemish, Romanesque and Chateausque architecture offers an interesting blend of Victorian styles. The extensive wealth of the builder, Robert Coleman allowed an architectural quality unique among small town railroad stations. It is also unusual that a grand structure such as the Cornwall and Lebanon Station was built for a Railroad with only 22 miles of track.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Alexander, Edwin R., Down at the Depot (New York: Clarkson N. Potter, Inc., 1970).  
 Bye, Ranulph, The Vanishing Depot (Wynnewood, Penna.: Livingston Publishing Co., 1973).  
 Withey, H. W., and E. R. Withey, Biographical Dictionary of American Architects (Los Angeles: New Age Publishing Co., 1956).

**10 GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	40° 20' 31"	76° 25' 33"		40°	20'	31"
NE				76°	25'	33"
SE						
SW						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **less than one**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

**11 FORM PREPARED BY**

NAME AND TITLE:  
**Gerald A. Collins, Chairman/David C. Stacks**

ORGANIZATION: **Historic Pres. Trust, Lebanon Co./PA Hist. & Museum**      DATE: **April 1974**

STREET AND NUMBER:  
**P.O. box 745/ William Penn Memorial Museum**

CITY OR TOWN: **Lebanon/Harrisburg**      STATE: **Pennsylvania**      CODE: **42**

**12 STATE LIAISON OFFICER CERTIFICATION      NATIONAL REGISTER VERIFICATION**

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/>    State <input type="checkbox"/>    Local <input checked="" type="checkbox"/></p> <p>Name <u>William J. Wewer</u>  <b>WILLIAM J. WEWER</b></p> <p>Title <b>Executive Director</b>  <b>Pa. Historical &amp; Museum Commission</b></p> <p>Date <u>9/19/74</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____                  Chief, Office of Archeology and Historic Preservation</p> <p>Date _____</p> <p>ATTEST: _____                  Keeper of The National Register</p> <p>Date _____</p>
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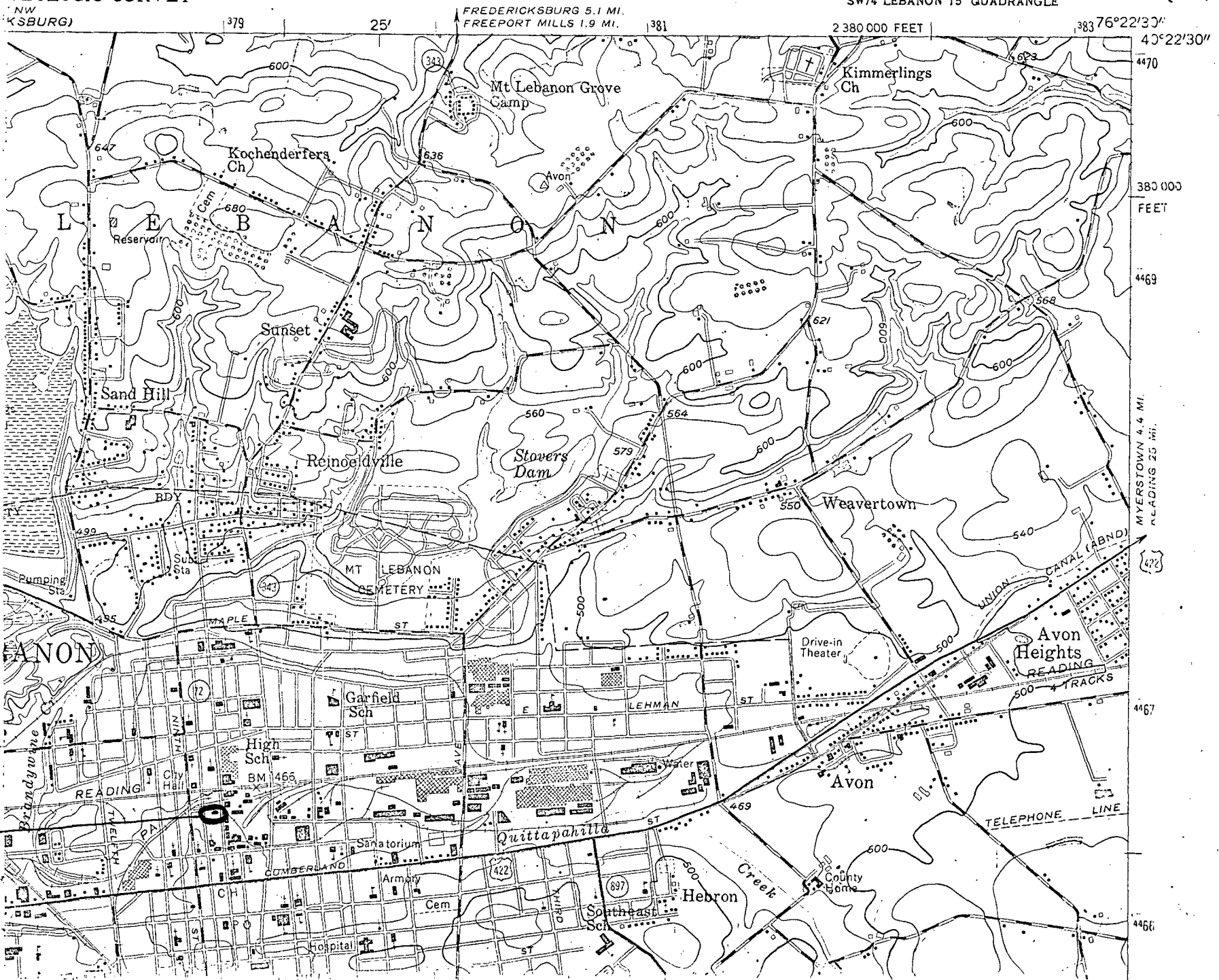
SEE INSTRUCTIONS

PENNSYLVANIA  
INTERNAL AFFAIRS  
GEOLOGIC SURVEY

NW  
LEBANON

LEBANON QUADRANGLE  
PENNSYLVANIA—LEBANON CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SW/4 LEBANON 15' QUADRANGLE

5764 IV NE  
(BETHEL)



Cornwall  
+ Lebanon  
Railroad  
Station

MYERSTOWN 4.4 MI.  
READING 23 MI.