

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC COUDERSPORT AND PORT ALLEGANY RAILROAD STATION

AND/OR COMMON
Coudersport Depot

2 LOCATION

STREET & NUMBER
201 South West Street

CITY, TOWN
Coudersport

VICINITY OF

STATE
Pennsylvania

CODE
42

COUNTY
Potter

CODE
105

USE THIS COPY
FOR DUPLICATING

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
23rd

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Coudersport Borough

STREET & NUMBER
201 South West Street

CITY, TOWN
Coudersport

VICINITY OF

STATE
Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Register and Recorder - Potter County Courthouse

STREET & NUMBER
Second Street

CITY, TOWN
Coudersport

STATE
Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Pennsylvania Inventory of Historic Places

DATE
1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS
Pennsylvania Historical & Museum Commission
Box 1026

CITY, TOWN
Harrisburg

STATE
Pennsylvania

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Coudersport and Port Allegany Railroad Station was constructed during 1899 and opened by January 1900. A local newspaper reported that "no building of recent construction in Coudersport has added so much to the appearance of the town".

The station is basically two and one-half stories in height with one and one-half story wings on either end. It measures approximately 100 feet in length, 30 feet in width in the main section, and 20 feet in width on either end. It was constructed primarily of local sandstone and stock-selected red brick pointed with matching red mortar which still creates a striking contrast. The stonework extends three feet above ground while the copings of the gables also feature matching sandstone.

One of the more prominent features is the bellcast, gable, overhanging roof above the first floor level which is supported by brackets in the main section and skirts the entire building. The structure features a large crossed gable roof in the main section with a circular window. The roof above this section is also bellcast gable with chimneys on either side. Window openings in the central section are flat-arched with keystone and radiating voussoirs and lugsills. The main entranceways on either side feature semi-circular arches with fanlight, keystone and radiating voussoirs. Directly above the entranceways at the second floor level are three flat-arched windows with entablature and recessed fanlight above the center window. It also features radiating voussoirs with keystone. Window and door openings on either wing have semi-circular arches with radiating voussoirs.

The ground floor originally consisted of a ticket office and general waiting room in the main section, and ladies' waiting room and baggage room on either end. The second floor contained one large room used as an office for the Superintendent and his assistants, and four smaller rooms, two used as private offices and two for storage. The third story was also used for storage.

The local newspaper indicated that "the building is plumbed throughout for electric lights, gas and water. It is heated by natural gas, and both gas and electricity are used for lighting purposes, and the scores of twinkling lights in and around it make it a pleasing spectacle at night."

Restoration which began in 1975 has consisted of a new roof and repair of the interior. Several borough offices have been moved into the old depot and upstairs rooms are undergoing renovation to provide meeting rooms.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1899

BUILDER/ARCHITECT

H. A. Button

STATEMENT OF SIGNIFICANCE

The Coudersport and Port Allegany Railroad began operations as a narrow gauge line during September 1882 between the boroughs of Coudersport and Port Allegany, Pennsylvania. During 1889, the line was widened to standard gauge and by 1895, an extension had been built to Ulysses. Here it met the Fall Brook Railroad which was purchased in 1899 by the New York Central Railroad. At the Port Allegany terminus, it originally joined with the Western New York and Pennsylvania Railroad which in 1900, was bought out by the Pennsylvania Railroad. By 1900, the Coudersport and Port Allegany had direct connections with two of the major lines on the East Coast.

The years 1899-1904 were a period of rapid industrial growth in Potter County. Lumbering was at its height and manufacturing was attracted by the discovery of new gas fields. The population of Coudersport had increased from 700 in 1882 to 1525 in 1890 and 3217 by 1900.

Construction began on the Coudersport and Port Allegany depot in 1899 during the height of prosperity and, by January of 1900, the new station was opened as the headquarters for the railroad, in addition to its use as a passenger and freight depot. The line, with the depot as its center of operation, was an indispensable factor in the growth and prosperity of the area.

The station was constructed by H. A. Button of Coudersport at a contract cost of \$6,000. The railroad company added the plumbing and other accessories, not specified by contract, making the total cost at between \$8,000 and \$10,000. According to a local newspaper, "this depot is an ornament and credit to the town, and doubtless there is not a town of Coudersport's size in the country which has a station of equal beauty". Architecturally, the station shows the adaptation of Victorian elements to railroad station architecture.

With the exhaustion of timber and the advent of the automobile, the fortunes of the Coudersport and Port Allegany Railroad began to decline. The company and station were purchased by the Wellsville, Addison and Galeton Railroad Company in 1964 and abandoned in 1971. The station stood empty through 1975 when Coudersport Borough purchased the property and began restoration.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Pietrak, Paul. The Coudersport and Port Allegany Railroad. 1972, North Boston, N. Y. p. 19-87-95-98.

Valentine, Madie Burt. History of the Coudersport & Port Allegany Railroad Potter County Historical Society Bulletin No. 33, July 1974.

Beebe, Victor. History of Potter County. Potter County Historical Society 1934. p. 202 and 212.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one

UTM REFERENCES

17 747 530 46 28 400

A 17 747 530 46 28 400

ZONE EASTING NORTHING

C

B

ZONE EASTING NORTHING

D

VERBAL BOUNDARY DESCRIPTION

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

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

11 FORM PREPARED BY

NAME / TITLE David M. Berman, Curator
Robert K. Currin, President

ORGANIZATION Pennsylvania Historical & Museum Comm.
Potter County Historical Society

DATE

February 24, 1976

STREET & NUMBER Box 1026
308 N. Main Street

TELEPHONE

717-787-4363

CITY OR TOWN Harrisburg
Coudersport

STATE

Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Executive Director
Pennsylvania Historical & Museum Commission

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

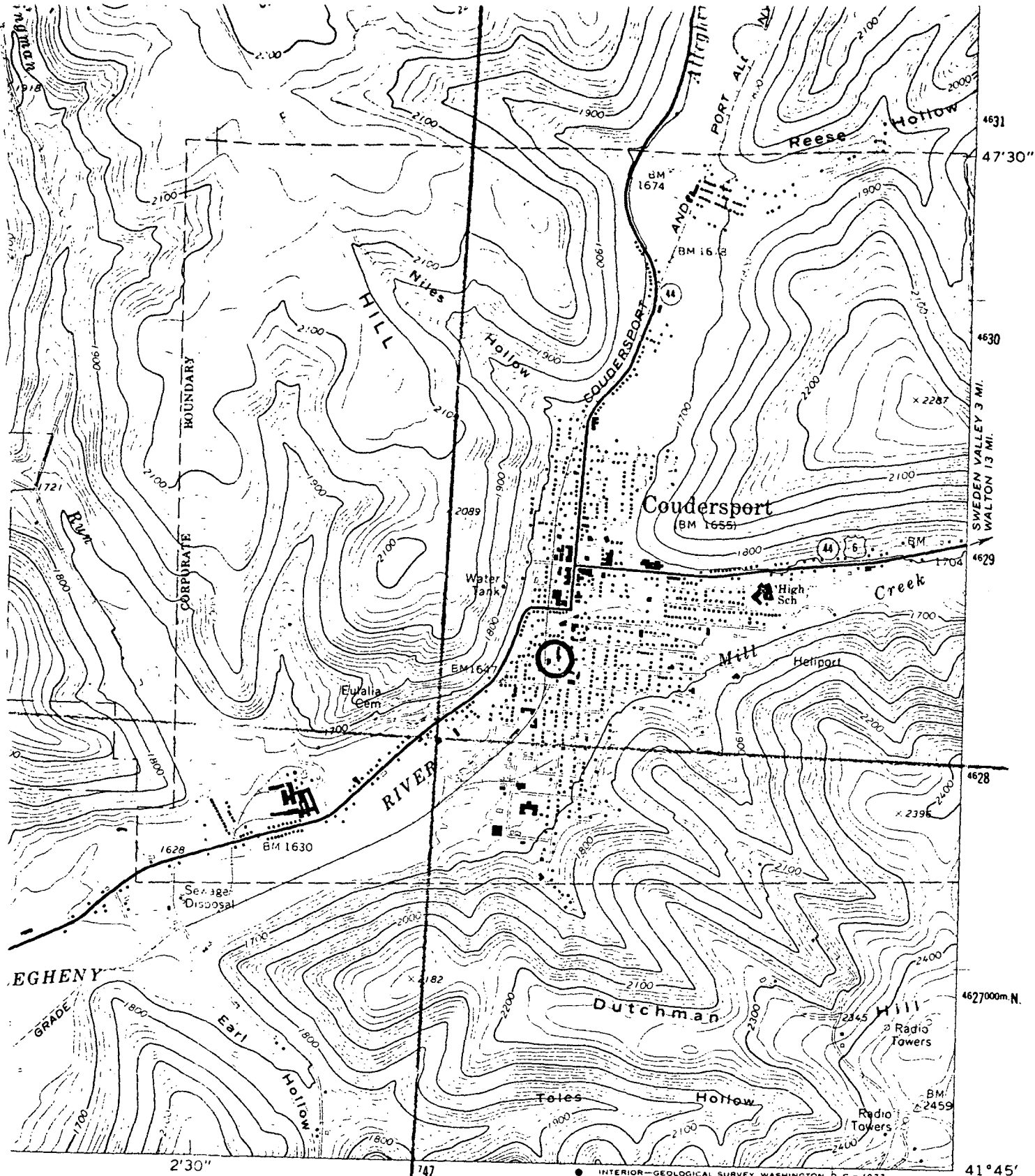
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

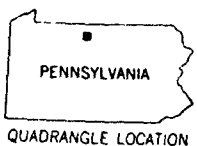
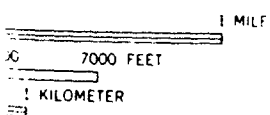
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



UTM REFERENCES: 17 747530 4628400



- ROAD CLASSIFICATION**
- Primary highway, hard surface
 - Secondary highway, hard surface
 - Light-duty road, hard or improved surface
 - Unimproved road
 - Interstate Route
 - U. S. Route
 - State Route

COUDERSPORT, PA.
 SE/4 COUDERSPORT 15' QUADRANGLE
 N4145—W7800/7.5

YAGERS HILL
 5467 III NW

● INTERIOR—GEOLOGICAL SURVEY WASHINGTON D. C.—1972
 748 749000m. E