

# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # 001901, 001920, 001930

ER# \_\_\_\_\_

Date Prepared \_\_\_\_\_

## Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_

MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate

Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

## Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	Dwelling _____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

## Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting \_\_\_\_\_

Ancillary Features

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

Acreage (round to nearest tenth) \_\_\_\_\_

ER# \_\_\_\_\_

**Architectural/Property Information** (Items 9-14; see Instructions, pages 6-7)**ARCHITECTURAL CLASSIFICATION**

_____	_____
_____	_____
_____	_____

**EXTERIOR MATERIALS and STRUCTURAL SYSTEM**

Foundation	_____	_____
Walls	_____	_____
Roof	_____	_____
Other	_____	_____
Structural System	_____	_____

**WIDTH** \_\_\_\_\_ (feet) or \_\_\_\_\_ (# bays)    **DEPTH** \_\_\_\_\_ (feet) or \_\_\_\_\_ (# rooms)    **STORIES/HEIGHT** \_\_\_\_\_

**Historical Information** (Items 18-21; see Instructions, page 8)

**Year Construction Began** \_\_\_\_\_  Circa    **Year Completed** \_\_\_\_\_  Circa  
**Date of Major Additions, Alterations** \_\_\_\_\_  Circa    \_\_\_\_\_  Circa    \_\_\_\_\_  Circa  
**Basis for Dating**     Documentary     Physical

Explain \_\_\_\_\_

**Cultural/Ethnic Affiliation(s)** \_\_\_\_\_

**Associated Individual(s)** \_\_\_\_\_

**Associated Event(s)** \_\_\_\_\_

**Architect(s)** \_\_\_\_\_

**Builder(s)** \_\_\_\_\_

**Submission Information** (Items 22-23; see Instructions, page 8)

**Previous Survey/Determinations** \_\_\_\_\_

**Threats**     None     Neglect     Public Development     Private Development     Other

Explain \_\_\_\_\_

**This submission is related to a**     non-profit grant application     business tax incentive  
 NHPA/PA History Code Project Review     other

**Preparer Information** (Items 24-30; see Instructions, page 9)

**Name & Title** \_\_\_\_\_

**Date Surveyed** \_\_\_\_\_    **Project Name** \_\_\_\_\_

**Organization/Company** \_\_\_\_\_

**Mailing Address** \_\_\_\_\_

**Phone** \_\_\_\_\_    **Email** \_\_\_\_\_

ER# \_\_\_\_\_

**National Register Evaluation** (*Item 31; see Instructions, page 9*)  
**(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)**

Not Eligible (due to  lack of significance and/or  lack of integrity)

Eligible Area(s) of Significance \_\_\_\_\_

Criteria Considerations \_\_\_\_\_ Period of Significance \_\_\_\_\_

Contributes to Potential or Eligible District District Name \_\_\_\_\_

**Bibliography** (*Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.*)

**Additional Information**

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

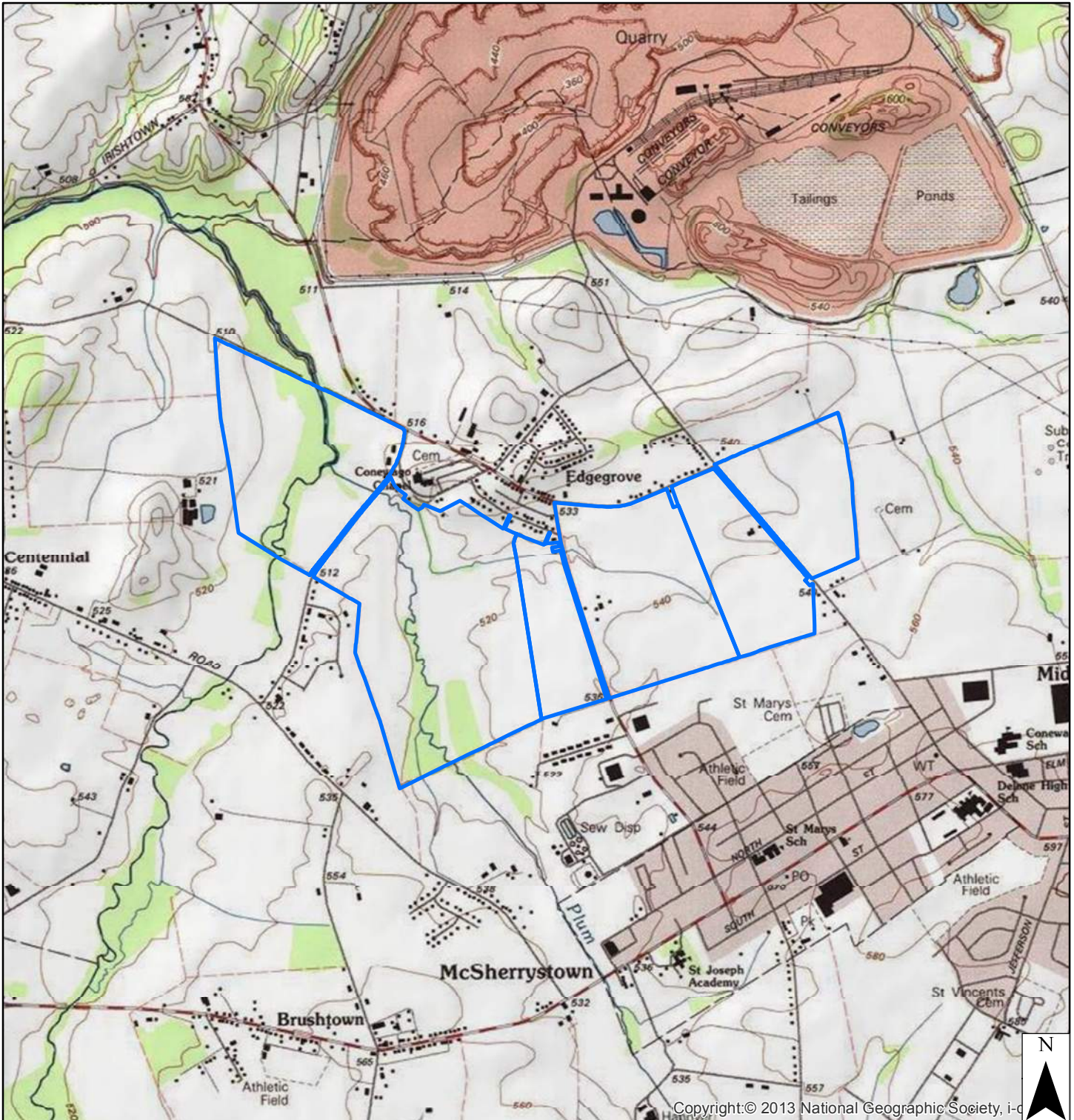
- Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
- Current Photos (See Instructions, page 10)
- Photo List (See Instructions, page 11)
- Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
- Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
- USGS Map (submit original, photocopy, or download ; See Instructions, page )

**Send Completed Form and Additional Information to:**

National Register Program  
 Bureau for Historic Preservation/PHMC  
 Keystone Bldg., 2<sup>nd</sup> Floor  
 400 North St.  
 Harrisburg, PA 17120-0093

**Chapel Farms Historic District**  
 Conewago, Adams County, Pennsylvania

Key # \_\_001901, 001920, 001930\_\_\_\_\_  
 ER # \_\_2016-8477-001\_\_\_\_\_



**Figure 1: Chapel Farm Historic District Resource Location Map**

**Key:**  
 Tax Parcel Boundary

**Source:** USGS 1984



Eisenhower  
 Boulevard  
 Extension Project

**Scale**

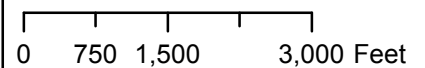




Figure 2-A: Poist Chapel Photo Location Map

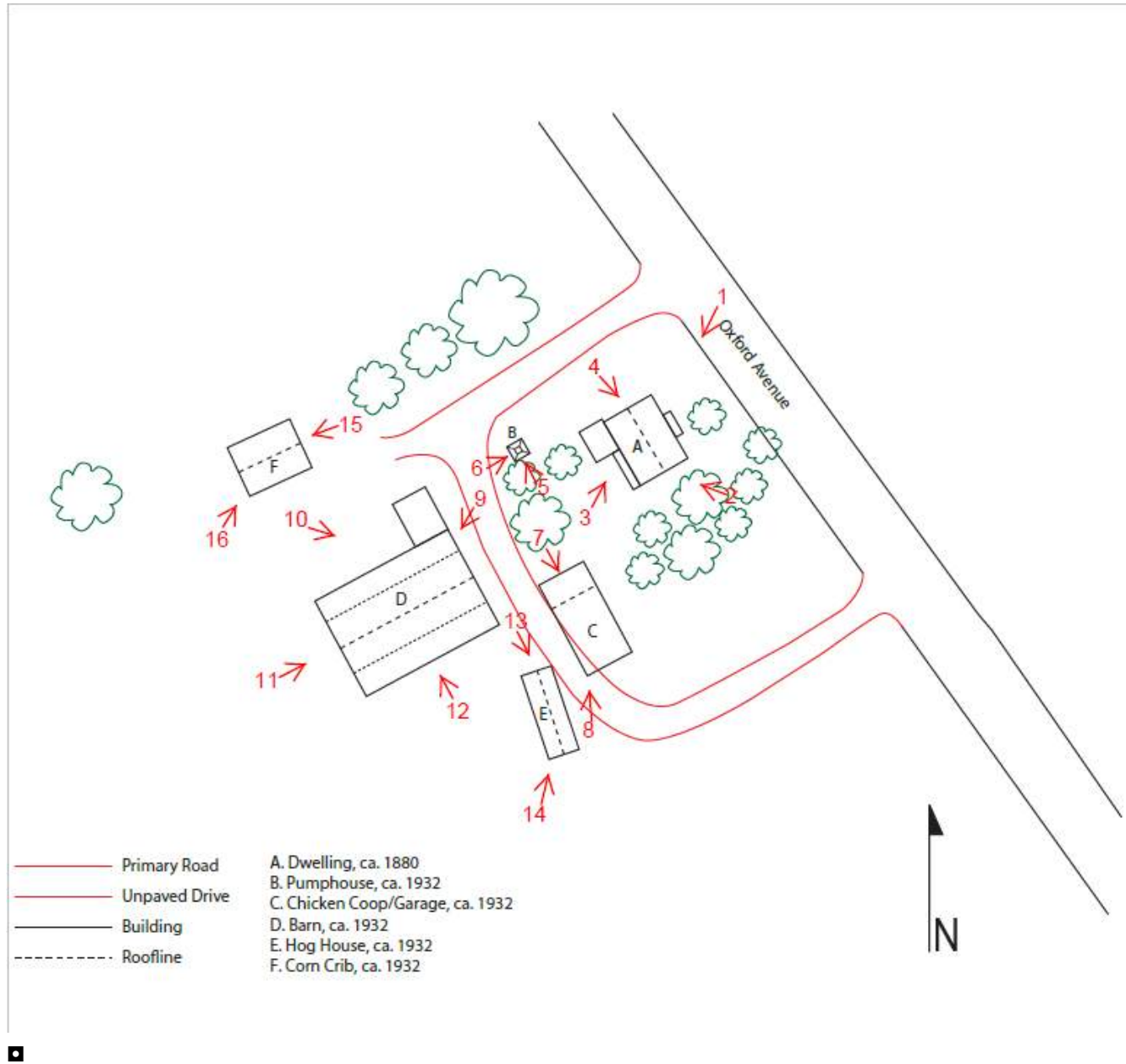


Figure 2-B: Devine Chapel Farm Photo Location Map

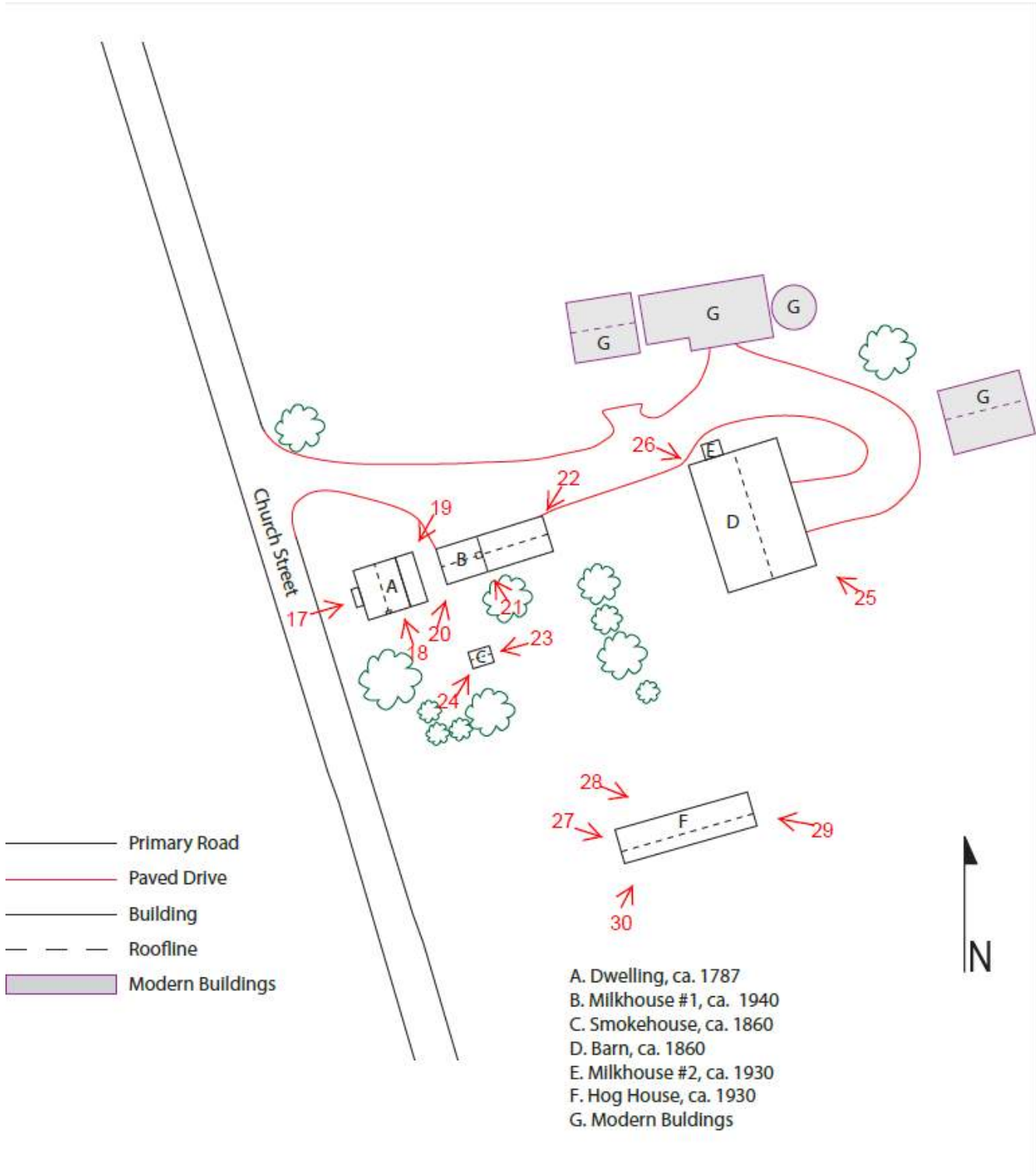
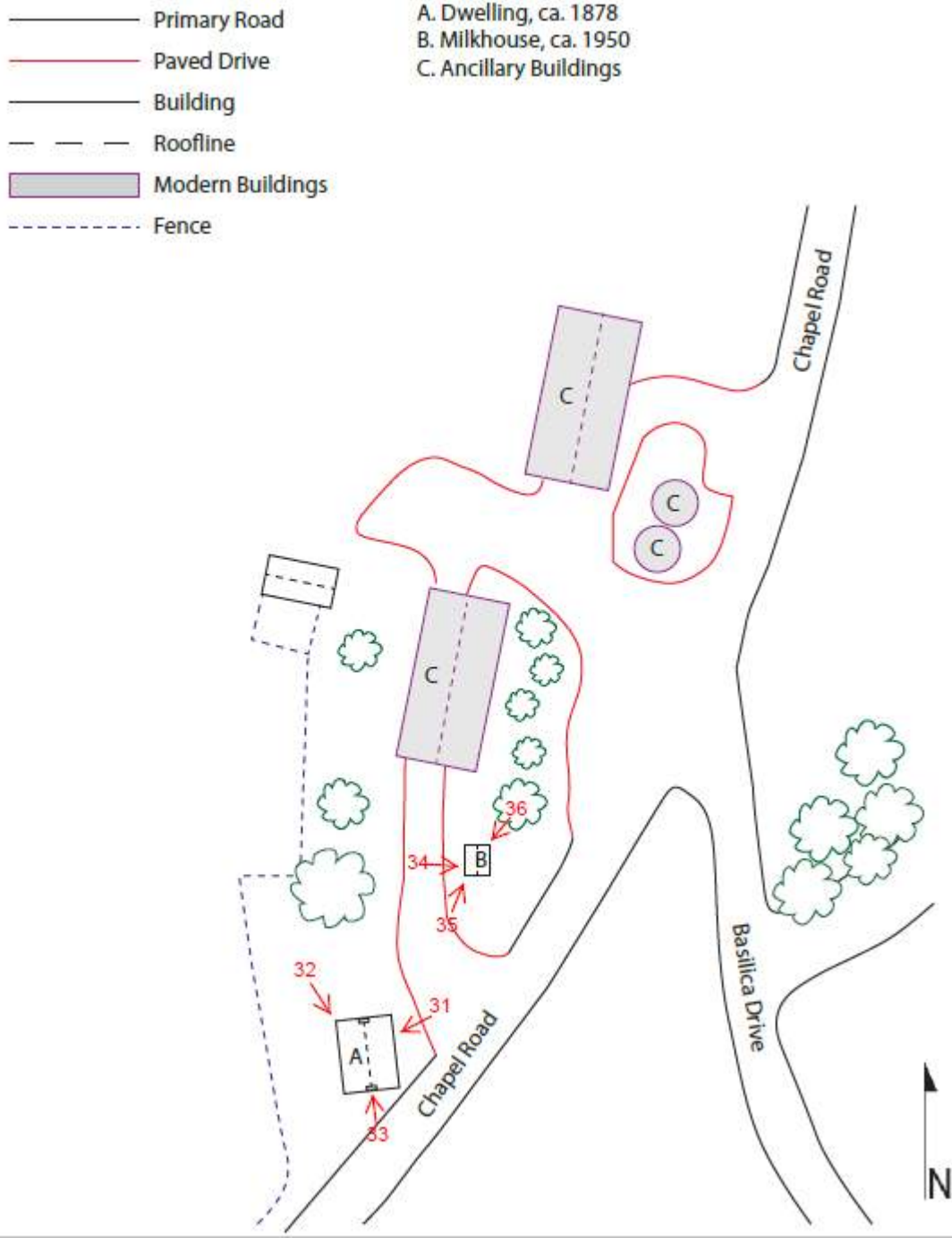


Figure 2-C: Enders Farm Photo Location Map



## **Photo List (Item 33)**

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer Name: Sarah Johnson

Date: October 30, 2017

Location Negatives/Electronic Images Stored: Johnson, Mirmiran & Thompson Computer Files

- Photograph 1 – Façade (northeast elevation) of the Poist Farm dwelling; looking southwest.
- Photograph 2 – Side (southeast elevation) of the Poist Farm dwelling; looking northwest.
- Photograph 3 – Rear (southwest elevation) of the Poist Farm dwelling; looking northeast.
- Photograph 4 – Side (northwest elevation) of the Poist Farm dwelling; looking southeast.
- Photograph 5 – Façade (southeast elevation) of the Poist Farm pump house; looking northwest.
- Photograph 6 – Side (southwest elevation) of the Poist Farm pump house; looking northeast.
- Photograph 7 – Northwest elevaton of the original Poist Farm chicken coop; looking southeast.
- Photograph 8 – Southeast and southwest elevatons of the Poist Farm garage; looking north.
- Photograph 9 – Northeast elevaton of the Poist Farm barn and addition; looking southwest.
- Photograph 10 – Northwest elevaton of the Poist Farm barn; looking southeast.
- Photograph 11 – Southwest elevaton of the Poist Farm barn; looking northeast.
- Photograph 12 – Southeast elevation of the Poist Farm barn; looking northwest.
- Photograph 13 – North and east elevations of the Poist Farm hog house; looking south.
- Photograph 14 – South elevation of the Poist Farm hog house; looking north.
- Photograph 15 – Northeast elevation of the Poist Farm corn crib; looking southwest.
- Photograph 16 – Southwest and southeast elevations of the Poist Farm corn crib; looking northeast.
- Photograph 17 – Facade (west elevation) of the Divine Chapel dwelling; looking east.
- Photograph 18 – Side (south elevation) of the Divine Chapel dwelling; looking north.
- Photograph 19 – Side (north elevation) and rear (east elevation) of the Divine Chapel dwelling; looking southwest.
- Photograph 20 – Facade (west elevation) and side (south elevation) of the Divine Chapel milkhouse; looking north.
- Photograph 21 – Side (south elevation) of the Divine Chapel milkhouse; looking north.
- Photograph 22 – Rear (east elevation) and side (north elevation) of the Divine Chapel milkhouse; looking southwest.
- Photograph 23 – Front (east elevation) and side (north elevation) of the Divine Chapel smokehouse; looking west.



**CHAPEL FARMS HISTORIC DISTRICT**

CONEWAGO TOWNSHIP, ADAMS COUNTY, PENNSYLVANIA

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Photograph 24 – Rear (west elevation) and side (south elevation) of the Divine Chapel smokehouse; looking north.

Photograph 25 – Facade (east elevation) and side (south elevation) of the Divine Chapel barn; looking northwest.

Photograph 26 – Rear (west elevation) and side (north elevation) of the Divine Chapel barn; looking southeast.

Photograph 27 – Façade (west elevation) of the Divine Chapel hog house, looking east.

Photograph 28 – Side (north elevation) of the Divine Chapel hog house, looking south.

Photograph 29 – Rear (east elevation) of the Divine Chapel hog house, looking west.

Photograph 30 – Side (south elevation) of the Divine Chapel hog house, looking northeast.

Photograph 31 – Façade (east elevation) of the Enders Farm dwelling; looking west.

Photograph 32 – Side (north elevation) and rear (west elevation) of the Enders Farm dwelling; looking southeast.

Photograph 33 – Side (south elevation) of the Enders Farm dwelling; looking north.

Photograph 34 – Façade (west elevation) of the Enders Farm milk house; looking east.

Photograph 35 – Façade (west elevation) and side (south elevation) of the Enders Farm milk house; looking northeast.

Photograph 36 – Rear (east elevation) and side (north elevation) of the Enders Farm milk house; looking southwest.

## Photographs



Photograph 1 – Façade (northeast elevation) of the Poist Farm dwelling; looking southwest.



Photograph 2 – Side (southeast elevation) of the Poist Farm dwelling; looking northwest.





Photograph 3 – Rear (southwest elevation) of the Poist Farm dwelling; looking northeast.



Photograph 4 – Side (northwest elevation) of the Poist Farm dwelling; looking southeast.





Photograph 5 – Façade (southeast elevation) of the Poist Farm pump house; looking northwest.



Photograph 6 – Side (southwest elevation) of the Poist Farm pump house; looking northeast.





Photograph 7 – Northwest elevaton of the original Poist Farm chicken coop; looking southeast.



Photograph 8 – Southeast and southwest elevatons of the Poist Farm garage; looking north.





Photograph 9 – Northeast elevaton of the Poist Farm barn and addition; looking southwest.



Photograph 10 – Northwest elevaton of the Poist Farm barn; looking southeast.





Photograph 11 – Southwest elevation of the Poist Farm barn; looking northeast.



Photograph 12 – Southeast elevation of the Poist Farm barn; looking northwest.





Photograph 13 – North and east elevations of the Poist Farm hog house; looking south.



Photograph 14 – South elevation of the Poist Farm hog house; looking north.





Photograph 15 – Northeast elevation of the Poist Farm corn crib; looking southwest.



Photograph 16 – Southwest and southeast elevations of the Poist Farm corn crib; looking northeast.





Photograph 17 – Facade (west elevation) of the Divine Chapel dwelling; looking east.



Photograph 18 – Side (south elevation) of the Divine Chapel dwelling; looking north.





Photograph 19 – Side (north elevation) and rear (east elevation) of the Divine Chapel dwelling; looking southwest.



Photograph 20 – Facade (west elevation) and side (south elevation) of the Divine Chapel milkhouse; looking north.





Photograph 21 – Side (south elevation) of the Divine Chapel milkhouse; looking north.



Photograph 22 – Rear (east elevation) and side (north elevation) of the Divine Chapel milkhouse; looking southwest.





Photograph 23 – Front (east elevation) and side (north elevation) of the Divine Chapel smokehouse; looking west.



Photograph 24 – Rear (west elevation) and side (south elevation) of the Divine Chapel smokehouse; looking north.





Photograph 25 – Facade (east elevation) and side (south elevation) of the Divine Chapel barn; looking northwest.



Photograph 26 – Rear (west elevation) and side (north elevation) of the Divine Chapel barn; looking southeast.





Photograph 27 – Façade (west elevation) of the Divine Chapel hog house, looking east.



Photograph 28 – Side (north elevation) of the Divine Chapel hog house, looking south.





Photograph 29 – Rear (east elevation) of the Divine Chapel hog house, looking west.



Photograph 30 – Side (south elevation) of the Divine Chapel hog house, looking northeast.

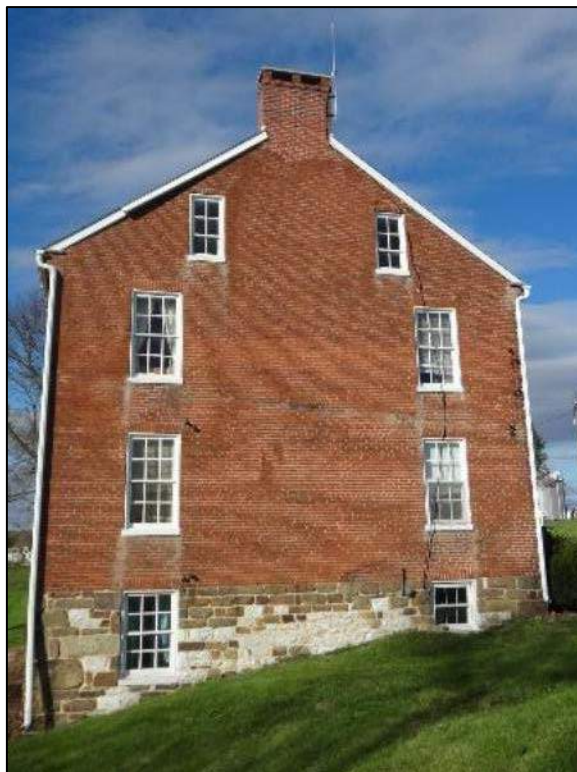




Photograph 31 – Façade (east elevation) of the Enders Farm dwelling; looking west.



Photograph 32 – Side (north elevation) and rear (west elevation) of the Enders Farm dwelling; looking southeast.



Photograph 33 – Side (south elevation) of the Enders Farm dwelling; looking north.



Photograph 34 – Façade (west elevation) of the Enders Farm milk house; looking east.





Photograph 35 – Façade (west elevation) and side (south elevation) of the Enders Farm milk house; looking northeast.



Photograph 36 – Rear (east elevation) and side (north elevation) of the Enders Farm milk house; looking southwest.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how /why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## Physical Description

The Chapel Farm Rural Historic District includes three contiguous late-eighteenth and mid-nineteenth century farms upon land once belonging to the NRHP-listed Conewago Chapel (Key # 001254). The boundary includes the farmsteads with a strong connection to the chapel and their associated farmland, but it pointedly excludes the Conewago Chapel itself as the farms offered no outstanding or unusual aid in the development of the chapel and the chapel offered no specific aid in understanding the history and agricultural context of the farms. The historic district encompasses approximately 596.77 acres, and the farmsteads consist of one late-eighteenth-century and two mid-nineteenth-century farmhouses. Although the landscape is still characterized by cultivated fields and pastures, the farmsteads retain few historic agricultural buildings overall.

The three farms are described below in order from east to west.

### Poist Chapel Farm

The Poist Chapel Farm is located at 444 Oxford Road, on the west side of the road and at the east end of the historic district. In addition to the ca. 1880 dwelling, the Poist Chapel Farm contains a ca. 1932 barn, ca. 1932 hog house, ca. 1932 corn crib, and ca. 1932 pumphouse. The farmstead also contains a heavily modified chicken coop used as a modern garage. An 1872 atlas of Conewago Township does not show the farmstead at 444 Oxford Avenue; however, when the property was sold in 1899, the deed lists a message with tenement (I.W. Field & Co. 1872; Adams County Deed 53:17). Furthermore, the design and material of the dwelling are consistent with construction in the late-nineteenth century. Physical evidence, historic aerials, and information relayed by the long-time farmhand while conducting the field survey suggest that the outbuildings were constructed ca. 1932 following a large fire.

#### *Dwelling*

The ca. 1880, four-over-four dwelling is situated approximately 45 feet west of Oxford Avenue. The building is four bays wide, two bays deep, and two-and-a-half stories tall. It has a side-gable roof covered in standing seam metal on the front pitch and asphalt shingle on the rear pitch. The foundation is made of stone, and the walls have been covered in aluminum siding. The windows are wood and have vinyl storm coverings, and the doors are vinyl replacements. There is a centered portico on the façade, an exterior red brick chimney on the northwest elevation, and an addition on the north bay of the rear elevation.

The façade (northeast elevation) features a centered, two-bay portico with a standing seam metal shed roof supported by wood posts and a poured concrete landing. The entryway in the portico is located in the south-center bay and contains a vinyl door with a vinyl storm door. The north-center bay does not contain any openings on the first floor. Evenly spaced on each side of the portico is a two-over-one window. The second floor has four symmetrically placed, six-over-one windows (Photograph 1).

The southeast side elevation has metal bulkhead doors leading to the basement. Each floor contains two symmetrically placed, two-over-one windows. There are two, evenly spaced vents within the gable (Photograph 2).

The rear (southwest) elevation is heavily altered and presents as only three bays (Photograph 3). A one-and-a-half-story, single-bay addition was constructed on the north bay. It is capped with a steep shed roof clad with standing seam metal that begins just below the eave of the second story and extends down to a single story at the rear. The southwest elevation of the addition has a single, six-over-six window, and on the southeast elevation of the addition, there is a five-panel, wood door (Photograph 3). The northwest elevation of the addition does not contain any fenestration or architectural details.

A flat, two-bay roof spans the remainder of the first floor and is clad in standing seam metal. Beneath the roof, the northern half of the portico is enclosed and contains a half-light, wood door, flush against the addition, and a wood, hopper window. The south bay of the first floor has a six-over-one window. The second floor has a single, two-over-one, wood window vertically aligned above the first-floor window (Photograph 4).

The northwest side elevation of the house features a centered, brick, exterior end chimney. Individual windows flank both sides of the chimney on the first and second floor; two-over-one and six-over-one respectively. Two, two-over-one, wood windows flank both sides of the chimney within the roof gable (Photograph 4).

#### *Pumphouse*

A ca. 1932, 10-foot by 10-foot pumphouse is located about 40 feet east of the dwelling. It has a hipped roof covered in standing seam metal, and the walls are clad in wood. There is a wood door on the south elevation and a four-pane, fixed, wood window on the west elevation. The north and east elevations have no fenestration (Photographs 5 and 6).

#### *Chicken Coop/Garage*

Approximately 55 feet southwest of the house is a heavily modified chicken coop that has been turned into a machine shed and garage. The original chicken coop appears on the 1937 aerial photograph of the farm, unmodified, and was likely constructed along with the other outbuildings ca. 1932. The building consists of a 24-foot by 10-foot, one story chicken coop with a 40-foot shed roof addition on the rear. The one story original chicken coop has a shed roof clad with standing seam metal. The northwest elevation of this section has been covered in a combination of particle board and a plastic tarp to create an enclosed storage space (Photograph 7).

A large shed-roof addition was constructed in the late twentieth century off the southeast elevation (Photograph 8). The southeast elevation of the addition is completely open for vehicle access and storage. The side elevations are void of any fenestration or details.

#### *Barn*

A 55-foot by 85-foot, ca. 1932, banked Pennsylvania Barn is located approximately 90 feet southwest of the dwelling. Its gambrel roof is clad in standing seam metal, and the foundation is a combination of stone and brick. The lower level is clad in red brick, and the upper levels are vertical wood panel. Unless otherwise noted, upper-level fenestration is filled with a pair of arched vents topped with a triangular wood pediment. There is a two-bay by two-bay, one-story addition, with a shed roof on the northwest elevation and a one-bay by one-bay, one story addition on the southwest elevation. The forebay spans the width of the southeast elevation.

The lower level of the northeast elevation is brick, and the overhang of the forebay occupies the southern bay. Evenly spaced along the rest of the lower level is a wood Dutch door and two wooden windows sashes both missing glass. Evenly spaced across the upper elevation are four vent openings. The lower level of the gable has three, evenly spaced vent openings and beneath the gable peak is a two-over-six, wood window, with wood shutters, and a pyramidal wood pediment (Photograph 9).

The northwest elevation is banked adjacent to the addition at the two center bays. The stone lower level visible in the west bay has a two-pane, wood hopper window. The bank leads to two sets of large, vehicle-sized, hinged doors (Photograph 10). Adjacent to the western pair of doors is the shed roof addition. The north



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elevation of the addition does not contain any fenestration; however, the southwest elevation contains a set of hinged doors, and the northeast elevation has two wood panel doors.

The southwest elevation has an addition south of center on the lower-level constructed of CMU. The addition has a shed roof covered in asphalt, and a pair of centered, half-light, metal doors on the west elevation. There are four, evenly spaced, fenestration openings on the upper level, three in the gable, and a six-over-six wood window, with wood shutters and a pyramidal wood pediment beneath the gable peak (Photograph 11).

The lower level of the southeast forebay elevation has a centered pair of large, wood Dutch doors. On each side of the double door, there are two individual, wood Dutch doors, and a six-over-six, wood window placed between each of the five doors. The upper level has a centered, sliding, wooden door with two evenly spaced fenestration openings on each side of the door (Photograph 12).

### *Hog house*

A ca. 1932, 18-foot by 32-foot, one-story hog house (identified as such by the current owner) is located approximately 105 feet southwest of the house. The hog house has a front-gable, standing seam metal roof, with wood walls, doors, and windows. The structure is currently used as a storage garage. The north elevation has a single wood panel door (Photograph 13). The east elevation has a four-pane, fixed window within the northernmost bay; the remaining bays each have a window that has been boarded over (Photograph 13). The south elevation has a full-width sliding metal door (Photograph 14). The west elevation has a shed-roof, partial-width addition.

### *Corn Crib*

A ca. 1932, 25-foot by 35-foot, one-story corn crib is located approximately 165 feet east of the house. The corn crib is also being used for machine storage. The structure has a front gable roof, covered with standing seam metal, with wood plank walls. The northeast elevation has a large, vehicle opening, the northwest and southeast elevation have no fenestration, and the southwest elevation has a double-hinged, wood door (Photograph 15 and 16).

## **Divine Chapel Farm**

The Divine Chapel Farm is located at 509 Church Street, on the east side of the road and at the center of the historic district. Based on materials and design, as well as church records, the residence located at present-day 509 Church Street is believed to have been built ca. 1787, making it the oldest of the Chapel Farm dwellings (Reily 1885: 174). In addition to the ca. 1787 dwelling, there is also a ca. 1860 barn, a ca. 1860 smokehouse, two milk houses constructed ca. 1930 and 1940, a ca. 1930 hog house, and three late twentieth-century modern structures.

### *Dwelling*

The ca. 1787 dwelling sits approximately 25 feet east of Church Street. It is four bays wide and three bays deep, clad in aluminum siding. A two-story, shed roof, full-width addition has been added to the east (rear) elevation. The house is two-and-a-half stories tall with a side-gable, slate-covered roof, and has an interior end chimney on the south side and an exterior end chimney on the north. The foundation is made of stone and has been covered in a parging. Unless otherwise noted, the windows are replacement one-over-one, double hung, vinyl windows with screens. The entryway doors are vinyl replacements.

The façade (west elevation) has symmetrical fenestration and a centered two-bay portico that covers two doors. The portico has a poured concrete floor, with vinyl support posts and a shed roof covered in asphalt

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shingles. On each side of the portico, there is an individual window. The second floor has four, evenly spaced windows placed symmetrically over the four first-floor openings (Photograph 17).

The south side elevation has two windows on the first floor and two on the second vertically aligned above each other, spaced along the center axis. Two vents are arranged symmetrically in the gable. On the south elevation of the rear addition, there is a centered pair of small, one-over-one, vinyl windows on the first floor and a centered individual window on the second floor (Photograph 18).

The rear, east elevation has a secondary entrance and a CMU exterior chimney. The chimney is centered between the two southernmost bays. On each side of the chimney, there is a pair of windows with screens on the first floor and individual windows on the second floor. The rear entrance is protected by a single bay shed roof portico. The roof is clad with asphalt shingles and is supported by wood posts. Two stone steps lead up to the entry which is filled with a half-light, three-pane, two-panel, wood door with a vinyl storm door. To the north of the entry is a pair of windows on the first floor, and a single window on the second floor (Photograph 19).

The north side elevation has an exterior brick chimney centered on the original section of the house. Flanking both sides of the chimney are individual windows on the first and second floor vertically aligned above each other. Two vents are arranged symmetrically in the gable. On the north elevation of the rear addition, there is a centered window on both the first and second floor. Bulkhead doors are located at grade within the center bay (Photograph 19).

#### *Milkhouse #1*

A ca. 1940 milkhouse is located approximately 10 feet from the rear of the home. The section closest to the home may have originally functioned as a summer kitchen, but was rebuilt ca. 1940 as a milkhouse. It is 20 feet wide and 65 feet long, with a front-gable roof covered in standing seam metal and an interior brick chimney. The walls are made of CMU, and there are four vinyl, replacement doors. The window types are varied throughout the structure, and there is a break in the roof line separating the rear room. The eastern three bays appear to be older and may have slightly predated the west section.

The gable on the façade (west elevation) extends approximately 4-feet beyond the plane of the building and is clad in vinyl siding. Centered on the elevation is a nine-pane, half-light, two-panel door. There is a poured concrete patio that stretches between the milkhouse and the house (Photograph 20).

The side, south elevation has a centered, one-over-one, wood window and a six-panel door on the easternmost portion of the original milkhouse section. From west to east along the three-bay addition, is a wood panel door, a slightly off-center, six-pane, metal window, and a twelve-pane, vinyl window (Photograph 21). The rear, east elevation has a single centered, twelve-pane, metal window. The roof gable has been covered in standing seam metal siding (Photograph 22).

The side, north elevation has a centered, one-over-one, wood window and a six-panel door on the easternmost bay of the original milkhouse section. From east to west, the three-bay addition has a two-bay opening with a sliding, wood panel, garage door, and a six-pane, two-panel, vinyl door. The westernmost bay has been covered in vinyl siding (Photograph 22).

#### *Smokehouse*

The ca. 1860 smokehouse is situated about 33 feet southeast of the house. The brick building, laid in common bond, is 10-foot by 10-foot with a front gable, corrugated metal roof, and brick foundation. The façade (east



elevation) and rear, west elevation both have ventilation openings at the gable peak. The façade has a wood panel door within a segmental brick arch opening. The north and south side elevations are devoid of any fenestration (Photographs 23-24).

### *Barn*

The ca. 1860 barn sits approximately 170 feet east of the house. It is 80 feet wide and 50 feet deep with a side-gable roof clad in standing seam metal. The foundation is made of both brick and CMU; the walls are brick covered in corrugated metal. It is banked on the east elevation.

The east elevation is banked with a large, centered, two-bay, sliding, metal equipment door. At the northern edge of the north equipment door is a pedestrian door. Part of the lower level that is visible adjacent to the bank at the north end of the elevation has a single, wood, hopper window with a structural jack arch (Photograph 25).

The western bay of the south side elevation's ground level has been covered in corrugated metal while the remaining bays are brick. Three wood windows are evenly-spaced across the brick bays and are in various degrees of deterioration. The upper level has four evenly spaced openings infilled with metal vents. Two infilled openings are centered in the gable peak (Photograph 25).

The ground level of the rear, west elevation has CMU walls, and a single-story, three-quarter-length, shed-roof addition constructed of CMU and corrugated metal and located in the south corner. The north bay of the original structure has a wide, wood panel door for equipment access. Another entryway is just north of center on the addition and has been infilled with corrugated metal and two-third-length jalousie windows. A sliding track is extant above the opening suggesting the opening was once double in size. Flanking both sides of the jalousie windows are two individual, wood, hopper windows. On the middle level there are two centered, sliding metal barn doors. On each side of the doors, there are three openings that have been infilled with vents. The third floor has eight openings that have been infilled with vents, vertically aligned above the eight second-floor openings (Photograph 26).

The western bay of the north side elevation contains a sliding wood panel door. Two wood windows are evenly spaced across the brick-covered first level. The 1930 milk house conceals one of these windows. The upper level has four evenly spaced openings infilled with metal vents. Two infilled openings are centered in the gable peak (Photograph 26).

### *Milkhouse #2*

The ca. 1930 milkhouse is approximately 185 feet east of the house, alongside the barn. It is a 10-foot by 15-foot CMU building with a front gable corrugated metal roof. A single wood panel door is centered on the façade (west elevation) (Photograph 26). The west gable is clad with metal siding and has a vent beneath the gable peak. The north elevation has two evenly spaced, six-over-four, double-hung, wood windows. A single six-over-four, double-hung, wood window is centered on the rear, east elevation. The east gable is clad in metal siding with a vent beneath the gable peak. The south elevation is not visible due to the building's proximity to the barn.

### *Hog House*

A 20-foot by 80-foot former hog house constructed ca. 1930 sits 170 feet southeast of the dwelling. It has a saltbox roof covered in corrugated metal with a CMU foundation and walls clad in a combination of CMU, wood, and metal. The west elevation has a large, double plywood door spanning the majority of the elevation

(Photograph 27). The north elevation is solid CMU with no fenestration (Photograph 28). The east elevation is CMU on the lower portion, and wood panel on the upper with a single slightly south-of-center doorway that is covered with a wood panel gate (Photograph 29). The south elevation on the westernmost bay has CMU walls and a wood panel door. The second bay has corrugated metal walls with a set of wood awning windows just below the roof line. The remaining three bays also have corrugated metal walls with three evenly dispersed corrugated metal doors (Photograph 30).

### *Modern Buildings*

Three modern buildings and a modern silo are located east and north of the cluster of historic structures.

### **Enders Chapel Farm**

The Enders Chapel Farm is located at 400 Chapel Road, on the west side of the road and at the west end of the historic district. A journal entry dated March 1878 stated that "a contract was awarded to Pius Smith for building the new brick house on the farm, below the Chapel" (Reily, 1885: 172). A later entry, dated April 27, 1878, indicated that masons had begun building the dwelling (Reily, 1885: 174). The location and material of the Enders Chapel Farm and cross-reference with historic maps confirm the construction date of the ca. 1878 dwelling. The Enders Chapel Farm also contains a ca. 1950 milkhouse and three modern ancillary buildings.

### *Dwelling*

The ca. 1878 brick house sits 8.5 feet west of Chapel Road. It is five bays wide by two bays deep and is two-and-a-half stories tall. The dwelling is banked with the first-floor entry at grade on the façade (east elevation) and the basement entry at grade on the west elevation. The side-gable roof is clad in asphalt shingles and features a decorative brick cornice on the east façade and west elevation. There are two brick interior end chimneys. The brick walls are laid in common bond with varying numbers of stretcher rows between header rows. The foundation is made of stone and is fully exposed on the west elevation. The first and second floors contain original, six-over-six, wood windows, each with a brick jack arch. The attic windows on the north and south elevations are original, four-over-two, double hung, wood windows.

The façade (east elevation) features a centered, one-bay portico with a asphalt-shingle shed roof, wood supports, and wood balustrades. Two stone steps lead up to the replacement composite wood portico floor that sits on a stone foundation. The front door, centered beneath the portico, is an early or original, four-panel, wood door with a split-light transom and stone slab threshold. On each side of the entryway are two individual windows. The second floor features five windows dispersed symmetrically over the first-floor openings (Photograph 31).

A second single-story portico is located along the eastern half of the north gable elevation. The portico has a shed roof clad with asphalt shingles, composite flooring, vinyl supports, and vinyl balustrades with a brick and stone pier foundation and wood lattice infill. Beneath the portico is a six-panel, wood door with a storm door and split-light, wood transom with storm covering. To the east of the door, also beneath the portico, is a single window. There is a second, first-floor window on the western portion of the north elevation. Two windows are located on the second floor, vertically aligned above the first-floor windows. At the attic level, there are two windows, and at the basement level is a single window vertically aligned with the windows above (Photograph 32).

The basement level of the rear, west elevation is fully exposed, featuring two six-panel, wood doors, arranged to alternate between three windows. The first floor has a slightly south of center, four-pane, two-panel, half-light, wood door with a brick jack arch that likely once led to a rear porch or deck (no longer extant). On each



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side of the door, there are two individual windows, aligned over the basement level openings. The second floor has five windows aligned above the first-floor openings (Photograph 32).

On the side south elevation, the basement level is partially exposed. There is a window on the west side, and a three-over-three, wood window on the east side, both with jack arch lintels. The first and second stories each have two windows vertically aligned over the basement openings. Two smaller, four-over-two, double-hung, wood windows are located in the gable (Photograph 33).

### *Milkhouse*

The mid-twentieth century milkhouse is approximately 94 feet northeast of the house. The 15-foot by 18-foot building has a standing seam metal, side gable roof, with CMU walls and foundation. The west elevation has a wood panel door and a two-over-two, fixed, metal window (Photograph 34). On the south elevation, there is an additional wood panel door. The gable is clad with wood siding and pierced by a gable vent (Photograph 35). The east elevation has two window openings with metal frames, but no sash or glazing; there is also a small, rectangular cement slab at grade. On the north elevation, there is a window opening with a metal frame, but no sash or glazing as well as wood siding in the gable and a gable vent (Photograph 36).

### *Ancillary Buildings and Structures*

Scattered throughout the northern portion of the property there are three, late-twentieth-century ancillary buildings. These buildings are primarily storage facilities with wood frames, clad in metal siding, and without foundations built in the 1980s. In addition to the ancillary buildings, there are also three modern silos on the property.

### **Integrity**

The Chapel Farms Rural Historic District retains several aspects of integrity. The three farms that comprise the district remain in their original locations and continue to function primarily as agricultural enterprises; however, they are no longer associated with the Conewago Chapel, which compromises integrity of association. Numerous buildings have been removed or constructed throughout the history of the farmsteads, but the properties retain their agricultural fields and similar field patterns, thus retaining integrity of setting. Changes to the buildings, such as additions, demolitions, replacements, and material changes, are widespread among the farms, such that as a whole, the District retains little integrity of materials, workmanship, or design. The integrity of feeling is moderately retained, due primarily to the continued agricultural use of the land and the retention of several historic buildings; however, the feeling of a 19<sup>th</sup> or early 20<sup>th</sup>-century landscape has been compromised due to the changes to two of the dwellings, the replacement of many outbuildings, and the construction of modern facilities.

## History

The Chapel Farm properties were once owned by The Basilica of the Sacred Heart, better known as the Conewago Chapel. The Conewago Chapel was founded by Jesuit priests who began conducting services within Conewago as early as 1730 (Hanover Centennial Committee, p.11). In 1741, a log structure was built which became the headquarters for the St. Francis Jesuit missionaries mission circuit (NRHP). On November 4, 1775, Reverend John Lewis purchased 637.75 acres of land from John Digges and Henry Neale (York County Deed G: 126). Between 1785-1787 the present-day chapel, the Basilica of the Sacred Heart of Jesus, was constructed of brownstone upon the site of the original log structure. Based church records and building materials and design, the **Devine Chapel Farm** dwelling, located at present-day 509 Church Street, appears to have been built around this time as well, making it the oldest of the Chapel Farm dwellings (Reily 1885: 174).

Ownership of the 637.75-acre property was passed down through the Jesuit Priesthood, based at St. Joseph's Church in Philadelphia, Pennsylvania, presumably to the Superior of Missions, who were the priests in charge of missionary work throughout the region (Adams County Deed 58:519). Upon the death of Reverend John Lewis, Reverend Robert Molyneaux succeeded as overseer of the mission properties (Griffin 1882: 4). Reverend Robert Molyneaux then conveyed the property to Father Francis Neal through his will dated June 13, 1805 (Griffin 1882: 5). In November of 1825, when Father Francis Neale passed away, the Chapel Farm property was conveyed to Reverend Thomas Mulladay (Adams County Deed 58:519). Upon the death of Thomas Mulladay in September 1857, Father William H. Clarke took ownership of the property (Adams County Deed 53:17). Father William H. Clarke then conveyed the property unto Father Patrick F. Healey in 1860 (Adams County Deed 58:519).

The large plot of land was densely forested when Reverend Lewis purchased it in 1775, and it took several years and strenuous labor to clear. Early accounts of the chapel plantation suggest that little revenue was yielded from crop production, and the chapel heavily relied on charitable contributions (Hayes 1892, no. 3: 289). By the mid-nineteenth century, the land had been cleared, and plans had been made by C.C. Lancaster, S.J. to construct a scholasticate roughly 300 yards from the Conewago Chapel. The farm was intended to provide for the students at the scholasticate; however, after beginning the foundation of the school, the plan was abandoned and the scholasticate was constructed in Woodstock, Massachusetts (Hayes 1892, no.2: 191). With the plans for the scholasticate moved, the 637.75 acres of land were solely used for farming. Revenue from the crops grown on the Chapel Farm was used to support the nearby Jesuit institutions and life at the Conewago Chapel (Hayes 1893: 201).

The Chapel Farm dwellings were inhabited by church superiors who hired men to farm and care for the land until 1830 when tenant farmers began living upon the Chapel Farm. Based on notes from the old account books of Conewago Chapel, Charley and Jacob Will were the first tenant farmers ca. 1830 at the **Devine Chapel Farm**, followed by John Weaver ca. 1850, and then James Devine ca. 1865 as the last recorded tenant (Reily 1885: 174; New Oxford Item 1933: 6). The **Enders Chapel Farm** was not constructed until 1878, and census and church records indicate that it was built for and inhabited by Father Joseph Enders and other church superiors (Agricultural Census 1880; Reily 1885: 174). The **Poist Chapel Farm** was constructed in 1880, shortly after the Enders Chapel Farm; a record of inhabitants could not be found.

In 1899, after over 100 years as part of the Conewago Chapel property, 126 acres and 2 perches of land on the far east side of the Chapel Farm property were sold by Father William H. Clark to John A. Poist (Adams County Deed 53:17); this sale included the farmstead referred herein as the **Poist Chapel Farm**, located at 444 Oxford Avenue. John Poist owned J.A. Poist Co., one of the biggest cigar manufacturers in McSherrystown (Adams County News 1910: 1). On November 17, 1885, he patented a machine for treating tobacco leaves, said to vastly improve, and make easier, the task of flattening tobacco leaves for cigar making (US Patent 330,734). John A. Poist, however, resided in McSherrystown and rented the Poist Chapel Farm to tenant farmers (Adams



County Independent 1898: 6). Upon his death, John Poist willed the Poist Chapel Farm property to his daughter, Mary Poist, who also rented the property to tenant farmers. When Mary passed away, the Poist Chapel Farm property was passed to her sister, Estella A. Poist Keffer. Estella Poist Keffer passed away on February 11, 1954, leaving the Poist Chapel Farm property to her husband, John Keffer. John Keffer died on April 13, 1961; his children, Marie Poist Avil, John Keffer, and Richard Keffer were executors of his estate (Adams County Will A-2:454). On September 14, 1961, Marie Poist Avil, John Keffer, and Richard Keffer sold and conveyed the 126 acres and 2 perches comprising the Poist Chapel Farm to Radio Hanover, Inc. (Adams County Deed 233: 434). Radio Hanover, Inc. then sold the property on August 11, 2008, to Bare Development.

Four years following the sale of the Poist Chapel Farm, on March 4, 1903, Reverend Patrick F. Healey sold and conveyed the remaining portion of the Chapel Farm property unto Saint Joseph's College of Philadelphia for \$5.00 (Adams County Deed 58: 519). The sale included 476 acres and 68 perches of land, which held the Conewago Chapel as well as the **Enders Chapel Farm** and **Divine Chapel Farm**. On April 27, 1971, Saint Joseph's College of Philadelphia conveyed the property to the Roman Catholic Clergyman for \$1.00 (Adams County Deed 295: 675). The Roman Catholic Clergyman owned the same 476 acres and 68 perches of land until it was subdivided and sold in 2015. The Conewago Chapel was its own parcel, and the **Divine Chapel Farm**, containing 154.44 acres of land, was sold to Smith Real Estate Holdings for \$550,000 on January 12, 2015 (Adams County Deed 6000: 103). The **Enders Chapel Farm**, containing 316.42 acres of land, was sold to Michael J. Smith for \$844,000 on January 13, 2015 (Adams County Deed 6002: 1).

## **Agricultural Assessment**

### ***Adams County***

The land contained within present-day Adams County, as well as the neighboring York and Lancaster Counties, originally made up the county of Chester. Chester County was one of the first three counties formed within the Province of Penn. As population within the province increased, portions of the original Chester County were carved out to create the counties of Lancaster in 1729, and then York County in 1749 (Reily 1880: 4).

As early as 1790, York County, the second largest county in the state of Pennsylvania, was facing unrest amongst its inhabitants. Tensions were growing between those in the northern end of the county versus those in the southern end. The county was very large, which placed many of the northern end inhabitants a great distance from the county seat in the city of York and left a feeling of disconnect with the local government. By 1800, the growing agitation caused the state to divide the county in two. Adams County was created from the western portion of York (Reily 1880: 10). It was comprised of approximately 521 square miles, with the town of Gettysburg designated as the county seat (Adams County Historical Society 2018). The 1800 census recorded a population of 13,173 within the newly formed Adams County.

### ***Historical Farming System***

#### ***1750 – about 1830: Diversified Small-Scale Production***

The Chapel Farm was established during this era to provide for the people servicing the Conewago Chapel and its facilities. According to church records, it did not yield a high production or make much money during this era, when church elders lived on the property.

Structures on a typical Adams County farm during the early portion of this era were simple and constructed of locally available resources. Dwellings were most often a single story and constructed of logs. Around the turn of the century, the modest dwellings began to adopt some architectural features of the "Moravian" and "Georgian" styles, as well as Germanic three-room plan houses (PHMC 18). It is at this time that the oldest of

the three farmsteads was established, the **Divine Chapel Farm** dwelling. According to the current tenant, the dwelling does have log framing, which reflects-turn-of-the-century local trends. Constructed in ca. 1787, the dwelling is of simple design; four bays wide and three bays deep, standing two stories tall. Its basic architectural design and features reflect an early modest dwelling common within the region. Although the farmhouse is still extant, the **Divine Chapel Farm** does not meet the registration requirements as either an individual farm or a farmstead under the "*Diversified Small Scale production, c. 1750-1830,*" because it lacks a barn or any supporting outbuildings related to diverse production dating to this period and landscape features such as a woodlot.

Furthermore, the Chapel Farm Rural Historic District does not meet the registration requirements as a historic agricultural district during this period because it does not contain a collection of eligible farms dating to this time period.

*Small farms, Mechanization, and New Markets, c. 1830-1885*

Beginning in 1830, the Chapel Farm was rented to tenants and appeared to participate in the local economy, while also likely supporting life at the Chapel. At 637 acres and with a slightly different purpose than the typical family owned and operated farm, it is difficult to compare the Chapel Farm output to other farms in the township, county, or state. Regardless, the way in which the property was farmed, and the buildings constructed likely followed the same mechanization trends as other farms in the region.

Farming or occupations closely related to farming, such as milling, blacksmithing, and wagon making, remained an integral part of Adams County, however, mechanization reshaped the farming system. In 1850, the average Conewago Township farm measured 126 acres; by 1880 that average dropped to 92 (Agricultural Census 1850; Agricultural Census 1880). As farm size declined, cultivated acreage took up more land on the farm (PHMC 25). Crops and farm products remained diverse, and livestock husbandry was now partnered with commercially marketable crops. By the mid- to late nineteenth century, machines began replacing people on farms. York and Hanover were home to several agricultural mechanization manufacturers, which led to farmers in this area to machines earlier than in other areas (30). After the Civil War, there was a boom in industrial development that continued well into the twentieth century (Adams County Historical Society 2018). The industrialization of Philadelphia and York, combined with transportation innovations, opened additional commercial agriculture and trade opportunities for farmers in Conewago Township.

In 1850, Conewago Township farms produced at or above state levels of field crops, turning out more than double the state average of wheat and nearly twice the average amount of rye (PHMC 26). Conewago Township farms also surpassed the state average of bushels of corn, and oats, and tons of hay (Agricultural Census 1850). A large vegetable garden could be found on most farms growing a variety of vegetables that could be processed and stored for personal consumption. In 1850, the Chapel Farm property had just one dwelling on the 637-acre plot of land. Charles Will was the tenant farmer, living on the Chapel Farm (the Divine Chapel Farm). The 1850 Agricultural Census recorded the farmland as 607-acres, which is not accurate, however, considering the size of the land, the exact measurement may not have been clear to the tenant or the census recorder. Conewago Township exceeded county averages in crop production, and the large scale of the chapel farm property was able to produce crops well above local averages (Figure 1; 1850 Agricultural Census).



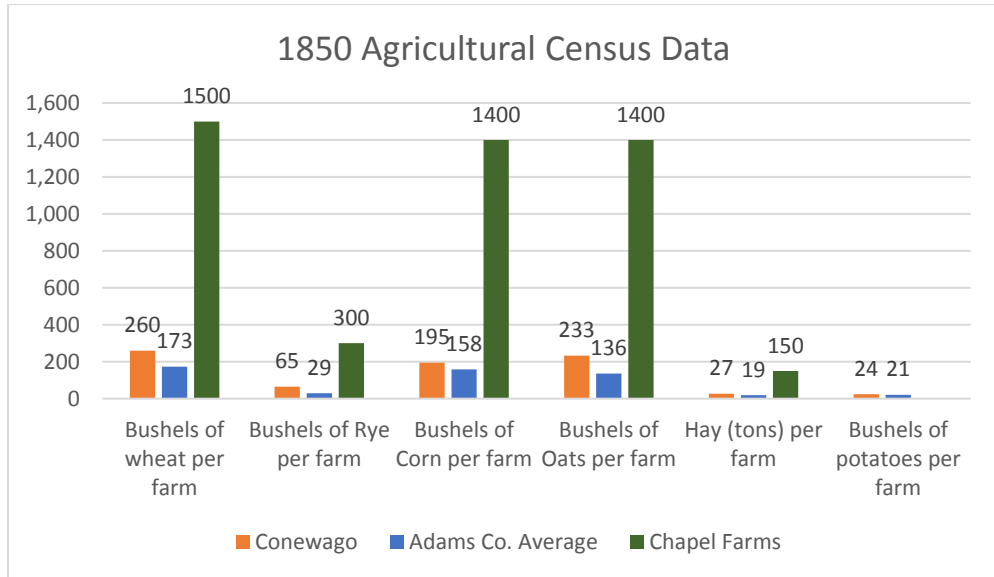


Figure 1: Chapel Farm crop output compared to locality averages in 1850. Source: 1850 Agricultural Census.

A typical farm in 1850 would also have horses, oxen, cattle, swine, poultry, and sheep. The number of livestock in Conewago Township hovered just above county and state averages. Like the crop production, the number of animals on the Chapel Farm exceeded the township average (1850 Agricultural Census; Figure 2). As mentioned before, the products on the Chapel Farm likely supported, life at the Conewago Chapel, the lives of the tenant farmers, and what remained may have been sold at market.

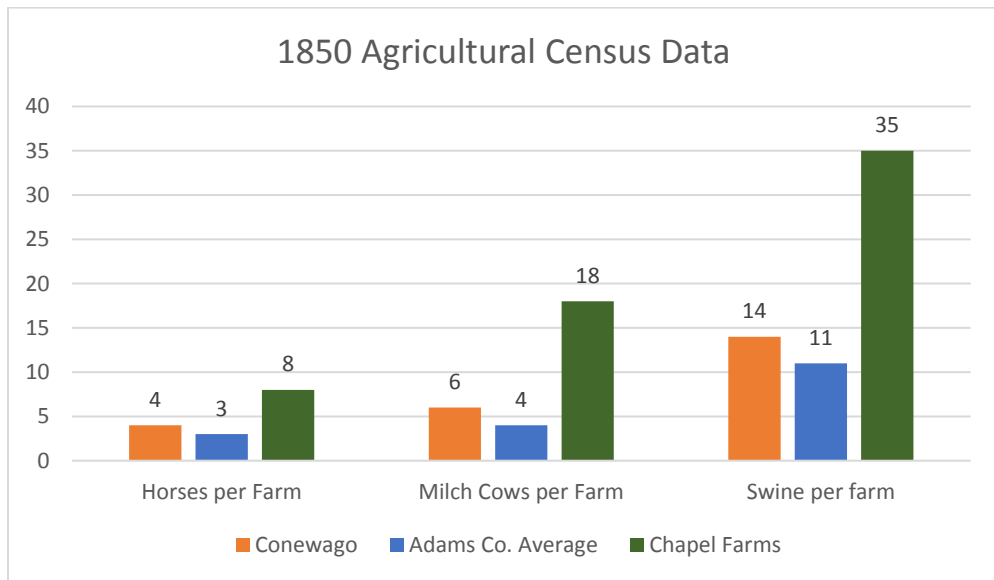


Figure 2: Chapel Farm livestock compared to locality averages in 1850. Source: 1850 Agricultural Census.

By 1880, cultivated acreage took up more land than in previous decades due to the implantation of mechanical farming equipment, and in turn, farms were able to produce higher yields (PHMC 25). Conewago Township farms were producing more than four times the state average of wheat bushels, nearly double the amount of hay, and well exceeding the state average of corn and oats (US Agricultural Census 1880). In 1880, 33% of the farms in Conewago Township were occupied by tenant farmers; this surpassed the state average of 21% and applied to all three of the Chapel Farm properties (Agricultural Census 1880). The tenants of the **Enders Chapel Farm** and the **Devine Chapel Farm** appear on the 1880 Agricultural Census, however, the total acreage does

not equal that of the total chapel farmland. The **Enders Chapel Farm** is listed at just 10 acres, with no recorded crop production, while the **Devine Chapel Farm** is listed as 240 acres. The **Poist Chapel Farm** does not appear on the 1880 Agricultural Census; the first tenant was not identified and construction during this year conceivably caused conflicting acreage information on the census.

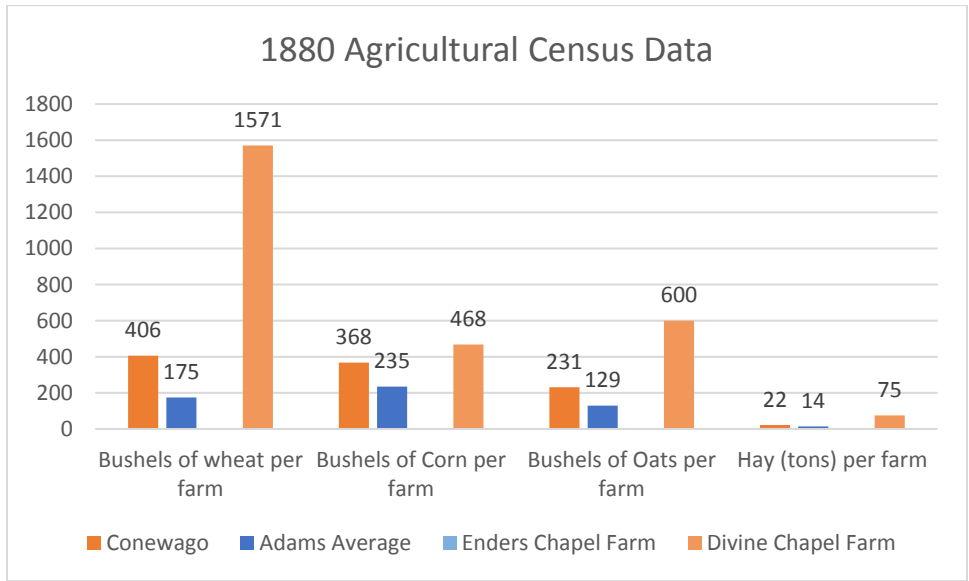


Figure 3: Chapel Farm crop output compared to local of averages Source: US Agricultural Census 1880.

Livestock numbers in Conewago Township held close to the regional norms, with no significant differences. Poultry farming was also introduced to Adams County; this is largely due to poultry not taking up much space and therefore fitting well on the small-scale farms of the region (Figure 4). Both the **Enders Chapel Farm** and **Devine Chapel Farm** have recorded livestock numbers in 1880. The Divine Chapel farm, likely due to its purpose and size compared to other farms, is raising above-average numbers of livestock, including almost three times the township average of poultry.

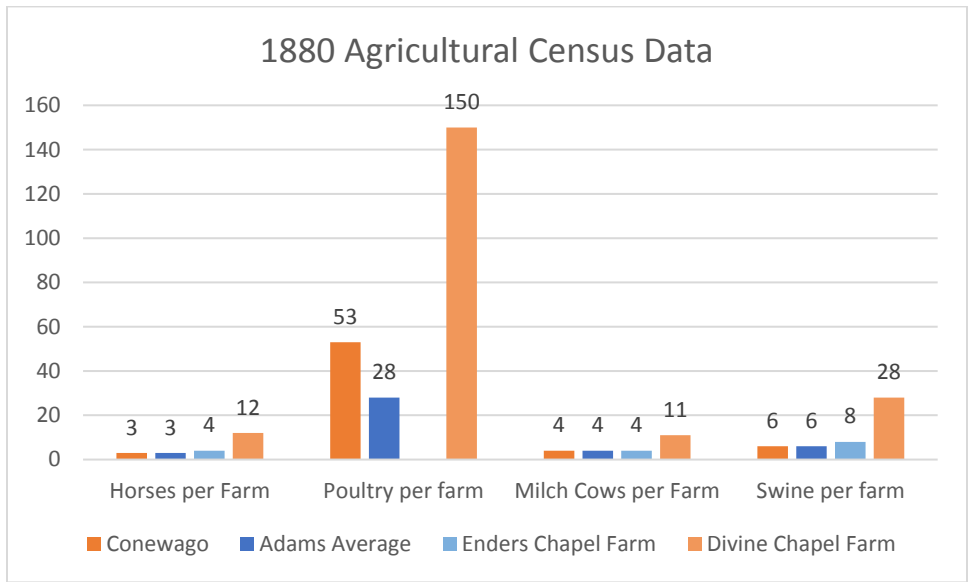


Figure 4: Chapel Farm livestock compared to local of averages Source: US Agricultural Census 1880.

House construction in Conewago Township during the mid-nineteenth century began to flourish, though dwellings were often constructed with little ornamentation (PHMC 30). Frame or brick and two-and-a-half- and three-story homes became very popular. The “Pennsylvania farmhouse” form was most often used in this area, with the four-over-four, two-door plan heavily adopted (32). The ca. 1880 **Poist Chapel Farm** is a prototypical, four-over-four, brick dwelling typical of regional trends in design. The four-over-four design, according to Barry Rauhauser, was ethnically neutral while being both traditional and innovative (PHMC 33). The ca. 1878 **Enders Chapel Farm**, having been built for Father Enders, followed a slightly more elaborate five-bay design that was equally as popular in the region (39). Although the dwellings remain, neither the **Enders Chapel Farm** or the **Poist Chapel Farm** meet the registration requirements as individual farms or individual farmsteads under the “*Small farms, mechanization, and new markets, c. 1830-1885,*” because they each lack a barn or any supporting outbuildings related to diverse production dating to this period.

With the increasing dependence on livestock, the Pennsylvania barn began to replace the one-story stables of the eighteenth century. While the size of these barns would vary, the wood and stone construction, 7-8’ projecting overshoot, banked construction and gable roof became the defining features of a Pennsylvania forebay barn. The ca. 1860 **Divine Chapel Farm** barn, the only remaining barn within the Chapel Farm district from this era, is a typical Pennsylvania forebay barn. The design “facilitated the new grain-and-livestock agriculture,” and its interior spaces reflected the burgeoning trends of productivity and efficiency (PHMC 39).

Well-made outbuildings, each with a specific purpose were also constructed during this time. Outbuildings used to perform domestic chores were clustered around the farmhouse and its yard area, and those used for tending to the farm were located near the barn or in the fields (PHMC 41-49). The smokehouse is consistent with buildings constructed during this era and displays not only a well-made agricultural outbuilding but also the importance of swine in the region and specifically on the **Divine Chapel Farm**, where many swine were kept.

With its extant farm house, barn, and smokehouse, the **Divine Chapel Farm** meets the registration requirements of a farmstead from the “*Small farms, mechanization, and new markets, c. 1830-1885.*” Overall however, the Chapel Farm Rural Historic District does not meet the requirements necessary as a historical agricultural district because it does not feature of a collection of farms that represent the agricultural history of this period.

#### *Diversified Small Scale Farming, Poultry Raising, and Cannery Crops, c. 1885-1940*

The late nineteenth century and early twentieth century brought both challenges and opportunities to farms in Conewago Township. The rapid industrialization and urbanization of cities within the region offered new commercial markets and off-farm employment. By 1910, average farm size in the agricultural region hit its lowest (PHMC 50). The Pennsylvania industrial directory for 1921 listed the three leading employers in Adams County as cigar, canning, and furniture factories, employing roughly 1,600 people. There were also silk mills, shoe factories, and sewing factories (Adams County Historical Society 2018). The farms that were able to survive the agricultural depression of the late nineteenth century, and the Great Depression of the 1930s, did so by adapting to the ever-changing regional agricultural climate. As commercial farming became more popular in the Twentieth century, Adams County farmers turned their focus to fruit. By the 1920s, Adams County ranked first in the state in annual fruit production (Adams County Historical Society 2018).

Farms adapted quickly to truck farming and cannery crop production. Between 1920 and 1930, vegetable crop acreage in the region had doubled (PHMC 52). Farms began growing sweet corn, tomatoes, snap peas, cabbage, and other vegetables fit for both canning and fresh sale. Orchards also remained an important part of the small-scale farm systems throughout the region. Apples, peaches, pears, and cherries were grown and sold at markets and for family consumption (55). A drastic drop in field crops seen in the 1927 Agricultural Census



Data reflects the dependence on vegetable gardens and fruit orchards. In Conewago Township, fruit trees appeared less popular than in the county overall, and wheat and corn remained a valuable crop.

Throughout the region, livestock carried on in the traditional pattern as previous decades. Swine remained important on farms and were accompanied by cattle, mules, and horses. Sheep became less important and essentially disappeared from the region, while poultry numbers sharply increased (PHMC 54).

The **Poist Chapel Farm** had been divided from the Chapel Farm and was owned by the Poist Family during this era, and the Enders and Divine Chapel Farms were both still owned by the church. However, all three farms were leased to tenants during the 1927 Agricultural Census and the names of the tenants could not be verified for this analysis. Farm tenancy in the region had sharply declined, however, this practice continued at all three Chapel Farm Rural Historic District properties.

Existing barns were modified to accommodate poultry housing, and new forms of the Pennsylvania Barn were experimented with; by the 1930s the stable barn form began appearing in the region which featured a gambrel roof for extra hay space, and a long central aisle with dairy stations on either side (PHMC 61-62). Changes in dairying standards resulted in the construction of milk houses. With the number of swine in the region, smoke houses continued to be important, and newer ones were built using concrete block. The summer kitchen, root cellar, pigsty, corn crib, and granary remained common fixtures on the farmstead and were soon accompanied by machine sheds, poultry houses, roadside stands, garages, milk houses and silos. The **Divine Chapel Farm** added a hog house and two milkhouses during this period showcasing its continued adjustment to agricultural trends and changes. All the outbuildings on the **Poist Chapel Farm** were constructed during this time, following a fire in the early twentieth century. The gambrel-roof barn, the hog house, corn crib, and pump house all followed the architectural features, as well as placement trends of this time.

The **Poist Chapel Farm** farmhouse has undergone numerous modifications which strip the building of its integrity of design and material, however, with its remaining barn, pumphouse, hog house, and corn crib, it meets the registration requirements as a farmstead during the "*Diversified Small Scale Farming, Poultry Raising, and Cannery Crops, c. 1885-1940*" period. As a historic agricultural district, Chapel Farm Rural Historic District does not meet the registration requirements because it again lacks a series of eligible farmsteads or farms that represent the period changes and features of agricultural history in the region.

#### *Poultry Production, Fossil Fuel Power, and Off-Farm Labor, 1940-1960*

World War II brought drastic changes to agriculture nationwide. Conewago Township experienced many of the same changes and challenges faced elsewhere but was also able to thrive in such a difficult farming time. Family farms adapted specialized production practices and relied more heavily on off-farm employment (PHMC 77). Farm sizes began to grow again, but the number of farms began to decline.

Corn became a valuable crop in the region, and in 1950 Adams County ranked second in the state for highest per-acre yield (PHMC 78). Wheat also remained popular, but oat production declined. Fruit continued to be a valuable industry as well, with Adams County leading the state in number of apple trees in 1950.

Poultry and swine remained an important part of the small-scale farms in the area. In 1949, the agricultural extension agent in Adams County noted that the income from poultry farming far surpassed that from any other farm product within the county (PHMC 78). Dairy farming was also popular in Adams County, and the neighboring York County led the state in number of pigs in 1950 (PHMC 79).

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Few new structures were built during this time; rather, existing ones were renovated or altered to meet changing needs. New outbuildings were most often constructed of concrete and concrete block, or temporary modular structures. These types of modular buildings are seen on the Enders Chapel Farm.

Contour plowing and strip cropping became popular during this period along with farm ponds. Farm ponds were able to offer fire protection, while also creating a recreational space for growing communities. These features combined with crop fields, pasture, woodlots, and hay land shaped the farmland landscape (PHMC 95). By the 1960s, orchards ad essentially disappeared from the area (PHMC 95). The Chapel Farm Rural Historic District's most evident landscape features date to this period. The use of crop fields, contour plowing, and strip cropping can be seen in the 1937 aerial and continue today. The addition of Chapel Road created a separation in the crop fields. In 2014, an Agricultural Easment was placed protecting roughly 315 acres of the Chapel Farm Rural Historic District's farmland.

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## Statement of Significance

The Chapel Farm Rural Historic District is not recommended eligible for listing in the National Register of Historic Places.

Although the Chapel Farm was historically associated with the NR-listed Conewago Chapel and the prominent Catholic presence in the area, the farm did not appear to play a specific role other than to provide sustenance for the people living on the complex. This was not an unusual arrangement for rural institutions. Farms were often present on 19<sup>th</sup>-century prisons and hospitals as a means to support and/or employ residents. The Divine Chapel Farm was inhabited by church elders, but only until ca. 1830; after that the farm was continuously rented and the two that were built in the late 19<sup>th</sup> century were also rented.

When considered as a rural district within the York-Adams County Diversified Field Crops, Cannery Crops, and Livestock Region, the Chapel Farm Rural Historic District does not meet the registration requirements under Criterion A. The Chapel Farm Rural Historic District properties contain very few historical outbuildings, and the district does not maintain a contiguous collection of intact historical farmsteads. Integrity varies among the three farmsteads, and the district does not represent a single era or evolution of agriculture. Furthermore, as a large farm whose purpose was to partially support the goings-on at the Conewago Chapel and the lives of the tenant farmers, it is difficult to compare its agricultural output with other farms in the region. All three farms were operated by tenants for the majority of the 19<sup>th</sup> and 20<sup>th</sup> centuries, which also made it difficult to find statistical information. Due to the lack of integrity and lack of significance, the Chapel Farm Rural Historic District is not recommended eligible under Criterion A.

The Chapel Farm properties have been inhabited by tenant farmers since ca. 1830 and those that could be identified were not found to have made a significant impact regionally or nationally. Additionally, there is no evidence of "sustained" leadership in important agricultural organizations. Therefore, the Chapel Farm Rural Historic District is recommended not eligible for the listing in the National Register of Historic Places under Criterion B, association with the lives of a significant persons.

The Chapel Farm Rural Historic District is recommended not eligible under Criterion C due to the lack of architectural significance and low integrity. All three dwellings have been modified from the original design and the absence of supporting historic outbuildings and the presence of modern garages and barns compromise the integrity of design, workmanship, feeling, materials, and association. There are no distinctive architectural designs or features and no apparent significant technological features on any of the farms or when considering the district as a whole. Furthermore, the land use arrangements of crop fields and farmsteads do not represent unique characteristics but rather are typical in the York-Adams County Diversified Field Crops, Cannery Crops, and Livestock Region.

The resources eligibility under Criteria D cannot be assessed at this time as no archaeological investigations have been conducted on the property.



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Key #	001920, 001930, 001901
ER#	2016-8477-001

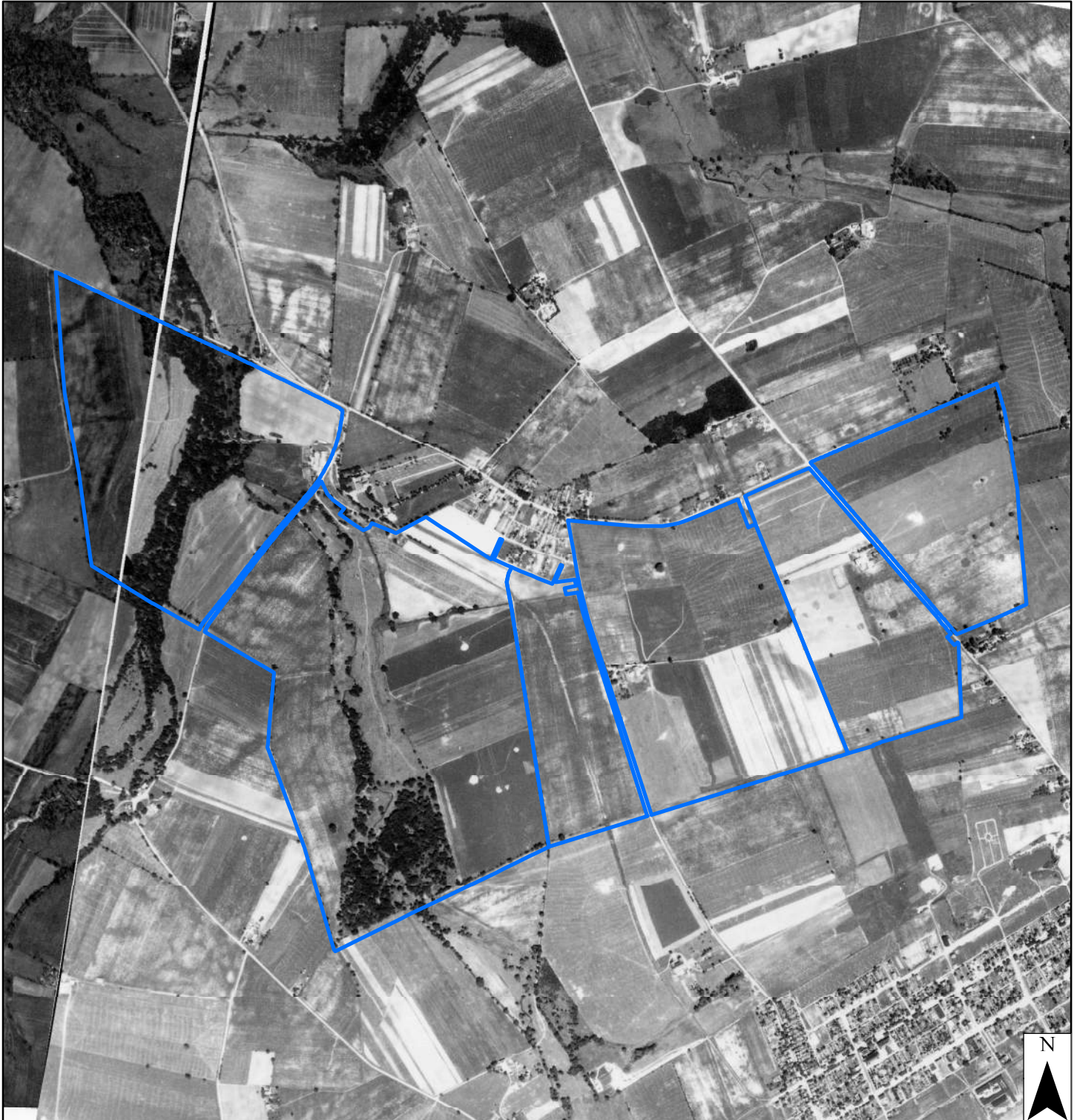
## Figure List

- Figure 1 – Chapel Farm Historic District Resource Location Map (USGS 1984)
- Figure 2-A – Poist Chapel Farm Photo Location Map
- Figure 2-B – Devine Chapel Farm Photo Location Map
- Figure 2-C – Enders Chapel Farm Photo Location Map
- Figure 3 – Chapel Farm Historic District, 1937 (USDA 1937)
- Figure 4 – Chapel Farm Historic District, 1957 (USDA 1957)
- Figure 5 – Chapel Farm Historic District, 1971 (USDA 1971)
- Figure 6 – Chapel Farm Historic District, 2017 (ESRI 2017)



**Chapel Farms Historic District**  
Conewago, Adams County, Pennsylvania

Key # \_\_001901, 001920, 001930\_\_\_\_\_  
ER # \_\_2016-8477-001\_\_\_\_\_



**Figure 3: Chapel Farm Historic District, 1937**

**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1937



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 500 1,000 2,000 Feet



**Chapel Farms Historic District**  
Conewago, Adams County, Pennsylvania

Key # \_\_001901, 001920, 001930\_\_\_\_\_  
ER # \_\_2016-8477-001\_\_\_\_\_



**Figure 4: Chapel Farm Historic District, 1957**

**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1957



Eisenhower  
Boulevard  
Extension Project

**Scale**  
0 500 1,000 2,000 Feet



**Chapel Farms Historic District**  
Conewago, Adams County, Pennsylvania

Key # \_\_001901, 001920, 001930\_\_\_\_\_  
ER # \_\_2016-8477-001\_\_\_\_\_



**Figure 5: Chapel Farm Historic District, 1971**

**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1971



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 500 1,000 2,000 Feet



**Chapel Farms Historic District**  
 Conewago, Adams County, Pennsylvania

Key # \_\_001901, 001920, 001930\_\_\_\_\_  
 ER # \_\_2016-8477-001\_\_\_\_\_



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Figure 6: Chapel Farm Historic District, 2017**

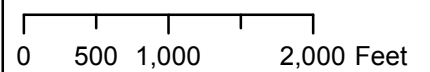
**Key:**  
 Tax Parcel Boundary

**Source: ESRI 2017**



Eisenhower  
 Boulevard  
 Extension Project

**Scale**



# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # _____
ER# _____
Date Prepared _____

**Name, Location and Ownership** (Items 1-6; see Instructions, page 4)

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_ MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

**Function** (Items 7-8; see Instructions, pages 4-6)

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	Furniture Factory _____
_____	_____	Company Offices _____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Property Features** (Items 15-17; see Instructions, pages 7-8)

Setting \_\_\_\_\_

Ancillary Features

_____	_____	_____
_____	_____	_____
_____	_____	_____

Acreage (round to nearest tenth) \_\_\_\_\_





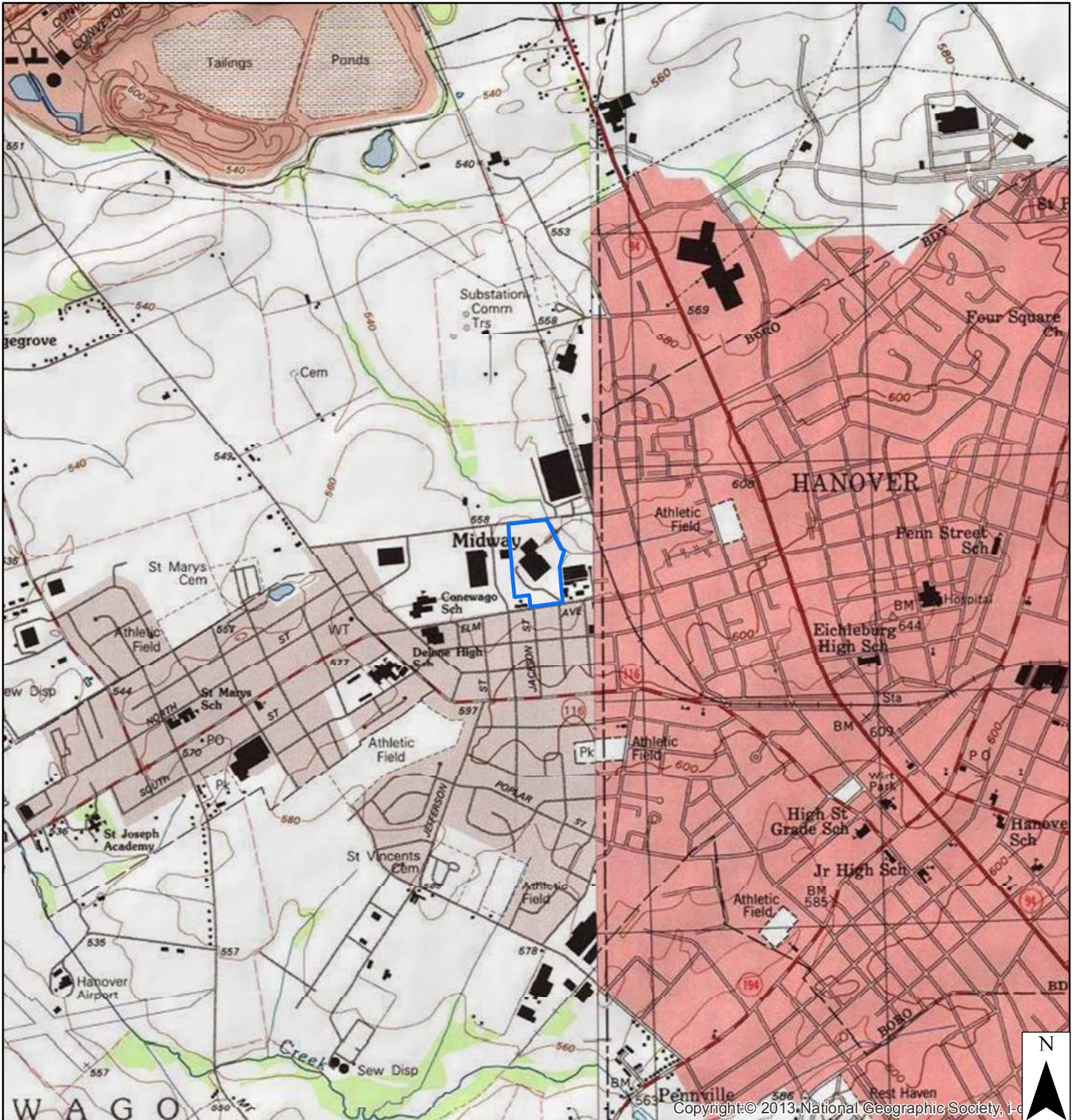


**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



**Figure 1: Emeco Resource Location Map**

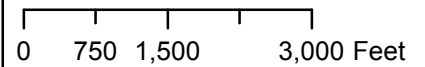
**Key:**  
— Tax Parcel Boundary

**Source:** USGS 1984



Eisenhower  
Boulevard  
Extension Project

**Scale**



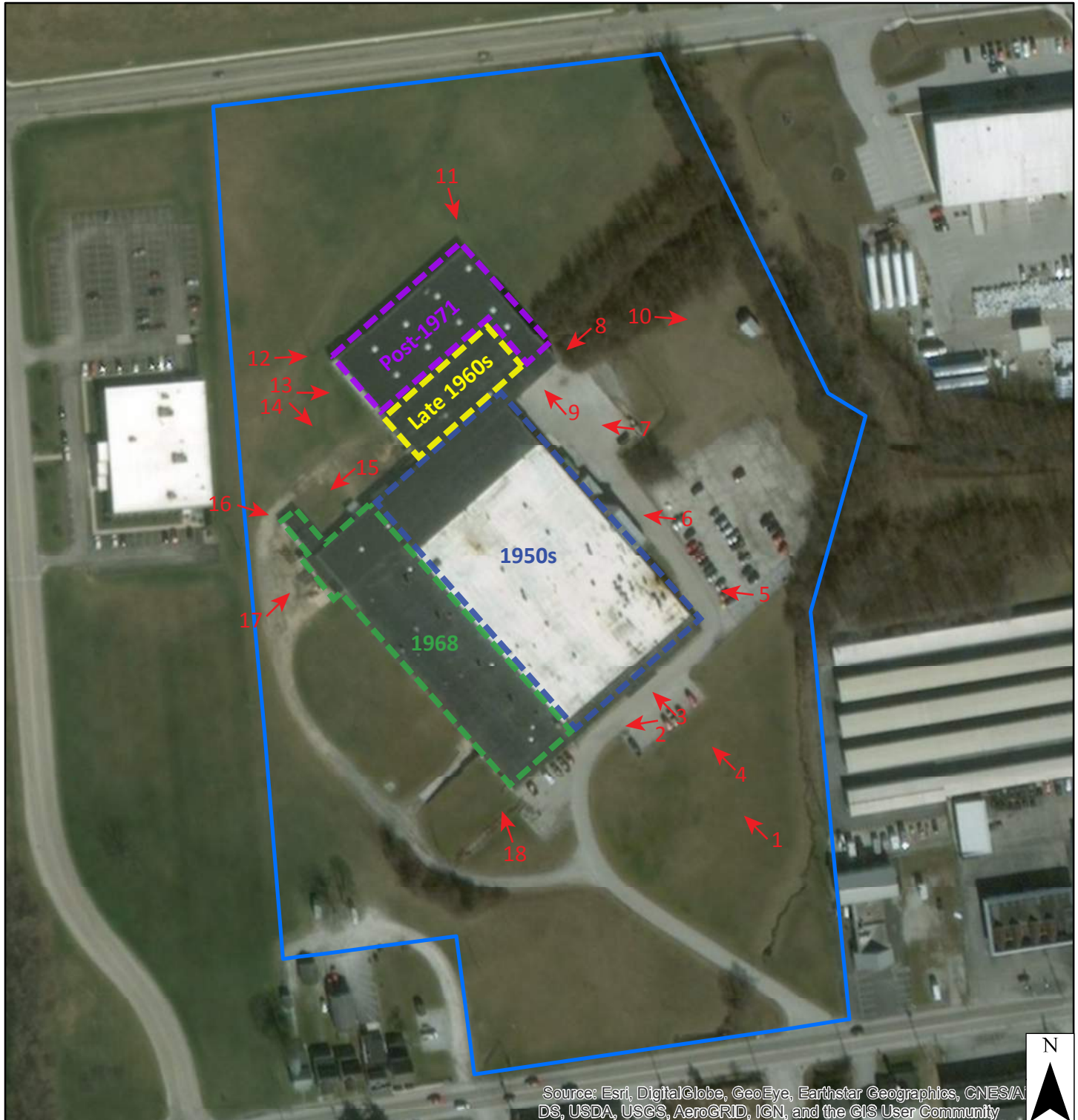


**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Figure 2: Emeco Site Plan & Photograph Location Map**

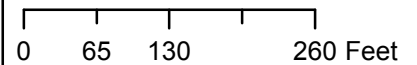
**Key:**  
— Tax Parcel Boundary

**Source:** ESRI 2017



Eisenhower  
Boulevard  
Extension Project

**Scale**





## **Photograph List** (Item 33)

**Photographer Name:** Lindsey Allen (JMT)

**Date:** October 30, 2017 (JMT)

**Location Negatives / Electronic Images Stored:** JMT, 1600 Market Street, Suite 520, Philadelphia, PA 19103

Photograph 1: Overview of the Emeco building facade (southwest), showing the original 1950s building and 1968 addition (right to left). Looking northwest.

Photograph 2: The 1968 addition and 1950s building (left to right), showing the replacement ribbon windows and corrugated metal infill above. Looking southwest.

Photograph 3: Detail view of the Emeco building entrance. Looking northwest.

Photograph 4: The original 1950s building, showing the one-and-one-half factory and Emeco signage behind the office facade. Looking northwest.

Photograph 5: The 1950s building, showing the northeast elevation of the one-story portion (far left) and the one-and-one-half-story factory.

Photograph 6: The northeast elevation of the 1950s factory building, showing the two aluminum-clad, attached structures. Looking northwest.

Photograph 7: Detail view of the northeast elevation of the 1950s factory building. Looking northwest.

Photograph 8: Detail view of the railcar tracks at the northern portion of the 1950s factory. Looking southwest.

Photograph 9: The additions at the northeast corner of the 1950s factory, showing the late 1960s and post-1971 additions (left to right). Looking north.

Photograph 10: The unattached, CMU building east of the factory complex. Looking east.

Photograph 11: The post-1971 addition, showing the northeast elevation and part of the northwest elevation. Looking south.

Photograph 12: The post-1971 addition, showing the northwest elevation. Looking northeast.

Photograph 13: The post-1971 and late 1960s additions (left to right), showing the southwest elevation. Looking east.

Photograph 14: The 1950s building and 1968 addition (left to right), showing the northwest elevation. Looking southeast.

Photograph 15: Detail view of the CMU structure attached to the 1968 addition. Looking southwest.

Photograph 16: The 1968 addition, showing the southwest elevation including the CMU structure at the far left. Looking southeast.

Photograph 17: Detail view of the southwest elevation of the 1968 addition, showing the partially enclosed loading dock. Looking northeast.

Photograph 18: The southwest elevation of the 1968 addition, showing the one-and-one-half-story factory and one-story, CMU offices (left to right).

Photograph 19: Historic photograph of the Emeco building facade, showing the original windows and cladding. Source: Wikicommons



**Photograph 1:** Overview of the Emeco building facade (southwest), showing the original 1950s building and 1968 addition (right to left). Looking northwest.



**Photograph 2:** The 1968 addition and 1950s building (left to right), showing the replacement ribbon windows and corrugated metal infill above. Looking southwest.



**Photograph 3:** Detail view of the Emeco building entrance. Looking northwest.



**Photograph 4:** The original 1950s building, showing the one-and-one-half factory and Emeco signage behind the office facade. Looking northwest.





**Photograph 5:** The 1950s building, showing the northeast elevation of the one-story portion (far left) and the one-and-one-half-story factory.



**Photograph 6:** The northeast elevation of the 1950s factory building, showing the two aluminum-clad, attached structures. Looking northwest.



**Photograph 7:** Detail view of the northeast elevation of the 1950s factory building. Looking northwest.



**Photograph 8:** Detail view of the railcar tracks at the northern portion of the 1950s factory. Looking southwest.



**Photograph 9:** The additions at the northeast corner of the 1950s factory, showing the late 1960s and post-1971 additions (left to right). Looking north.



**Photograph 10:** The unattached, CMU building east of the factory complex. Looking east.





**Photograph 11:** The post-1971 addition, showing the northeast elevation and part of the northwest elevation. Looking south.



**Photograph 12:** The post-1971 addition, showing the northwest elevation. Looking northeast.



**Photograph 13:** The post-1971 and late 1960s additions (left to right), showing the southwest elevation. Looking east.



**Photograph 14:** The 1950s building and 1968 addition (left to right), showing the northwest elevation. Looking southeast.





**Photograph 15:** Detail view of the CMU structure attached to the 1968 addition. Looking southwest.



**Photograph 16:** The 1968 addition, showing the southwest elevation including the CMU structure at the far left. Looking southeast.





**Photograph 17:** Detail view of the southwest elevation of the 1968 addition, showing the partially enclosed loading dock. Looking northeast.



**Photograph 18:** The southwest elevation of the 1968 addition, showing the one-and-one-half-story factory and one-story, CMU offices (left to right).



**Photograph 19:** Historic photograph of the Emeco building facade, showing the original windows and cladding. Source: Wikicommons

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how /why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## PHYSICAL DESCRIPTION AND INTEGRITY (ITEM 38)

### Physical Description

The Emeco complex at 805 W. Elm Avenue consists of a 1950s International Style office and factory building with several additions, including two late-1960s additions and a post-1971 expansion. Positioned off-axis from the cardinal directions, the main elevation runs southeast-northwest. The complex is located in the center of the parcel, which is in the northeast corner of Conewago Township in the southeast section of Adams County. The property is bound by W. Elm Avenue to the south, Kindig Lane to the north and commercial properties to the east and west. The building is approached by an approximately 515-foot, J-shaped drive from W. Elm Avenue to a small parking area along the southeast elevation, with truck-loading at the northeast and southwest elevations.

On September 27, 1951, 26 acres and 96 perches were sold to the Emeco Corporation, a company created and existing under the laws of the State of Maryland (Adams County Deed Book 196:208). The parcel of land currently occupied by Emeco is 17.4 acres as portions have been subdivided for development (Adams County GIS Mapping 2017). The original portion of the building was constructed by 1957 and consisted of a one-story office section, which occupied the first 25-30 feet in depth from the façade, and a one-and-one-half-story factory, which extended approximately 335 feet to the northwest behind the office section. The original building consisted of the northeastern two-thirds of the existing, primary building. In 1968, Emeco constructed an addition running the entire length of the southwest elevation of the 1950s building. They also constructed a CMU addition at the north corner of the 1950s building in the late 1960s ("Industry on Parade" 1968; Aerial Photography 1971). This north-corner addition has been enlarged since 1971 to its current size.

Unless otherwise noted, the building is constructed of CMU and has a flat roof.

### Southeast

The 1950s building and 1968 addition constitute the façade (*Photograph 1*). The original 1950s building (northern section of the façade) consisted of the primary entrance flanked on either side by identical wings. The 1968 addition was constructed to match the materials and detailing of the original 1958 façade but was slightly greater in width than the original wings.

The façade is divided horizontally into three sections consisting of ledgestone-pattern cladding, aluminum ribbon windows, and corrugated aluminum (*Photograph 2*). The ribbon windows and corrugated aluminum on the one-story office section are slightly recessed from the face of the stone, but all three materials are almost equal in height. Full-height stone-clad columns anchor the corners and separate the 1950s building from the 1968 addition. The original windows at the 1950s building were three rows of awning windows at least 14 sashes in length but have been replaced with fixed, aluminum ribbon windows of the same configuration. The corrugated aluminum in place above the ribbon windows replaced thin stone or concrete panels (*Photograph 19*). The primary entrance is characterized by a projecting portico with a polished aluminum cap, corrugated metal fascia, and ledgestone-clad walls (*Photograph 3*). The walls of the portico are splayed inward towards the doors. The entrance features two sets of replacement aluminum and glass double-doors with single-light sidelights and transoms.

The higher roofline of the one-and-one-half-story factory is set back behind the offices and visible over the façade (*Photograph 4*). The exposed façade of the factory is also clad in corrugated aluminum and features stylized and polished aluminum lettering on a black background reading "EMECO." The signage is centered over the entrance.

## **Northeast**

### ***1950s Building***

The one-story office portion of the 1950s building is constructed of painted CMU and features a ribbon window four sashes in length with corrugated aluminum above, matching the façade (*Photograph 5*). The entire northeast elevation of the one-and-one-half-story factory has (moving from grade to roof) a CMU base, strip of ribbon windows, and corrugated aluminum cladding. The ribbon windows are six-light awning sashes above three-light fixed sashes. Multiple large, truck-loading openings and solid metal doors punctuate the elevation, and multiple chimneys rise from the roof.

Two windowless, corrugated aluminum, shed-roof structures connect to the northeast elevation (*Photograph 6*). The southern structure has one wood, double-panel door on the south elevation; one solid, metal door on the east elevation; and one large opening with double, vertical wood-slat doors on the north elevation. The northern structure has CMU corners at the east elevation, one louvered opening, and three metal chimneys.

North of the additions, the northeast elevation of the factory has one set of concrete steps and utilitarian, metal handrails that lead to a single door opening adjacent two truck-loading openings and a larger entrance with a roll-up door that was historically for railcars (*Photograph 7*). The ribbon windows terminate shortly before the set of steps. The railcar tracks remain visible in the pavement (*Photograph 8*).

### ***Late 1960s Addition***

The southeast elevation of the late 1960s addition of has a painted CMU base and corrugated aluminum cladding above to match the 1950s factory (*Photograph 9*). The elevation has one truck-loading door and two louvered openings, one on each side of the door.

### ***Post-1971 Addition***

The post-1971 addition wraps around the late 1960s addition on the northeast and northwest sides. It is constructed of CMU with a metal parapet cap, rises one-and-one-half to two-stories in height, and has a flat roof (*Photographs 9 and 11*).

The southeast elevation has one truck entrance and one solid, metal door. The northeast elevation is approximately 2 stories in height with eight six-over-six, vinyl windows – two at the first story and six at the second story. Through-wall window units have been installed above five of the windows. A solid, metal door is located near the corner.

East of the complex is an unattached, small CMU building with a standing seam roof and one, solid metal door on both the southwest and northwest elevations (*Photograph 10*).

## **Northwest**

### ***Post-1971 addition***

The northwest elevation of the post-1971 addition, which extends beyond the rest of the building, is devoid of any openings and features only metal downspouts, two mechanical bend ducts, and three small vents (*Photograph 12*).

The southwest elevation has one truck-loading door, two mechanical vents, and one solid metal door (*Photograph 13*).

### ***Late-1960s Addition***

The south elevation of the 1960s northwest addition features a CMU base with corrugated aluminum above, with only one truck entrance and one solid metal door punctuating the wall (*Photograph 13*). A small CMU shed attaches to the addition near the corner with the original 1950s building.

### ***1950s Building***

A small portion of the northwest elevation of the 1950s building is visible. It is clad in aluminum panels with a masonry

base and is without any openings (*Photograph 14*).

#### ***c. 1968 Addition***

The northwest elevation of the c. 1968 addition is clad in aluminum panels (*Photograph 14*). It has one truck-loading door and two small, c. 1968 additions, both one-story in height. The first addition, located at the western corner of the elevation, is a small, corrugated metal, shed roof addition with one door on its northeast elevation. The second is a CMU addition that wraps around the northwest corner of the c. 1968 addition (*Photograph 15-17*). The CMU addition has two single-pane windows on the northeast elevation with one truck entrance door and solid metal door on the northwest elevation. The southwest elevation of the corner addition has a partially enclosed porch or loading dock. Within the covered loading dock is a large, truck entrance door.

#### **Southwest**

#### ***c. 1968 Addition***

The c. 1968 addition at the southwest side of the main building is primarily constructed of CMU with corrugated metal cladding and a metal coping with a flat roof (*Photograph 18*). The west elevation has one nine-light window surrounded by CMU. The elevation features three solid metal doors and one truck entrance door. The one-story c. 1968 office portion of the addition is constructed of CMU. It commences approximately 30 feet within the corrugated-metal-clad portion, adjacent the truck entrance door. Two sets of windows composed of six-lights and nine-lights and two solid metal doors punctuate the elevation. Ledge stone cladding begins a few feet from the corner and wraps the corner to the façade.

### **Statement of Integrity**

The Emeco building retains integrity of location, design, setting, workmanship, feeling, and association. It remains in the original location and maintains much of the hardscape and green-space present in 1971. The building is still approached by the J-shaped drive from W. Elm Avenue and retains integrity of setting. At the time of first construction in the 1950s, the Emeco building was the largest factory and building in the surrounding area. As the first large-scale building, it was surrounded by fields with some residential parcels along W. Elm Avenue. Although additional industrial or large-scale commercial properties were developed north of W. Elm Avenue since the 1960s, large expanses of green space still separate the complexes. The design of the building remains intact; only the one, post-1971 CMU addition at the rear elevation has been constructed since the 1960s. The different sections of the complex maintain their historic uses with offices in the first thirty feet from the façade and factory or industrial use in the remainder of the building. The integrity of workmanship, evident in the International Style design primarily at the façade, is intact, as the composition, defined by strips of ribbon windows and stylized portico, has not been significantly altered. The 1960s addition was constructed in keeping with the materials and character of the original 1950s façade. The complex retains integrity of feeling and association as the aesthetic and sense of time-period in which this complex was developed is still fully conveyed, the complex has remained intact, and Emeco continues to operate in the building.

The complex has lost integrity of materials since the original ribbon windows, entrance doors, and stone or concrete paneling above the windows at the façade have been replaced. The replacement windows attempt to maintain the original configuration of three, stacked lights, but the lack of depth, thickness of muntins, and change of operation affect the character of the fenestration. As the façade is the only designed elevation with a clear style, and the ribbon windows are intrinsic to the style and character, the loss of this historic material is significant.



Key # \_\_\_\_\_

ER# \_\_\_\_\_

## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)

## HISTORY AND SIGNIFICANCE (ITEM 39)

### History and Significance

In the early 1940s with \$300 and a toolbox as capital, Wilton Carlyle Dinges founded the Electro-Machine & Equipment Company (E.M.E.C.O.), which would make electronic products. Dinges was a “master mechanic and tool and die maker with engineering background” (“Industry on Parade” 1968). The company was one of almost 2,000 American companies that produced the proximity fuse, a fuse that determines when to detonate a device based on proximity to the target. It is hailed by war historians as one of the most significant technological innovations of the war and played a key role in the victory at the Battle of Britain during World War II. E.M.E.C.O. also provided materials for the Manhattan Project and produced burners for the first Ramjet, a very explosive projectile (“Industry on Parade” 1968). In 1944, E.M.E.C.O. was employed to produce a chair for the Navy that could withstand saltwater and sailors on warships and submarines. This resulted in the 1006 Navy Chair, designed by Dinges and made from aluminum that underwent the Emeco 77-step process by which standard aluminum is made stronger and more durable (“Emeco Story” 2017).

In 1945, the company relocated to Hanover and in 1947 adopted the E.M.E.C.O. initials as the official company name (Emeco) (“Industry on Parade” 1968). Research did not indicate where Emeco first operated in Hanover beginning in 1945, but deed research shows that for \$29,400 the Emeco Corporation purchased two tracts of land totaling 26 acres and 96 perches from Lizzie and Harold Herr, executors of the will of David B. Herr of Conewago Township on September 27, 1951 (Adams County Deed Book 196:208). The first part of the Emeco factory complex in Hanover appears to have been constructed c. 1953 and consisted of office space at the front of the building with factory space behind (Historic Aerials 1952; Keystone 1957). The demand for the Navy Chair continued in the post-war years as Emeco began supplying federal prisons, state hospitals, and government offices. The factory was producing 200,000 chairs a year by 1955 (Derringer 2013; Hoyt 2017). Consequently in the late 1960s, additions were added to the complex, expanding the original building 100 feet to the southwest in 1968 and constructing a small CMU addition at the north corner (Aerial Photograph 1971; Google Earth 1993, “Industry on Parade” 1968). A 1968 special edition of *The Evening Sun* promoting industries in Hanover included a photograph of the addition under construction. Aerial photographs indicate that the CMU addition was further expanded sometime after 1971.

However, Emeco struggled to win more contracts in the 1970s, and by 1979, the company was facing bankruptcy. At this time, Jay Buchbinder, the president of a company that produced materials for restaurant interiors, purchased the company but was unable to revive the business (Gandee 2000).

In 1998 Gregg Buchbinder purchased Emeco from his father. At a conference in New York City that same year, he met Philippe Starck, an internationally known designer, who offered to design a new chair for Emeco. Buchbinder noticed that Emeco had been receiving orders from high-profile designers including Frank Gehry and Giorgio Armani who admired the chairs for their clean lines, simplicity, and craftsmanship (Hoyt 2017). Consequently, in the 2000s Emeco forged partnerships with Gehry, Norman Foster, and Ettore Sottsass who all agreed to produce designs for Emeco. The company has since become known for a variety of streamline chairs consistent with the style and production quality of the original 1006 Navy Chair, even expanding into other recycled materials including plastic Coca-Cola bottles (Derringer 2013).

### National Register Evaluation

The Emeco Building was evaluated for the National Register of Historic Places based on criteria described in the National Register Bulletin, How to Apply the National Register Criteria for Evaluation (National Park Service 1997).

The Emeco office and factory complex is associated with the regional history of 19th and 20th century industrial development and more specifically with the history of furniture making that was particularly strong in Hanover. The Emeco Company carried that history through to the Modern era and also contributed to and impacted the world of modern design with the 1006 Navy Chair. However, the extant building at 805 W. Elm Avenue was not the location where

the design of the chair or the 77-step aluminum process was developed, as that occurred either in 1944 in Baltimore or in 1945 at the first Hanover site. Additionally, the subject building was also not the first location in Hanover for Emeco, as the company moved from Maryland in 1945 but did not purchase this parcel until 1951. Consequently, the 1006 Navy Chair, which is Emeco's most significant contribution, is better associated with the previous locations in Baltimore or Hanover. Therefore, the Emeco Building at 805 W. Elm Avenue is recommended not eligible under Criterion A.

The Emeco Building is not associated with persons significant in history and is therefore recommended not eligible under Criterion B.

Although the façade retains the horizontal composition and bands of windows integral to the International Style, material integrity has been lost due to the replacement of original windows, cladding above the windows, and entrance door system. Considering the façade is the only elevation with a clear style, the loss of this material is significant. Additionally, the Emeco Building is not the most significant representation of modern design in the region, as the Utz Potato Chip Factory Outlet Store predates it, expresses modern design throughout the complex more cohesively, and retains a greater level of integrity. Consequently, the Emeco Building is therefore recommended not eligible under Criterion C.

No archaeological assessment of the site has been made, thus the site cannot be evaluated at this time for National Register eligibility under Criterion D.

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**Emeco**

Hanover, York County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001 \_\_\_\_\_

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**EMECO**

HANOVER, ADAMS COUNTY, PENNSYLVANIA

Key # _____
ER# <u>2016-8477-001</u>

**Figure List**

- Figure 1 – Emeco, Resource Location Map (USGS 1984)
- Figure 2 – Emeco, Site Plan & Photograph Location Map
- Figure 3 – Emeco, 1937 (USDA 1937)
- Figure 4 – Emeco, 1957 (USDA 1957)
- Figure 5 – Emeco, 1971 (USDA 1971)
- Figure 6 – Emeco, 2017 (ESRI 2017)

**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



**Figure 3: Emeco, 1937**

**Key:**

— Tax Parcel Boundary

**Source:** USDA 1937



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 65 130 260 Feet



**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



**Figure 4: Emeco, 1957**

**Key:**

— Tax Parcel Boundary

**Source:** USDA 1957



Eisenhower  
Boulevard  
Extension Project

**Scale**

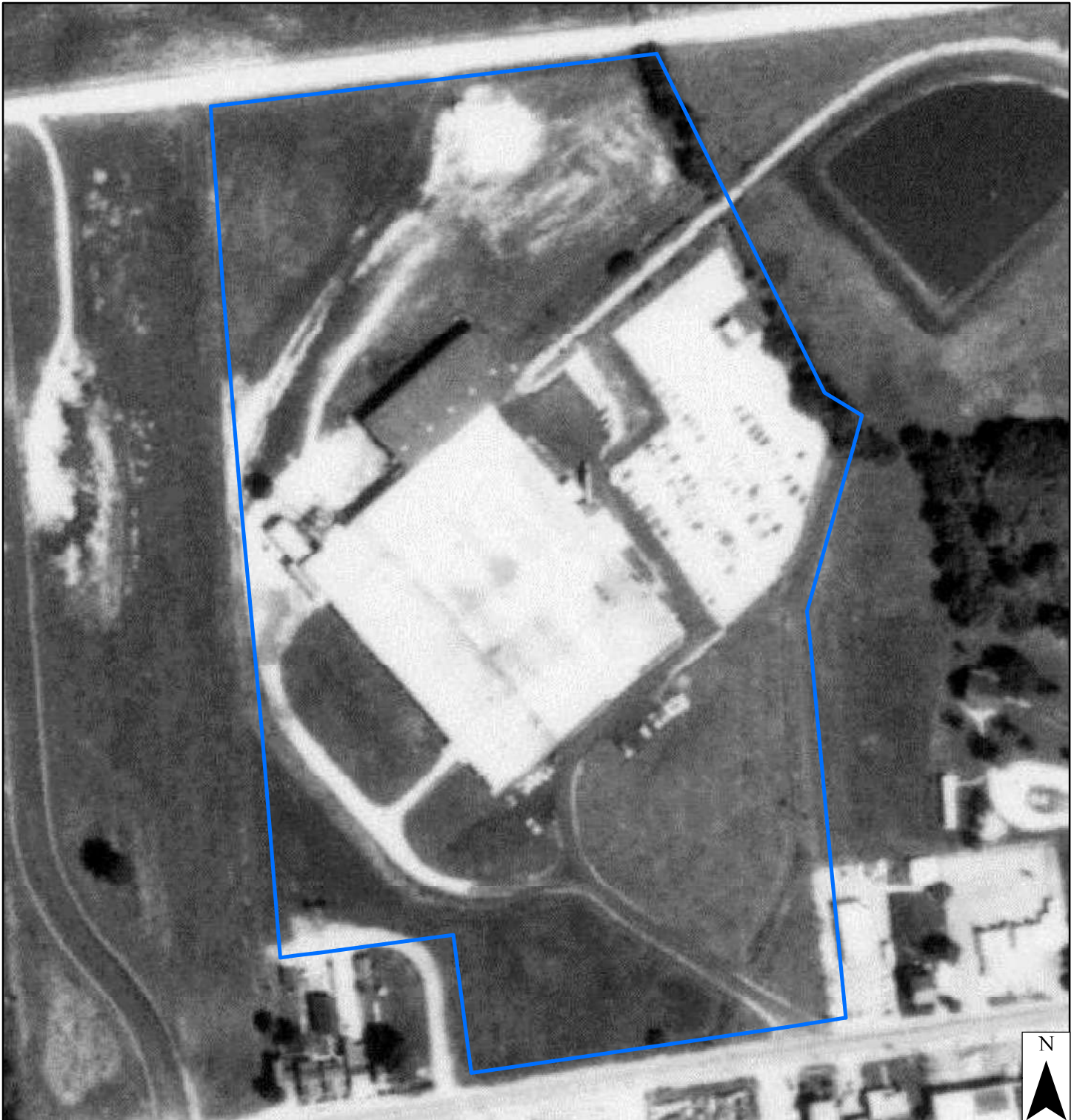
0 65 130 260 Feet

**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



**Figure 5: Emeco, 1971**

**Key:**

 Tax Parcel Boundary

**Source:** USDA 1971



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 65 130 260 Feet



**Emeco**

Conewago, Adams County, Pennsylvania

Key # \_\_\_\_\_

ER # 2016-8477-001



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Figure 6: Emeco, 2017**

**Key:**

— Tax Parcel Boundary

**Source: ESRI 2017**



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 65 130 260 Feet



# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # _____
ER# _____
Date Prepared _____

**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_ MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

**Function** *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Property Features** *(Items 15-17; see Instructions, pages 7-8)*

Setting \_\_\_\_\_

Ancillary Features

_____	_____	_____
_____	_____	_____
_____	_____	_____

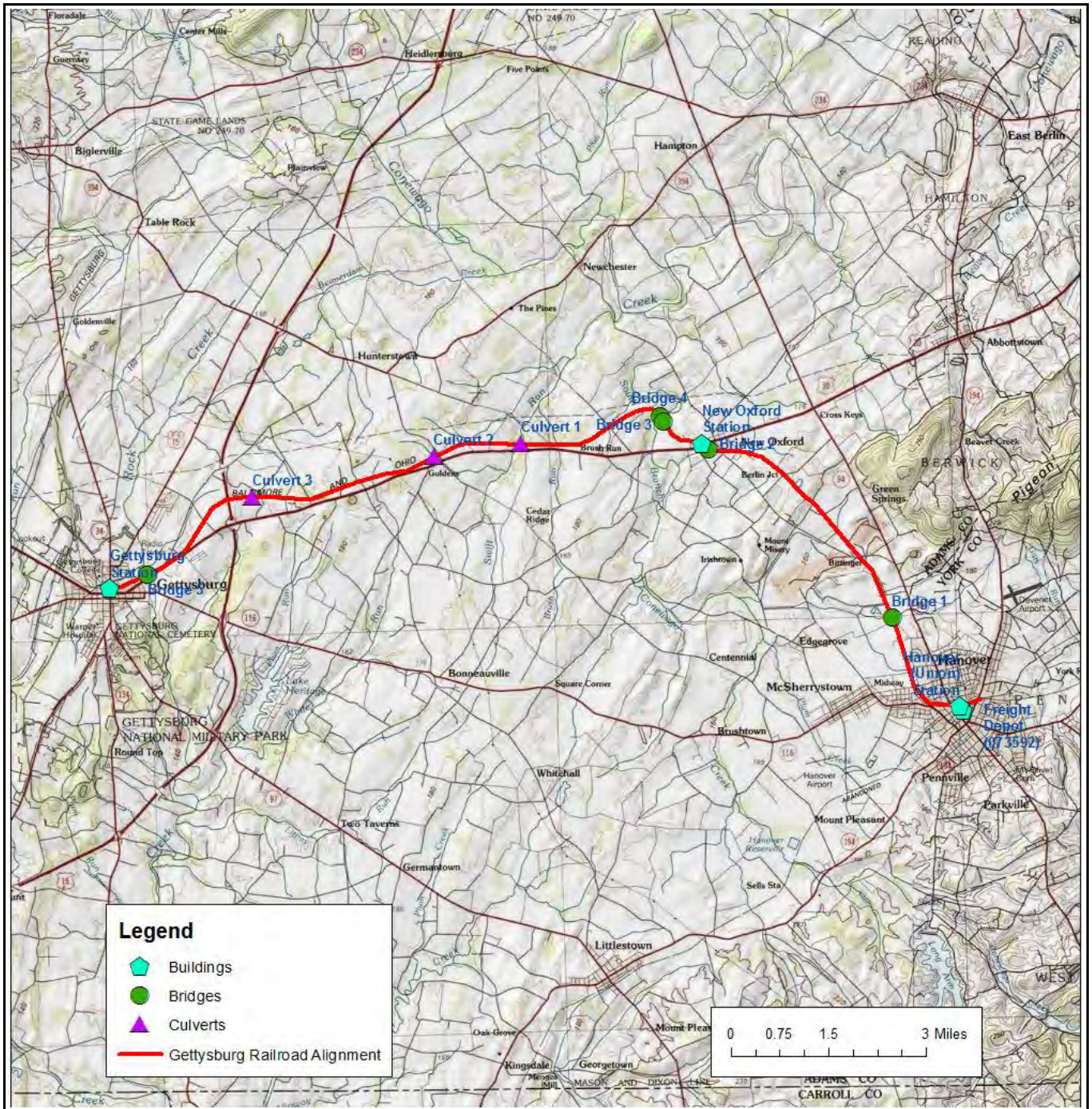
Acreage (round to nearest tenth) \_\_\_\_\_







**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 1: Gettysburg Railroad Resource Location Map**

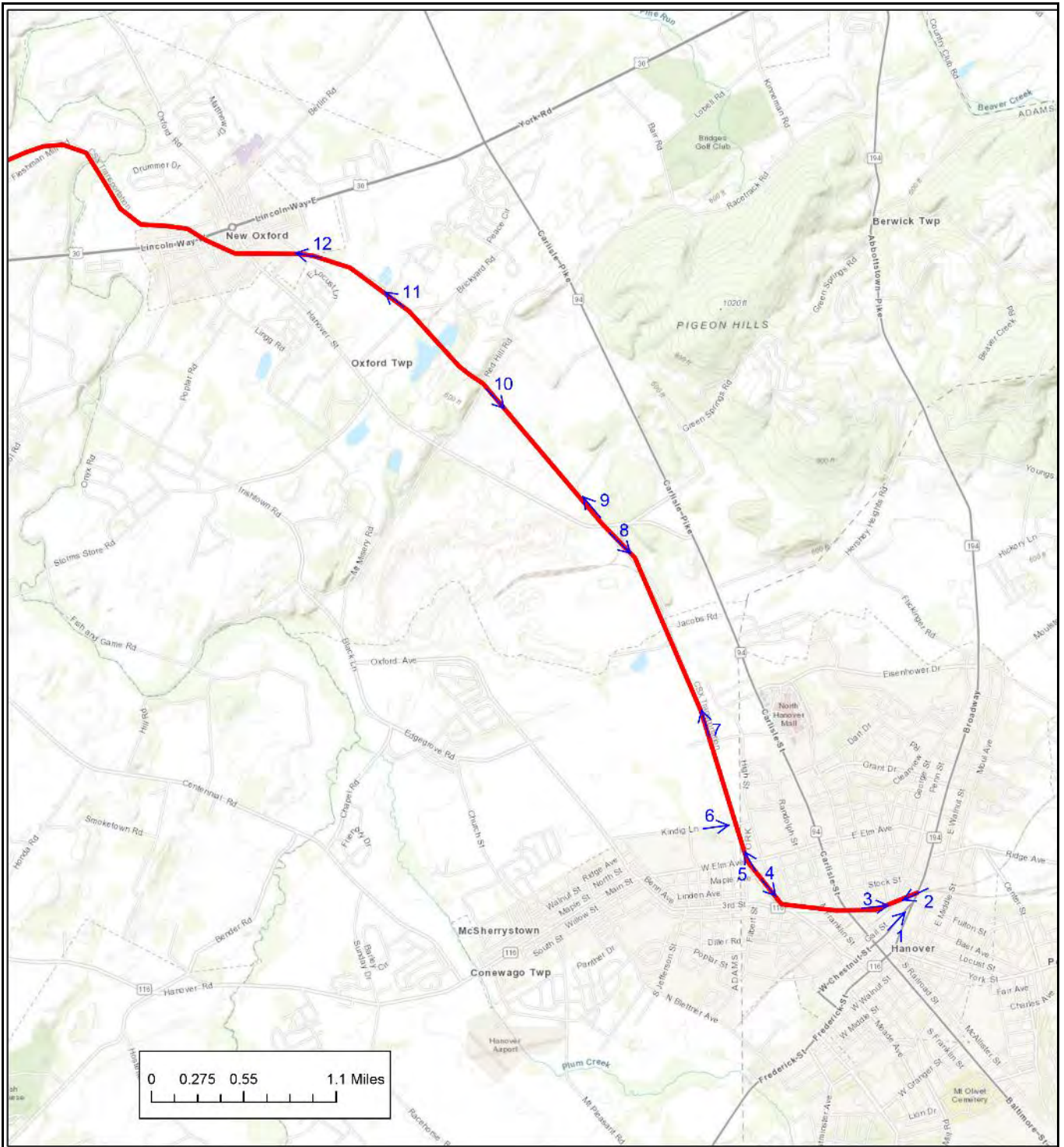
**Source:**  
 Gettysburg, PA Quad. USGS 1974.  
 McSherrystown, PA Quad. USGS 1975.  
 Hanover, PA Quad. USGS 1975.



*Eisenhower Boulevard  
 Extension Project*




**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 2: Gettysburg Railroad Photograph**  
 Location Map 1

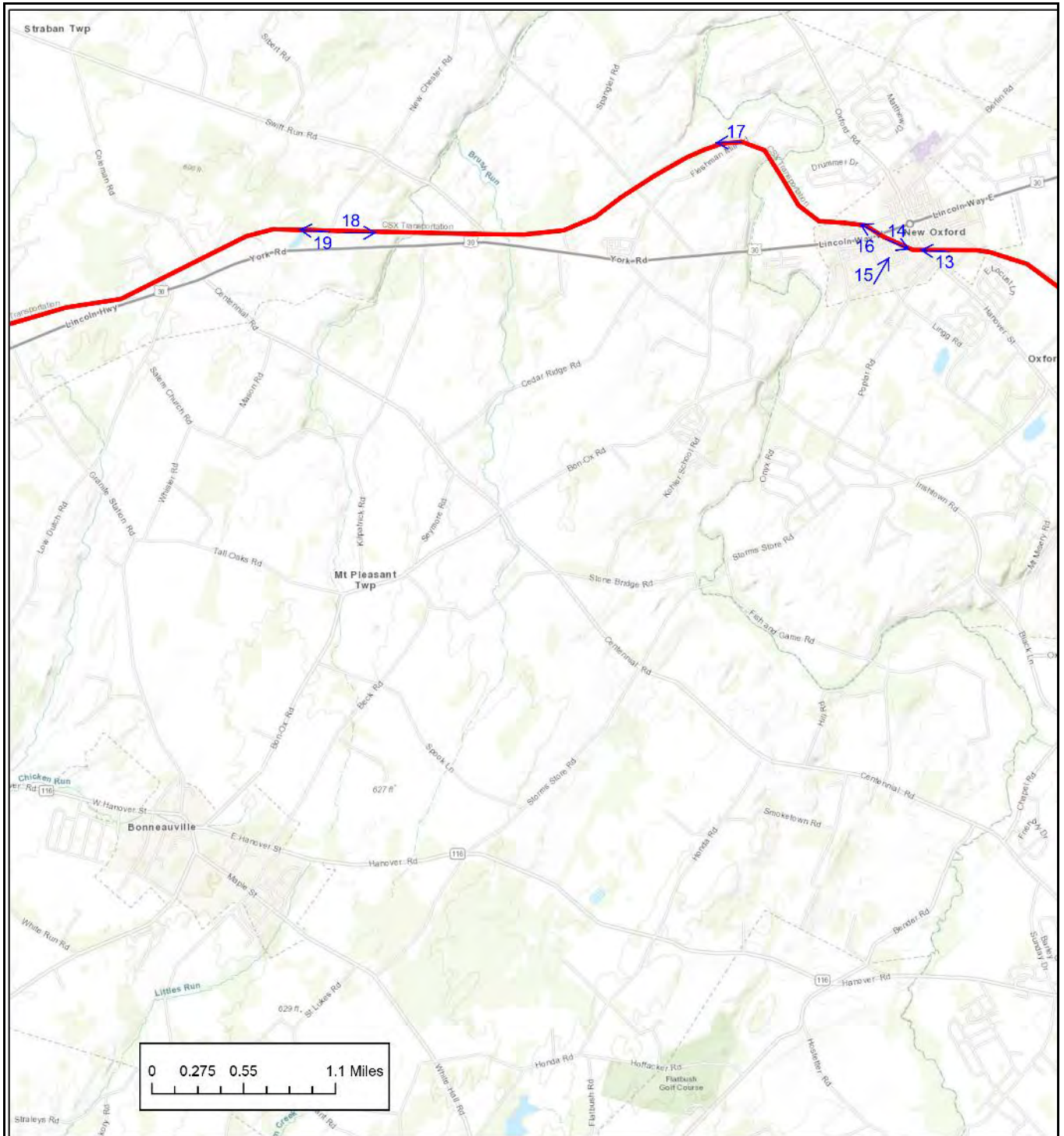
**Key:**

 Gettysburg Alignment




*Eisenhower Boulevard  
 Extension Project*

**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 3: Gettysburg Railroad Photograph**  
 Location Map 2

**Key:**

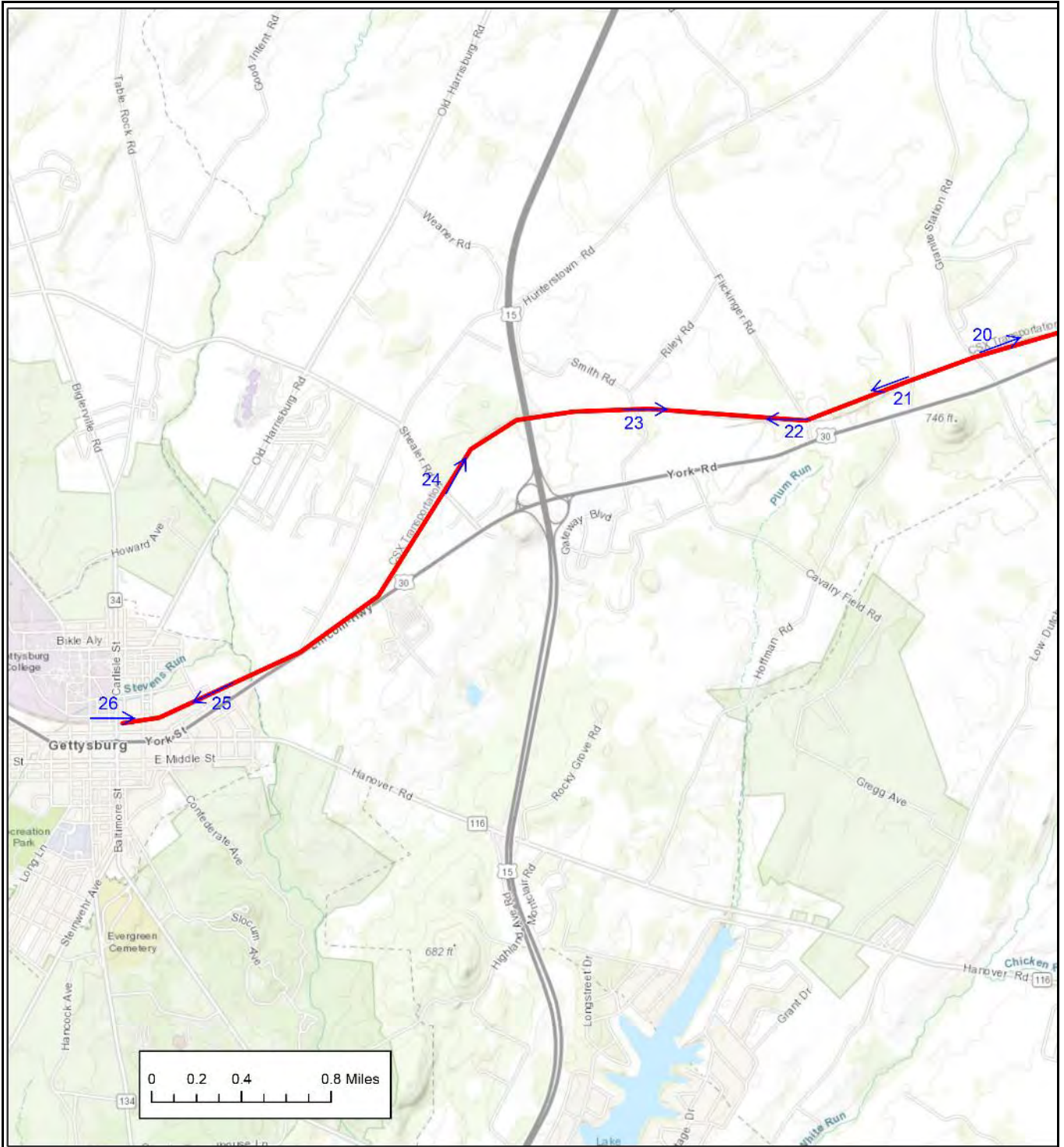
 Gettysburg Alignment



*Eisenhower Boulevard  
 Extension Project*



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



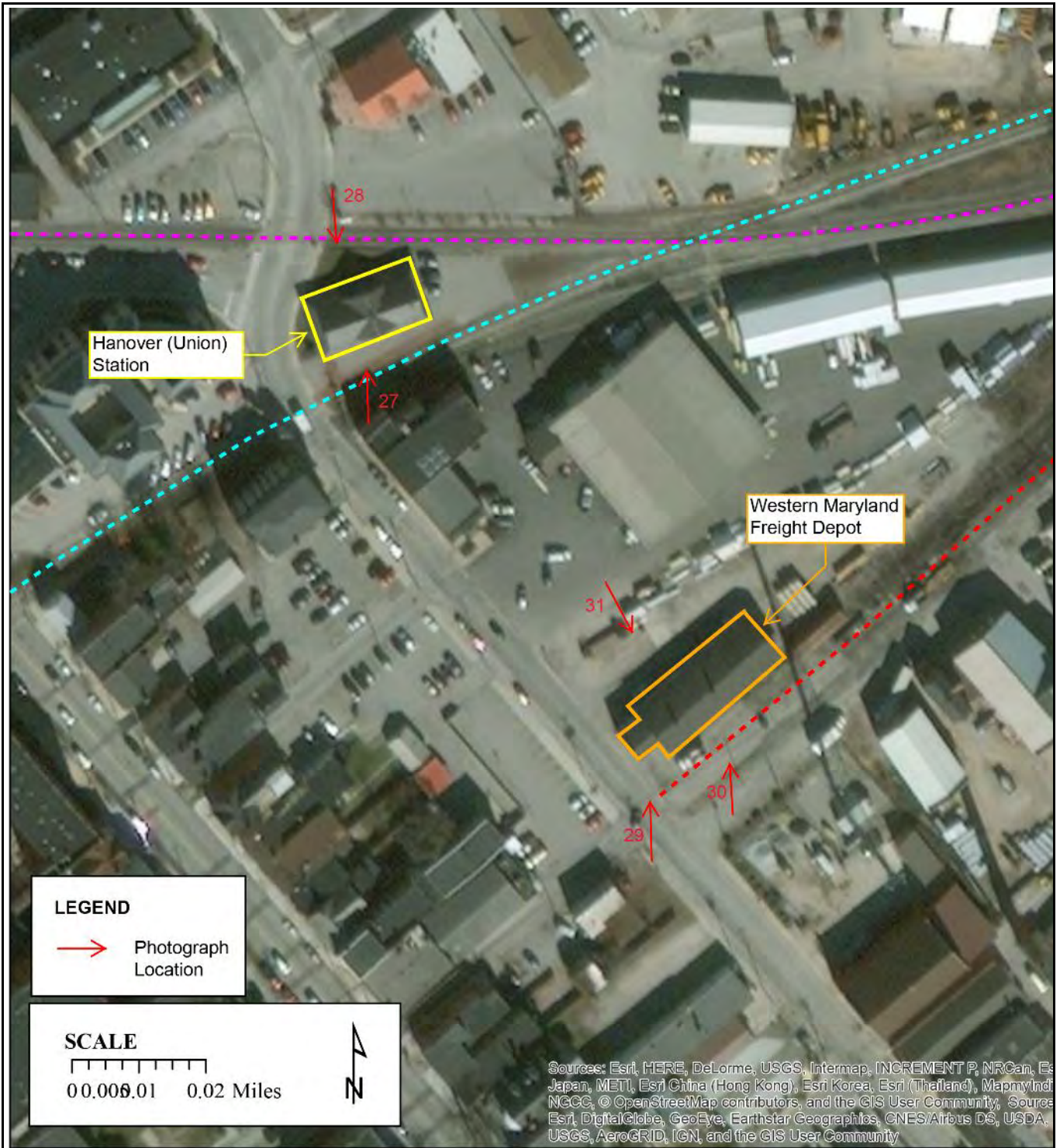
**Figure 4:** Gettysburg Railroad Photograph  
 Location Map 3

**Key:**

— Gettysburg Alignment



*Eisenhower Boulevard  
 Extension Project*



**Figure 5: Hanover (Union) Station and Western Maryland Freight Depot Site Plan and Photograph Location Map**



*Eisenhower Boulevard  
 Extension Project*

	Gettysburg Railroad
	Western Maryland Spur
	Pennsylvania Railroad







**Figure 6:** New Oxford Station and High Street Bridge Site Plan and Photograph Location Map

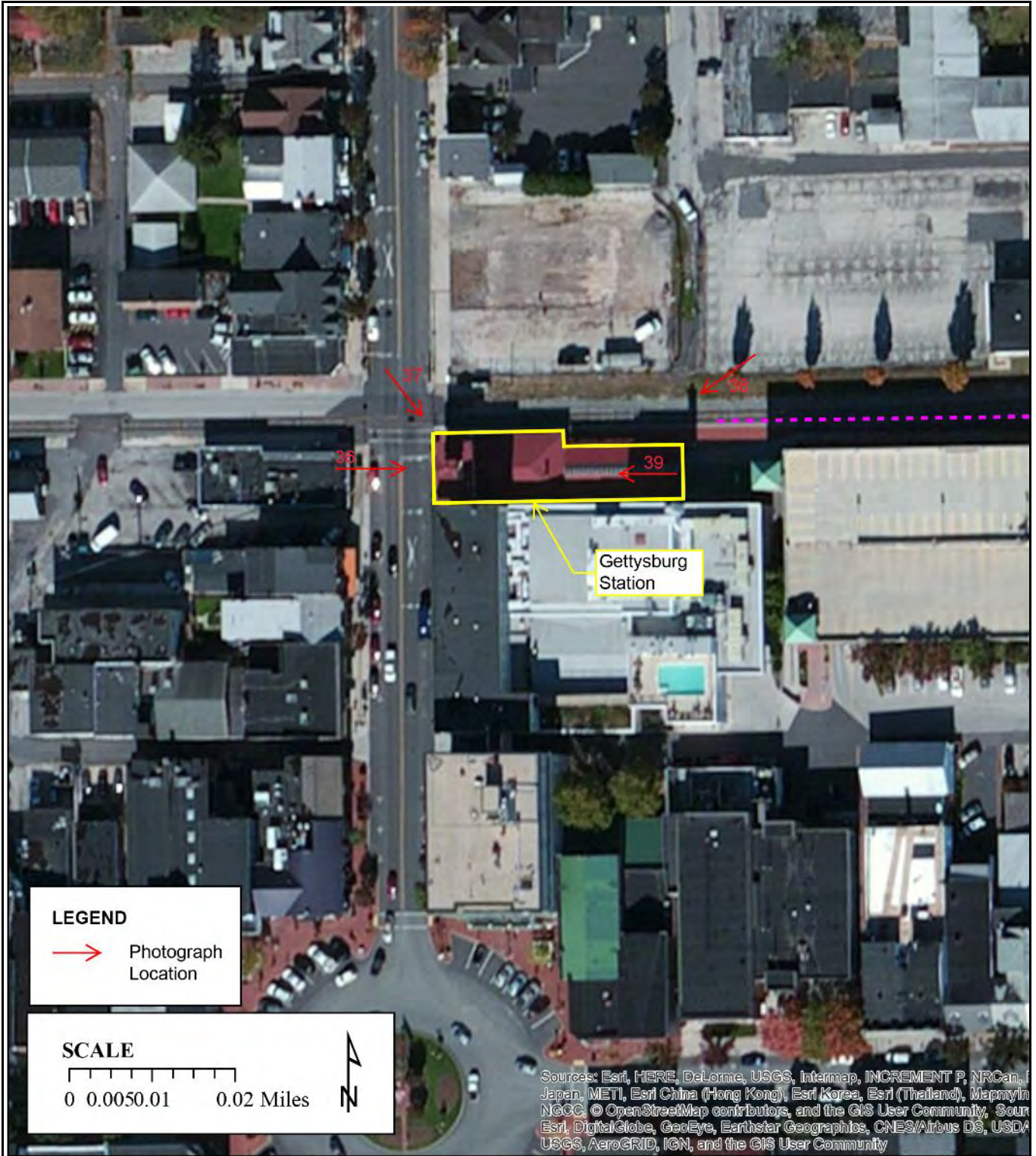
**Key:**

--- Gettysburg Railroad



*Eisenhower Boulevard  
 Extension Project*





**Figure 7: Gettysburg Station Site Plan and Photograph Location Map**

**Key:**

--- Gettysburg Railroad



*Eisenhower Boulevard  
 Extension Project*

## Photograph List (Item 33)

**Photographer Name:** Christine Leggio (JMT)

**Date:** December 11-12, 2017

**Location Negatives/Electronic Images Stored:** JMT, 1600 Market Street, Suite 520, Philadelphia, PA 19103

Photograph 1: View of the spur of the former Gettysburg Railroad at Hanover, which accessed the Western Maryland Freight Depot (Key No. 073592), looking east.

Photograph 2: View of the former Gettysburg Railroad alignment, in Hanover, which accessed the Hanover (Union) Station (at right), looking east.

Photograph 3: View of the former Gettysburg Railroad alignment, in Hanover at 3<sup>rd</sup> Street and North Railroad Street, looking west.

Photograph 4: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing, looking southeast.

Photograph 5: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing, looking northwest.

Photograph 6: View of the grade crossing signals (typical), in Hanover at the Kindig Lane crossing, looking east.

Photograph 7: View of the former Gettysburg Railroad alignment, leaving Hanover, at the Radio Road crossing, looking north-northwest.

Photograph 8: View of the former Gettysburg Railroad alignment, outside of Hanover, at the Hanover Street crossing, looking north-northwest.

Photograph 9: View of the grade crossing signal, outside of Hanover, at the Hanover Street crossing, looking west.

Photograph 10: View of the former Gettysburg Railroad alignment, outside of Hanover, at the Red Hill Road crossing, looking southeast.

Photograph 11: View of the former Gettysburg Railroad alignment, approaching New Oxford, at the Brickyard Road crossing, looking northwest.

Photograph 12: View of the former Gettysburg Railroad alignment, approaching New Oxford, at the South College Street crossing, looking northwest.

Photograph 13: View of the former Gettysburg Railroad alignment, New Oxford, at the Hanover Street crossing, looking west.

Photograph 14: View of the former Gettysburg Railroad alignment, New Oxford, at the from the High Street Bridge, looking east-southeast.

Photograph 15: View of the High Street Bridge (Key No. 083678) (Bridge 2), New Oxford, looking northwest.

Photograph 16: View of the former Gettysburg Railroad alignment, New Oxford, from the Lincoln Way West crossing, looking northwest toward the New Oxford Passenger Station.

Photograph 17: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the Fleshman Mill Road crossing, looking west.

Photograph 18: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the New Chester Road crossing, looking west.

## Gettysburg Railroad

LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001

Photograph 19: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the New Chester Road crossing, looking east.

Photograph 20: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Granite Station Road crossing looking east.

Photograph 21: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Moose Road crossing looking west.

Photograph 22: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Flickinger Road crossing looking west.

Photograph 23: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Smith Road crossing looking east.

Photograph 24: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Shealer Road crossing, looking northeast.

Photograph 25: View of the former Gettysburg Railroad alignment, entering Gettysburg, from the North 4<sup>th</sup> Street crossing, looking west.

Photograph 26: View of the former Gettysburg Railroad alignment, toward its former historic termination at the Gettysburg Station, Gettysburg, from the Carlisle Street crossing, looking east.

Photograph 27: View of the façade of the Hanover (Union) Passenger Station (facing the tracks of the former Pennsylvania Railroad), looking north.

Photograph 28: View of the rear of the Hanover (Union) Passenger Station (facing the tracks of the former Gettysburg Railroad), looking south.

Photograph 29: View of the Western Maryland Freight Depot (Key No. 073592), looking southeast.

Photograph 30: View of the Western Maryland Freight Depot (Key No. 073592), looking north.

Photograph 31: View of the Western Maryland Freight Depot (Key No. 073592), looking north.

Photograph 32: View of the New Oxford Passenger Station, looking north.

Photograph 33: View of the New Oxford Passenger Station, looking west.

Photograph 34: View of the New Oxford Passenger Station, looking northwest.

Photograph 35: View of the New Oxford Passenger Station, looking southeast.

Photograph 36: View of Gettysburg Passenger Station, looking east.

Photograph 37: View of Gettysburg Passenger Station, looking southeast.

Photograph 38: View of Gettysburg Passenger Station, looking southwest.

Photograph 39: View of Gettysburg Passenger Station, looking west.





Photograph 1: View of the spur of the former Gettysburg Railroad at Hanover, which accessed the Western Maryland Freight Depot (Key No. 073592), looking east.



Photograph 2: View of the former Gettysburg Railroad alignment, in Hanover, which accessed the Hanover (Union) Station (at right), looking east.

**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001



Photograph 3: View of the former Gettysburg Railroad alignment, in Hanover at 3<sup>rd</sup> Street and North Railroad Street, looking west.



Photograph 4: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing, looking southeast.





Photograph 5: View of the former Gettysburg Railroad alignment, in Hanover at the Maple Avenue crossing, looking northwest.



Photograph 6: View of the grade crossing signals (typical), in Hanover at the Kindig Lane crossing, looking east.



**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001



Photograph 7: View of the former Gettysburg Railroad alignment, leaving Hanover, at the Radio Road crossing, looking north-northwest.



Photograph 8: View of the former Gettysburg Railroad alignment, outside of Hanover, at the Hanover Street crossing, looking north-northwest.





Photograph 9: View of the grade crossing signal, outside of Hanover, at the Hanover Street crossing, looking west.



Photograph 10: View of the former Gettysburg Railroad alignment, outside of Hanover, at the Red Hill Road crossing, looking southeast.



Photograph 11: View of the former Gettysburg Railroad alignment, approaching New Oxford, at the Brickyard Road crossing, looking northwest.



Photograph 12: View of the former Gettysburg Railroad alignment, approaching New Oxford, at the South College Street crossing, looking northwest.





Photograph 13: View of the former Gettysburg Railroad alignment, New Oxford, at the Hanover Street crossing, looking west.



Photograph 14: View of the former Gettysburg Railroad alignment, New Oxford, at the from the High Street Bridge, looking east-southeast.





Photograph 15: View of the High Street Bridge (Key No. 083678) (Bridge 2), New Oxford, looking northwest.



Photograph 16: View of the former Gettysburg Railroad alignment, New Oxford, from the Lincoln Way West crossing, looking northwest toward the New Oxford Passenger Station.





Photograph 17: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the Fleshman Mill Road crossing, looking west.



Photograph 18: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the New Chester Road crossing, looking west.



**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001



Photograph 19: View of the former Gettysburg Railroad alignment, outside of New Oxford, from the New Chester Road crossing, looking east.



Photograph 20: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Granite Station Road crossing looking east.



**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001



Photograph 21: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Moose Road crossing looking west.



Photograph 22: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Flickinger Road crossing looking west.



**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # _____
ER # <u>2016-8477-001</u>



Photograph 23: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Smith Road crossing looking east.



Photograph 24: View of the former Gettysburg Railroad alignment, approaching Gettysburg, from the Shealer Road crossing, looking northeast.



**Gettysburg Railroad**  
LINEAR RESOURCE, ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001



Photograph 25: View of the former Gettysburg Railroad alignment, entering Gettysburg, from the North 4<sup>th</sup> Street crossing, looking west.



Photograph 26: View of the former Gettysburg Railroad alignment, toward its former historic termination at the Gettysburg Station, Gettysburg, from the Carlisle Street crossing, looking east.



Photograph 27: View of the façade of the Hanover (Union) Passenger Station (facing the tracks of the former Pennsylvania Railroad), looking north.



Photograph 28: View of the rear of the Hanover (Union) Passenger Station (facing the tracks of the former Gettysburg Railroad), looking south.





Photograph 29: View of the Western Maryland Freight Depot (Key No. 073592), looking southeast.



Photograph 30: View of the Western Maryland Freight Depot (Key No. 073592), looking north.





Photograph 31: View of the Western Maryland Freight Depot (Key No. 073592), looking north.



Photograph 32: View of the New Oxford Passenger Station, looking north.



Photograph 33: View of the New Oxford Passenger Station, looking west.



Photograph 34: View of the New Oxford Passenger Station, looking northwest.





Photograph 35: View of the New Oxford Passenger Station, looking southeast.



Photograph 36: View of Gettysburg Passenger Station, looking east.





Photograph 37: View of Gettysburg Passenger Station, looking southeast.



Photograph 38: View of Gettysburg Passenger Station, looking southwest.



Photograph 39: View of Gettysburg Passenger Station, looking west.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how/why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## **PHYSICAL DESCRIPTION AND INTEGRITY (ITEM 38)**

### **Physical Description**

#### ***Introduction***

The track alignment for the Gettysburg Railroad runs from Hanover, York County, Pennsylvania, for approximately 17 miles west, to its historic point of termination at the Gettysburg Station, situated on Carlisle Street, Gettysburg, Adams County, Pennsylvania. The single, standard gauge track, rests on wood ties atop stone ballast and has not been significantly altered from its historic alignment (Photographs 1-26), based on historic maps and aerial images. It is currently operated by CSX Transportation. The railroad's multiple extant features include three passenger stations, one freight depot, three minor culverts, multiple relay cabinets from the latter half of the 20<sup>th</sup> century, several at grade crossings, and five bridges, as described below. No other major built element types, as defined by the Pennsylvania State Historic Preservation Office's "Researchers Guide for Documenting and Evaluating Railroads," were identified during the field survey or in current aerial images.

The Gettysburg Railroad was historically closely associated and operated in conjunction with the Hanover Branch Railroad. The Hanover Branch Railroad was constructed by 1851 by the Hanover Branch Railroad Company to connect Hanover to Hanover Junction, which was served by the Baltimore and Susquehanna Railroad. When the Gettysburg Railroad was constructed in 1856, it utilized the Hanover Branch Railroad in order to connect with the Baltimore and Susquehanna Railroad<sup>1</sup>. The tracks of the Hanover Branch Railroad were removed and the line was regraded in 1928 (Schafer 1982). Although historically associated, the Hanover Branch Railroad was constructed by a separate company and was later removed and regraded in 1928; it is therefore not part of the Gettysburg Railroad.

#### ***Setting***

The Gettysburg Railroad is located in Adams and York Counties. The setting ranges from rural, to suburban, to semi-urban. The rail alignment traverses farmland, as well as the boroughs of Gettysburg, New Oxford, and Hanover, Pennsylvania.

The line extends north-northwest from Hanover and travels northwestward toward New Oxford before turning west-southwest toward Gettysburg, where the line terminates at the Gettysburg Station (Figures 1-22). The single, standard gauge track, rests on wood ties atop stone ballast and has not been significantly altered from its historic alignment. By 1895, the line had a total of seven station stops, including Hanover, Jacobs Mill, Berlin Junction, New Oxford, Guldens, Granite Hill, and Gettysburg. Though only three stations remain, and upgrades appear to have been made to the tracks, bridges, culverts, and signals during the 20<sup>th</sup> and 21<sup>st</sup> centuries, the railroad right-of-way contains four extant, contributing buildings which retain high material integrity, as well as several small-scale, non-contributing features which date to the mid to late 20<sup>th</sup> century.

#### ***Hanover (Union) Station, c. 1889***

The Passenger Station at Hanover, formerly known as Union Station, is located on the east side of the

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<sup>1</sup> The Susquehanna, Gettysburg & Potomac Railroad (successor of the Gettysburg Railroad) merged with the Hanover Branch Railroad in 1874 to form the Hanover Junction, Hanover & Gettysburg Railroad.

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intersection of Library Place and North Railroad Street, in Hanover, York County, Pennsylvania. The station lies between the historic alignments of the Gettysburg Railroad (at that time operating as the Baltimore and Harrisburg Railroad, under the control of the Western Maryland Railway, as shown on the accompanying historic maps; Figures 9, 12, 13, and 14) and the Pennsylvania Railroad, and served both lines. Based on its orientation toward the former Pennsylvania Railroad, it was possibly constructed by that entity, though this could not be confirmed through existing documentary sources. The building is currently utilized as an office for the Fischer Insurance Agency (Photographs 27-28).

The Union Station is a single-story brick building which features a cross-gabled roof with widely overhanging, hipped eaves supported by large wooden brackets. The main body of the roof is clad in asphalt shingles, while the eaves have retained historic slate shingles. The ridgeline of the crossed gables features terracotta cresting. A single brick chimney pierces the roof near the center. Each gable end is clad in octagonal wood shingles.

The main body of the building is constructed of brick and features a protruding bay beneath the cross gable on each side. On the north elevation, the bay is flanked by entry doors. On the east side of the bay is a single, ten-panel wooden door, while on the west is a pair of original wood double doors with large, single lights between paired panels. Pairs of large, nine-over-nine, double-hung windows with brownstone sills are located to the east and west of the doors flanking the projecting bay, which is fenestrated by a large, twelve-over-twelve window. An additional original wood door is positioned in each of the outermost bays, the easternmost features three lights above six panels, while the westernmost features two leaves, each with six panels.

On the south façade, the projecting bay is canted and is fenestrated by a large, twelve-over-twelve window on the front face and a nine-over-nine window on each of the side faces. A grouping of three nine-over-nine windows are located to the east of the projecting bay and a six-panel wood door behind a full-light storm door is located to the west. A pair of nine-over-nine windows is located to the west of the door, and the westernmost bay features a door with two leaves of six panels each. All of the windows on the building are constructed of wood, appear to be original, and are protected by plexiglass panes.

### *Western Maryland Railroad Freight Depot (Key No. 073592), c. 1910*

The Western Maryland Railroad Freight Depot (previously recorded under Key No. 073592, unevaluated) is located to the south of Union Station in Hanover, Adams County, Pennsylvania (Photographs 29-31). The Depot is accessed by a spur from the main alignment of the former Gettysburg Railroad (later the Western Maryland Railway). The existing documentation for the Freight Depot records the construction date as c. 1880, however, the building does not appear in its approximate current configuration on available Sanborn Fire Insurance Maps in its current location until 1909, supporting a later construction date.

The single-story freight depot rests on a brick foundation, is clad in corrugated metal, and has a side gabled roof sheathed in asphalt shingles with the gable end facing the main road and the eaves ends parallel to the rail spur. The depot consists of a small office adjacent to North Railroad Street and a larger freight shed extending eastward from the office. The office is fenestrated on the south elevation by a pair of nine-over-nine, original double-hung, wood windows behind aluminum storm windows located to the west of a modern, nine-light, steel entry door. The north elevation is fenestrated by three evenly spaced windows of the same type, the easternmost of which has been sealed with plywood. The

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west elevation is fenestrated by a pair of six-over-six original wood windows on the first story, and a pair of smaller windows at the attic level which have been boarded over with plywood.

The south elevation of the freight shed has no windows, but features a pair of large, mid-to-late 20<sup>th</sup> century overhead doors, evenly spaced on the façade. The arrangement of overhead doors is repeated on the north elevation, and a replacement wood entry door with a single light over three panels is located on the western end of the elevation, accessed by a wooden staircase. A heavy timber platform runs the length of the freight shed on the south elevation and extends beyond the building to the east for several feet. The building features large, deeply overhanging eaves, which shelters the platform on the south elevation. The eaves are supported by timber brackets along the sides of the freight shed. The roof extends past the east wall of the building and is supported by wood posts with brackets at the eastern end. Two metal vents are located at the ridgeline on the freight shed portion of the building.

### *New Oxford Station, 1892*

The New Oxford Station is located on the north side of Lincoln Way West, to the east of North Water Street, in New Oxford, Adams County, Pennsylvania. The station was constructed in 1892 while the line was under the operation of the Baltimore and Harrisburg Railroad Company (successor to the Gettysburg Railroad) and under lease to the Western Maryland Railway (Photographs 32-35). The station is located on the east side of the railroad right-of-way.

The single-story building features a hipped roof with widely overhanging hanging eaves, supported by large wooden brackets, and is clad in slate shingles. The roof is pierced by a brick chimney near the center of the building. Eyebrow dormers project from the roof on each of its four sides. The dormers on the east and west elevations are larger and feature three fixed windows; ten-lights in the center, flanked by six lights on each side. The dormers on the north and south elevations contain louvered wooden vents.

The body of the building is constructed of quarry-faced brownstone and features a central projecting canted bay on the west (track-facing) elevation. The front face of the projecting bay features a nine-over-two, double-hung window, while the side faces contain six-over-one windows. Arrangements consisting of a six-panel door with a three-light transom, flanked by twelve-over-two, double-hung windows resting on tripartite bulkhead panels, flank the projecting bay.

On the east elevation, a central projecting bay is fenestrated with a pair of recessed windows. The bay is flanked by a six-panel door with three-light transom on each side. Twelve-over-two, double-hung windows occupy the outermost bays. The north and south ends of the building each contain a pair of six-over-one, double-hung windows. All windows and doors on the building are constructed of wood and appear to be original

### *Gettysburg Station (Lincoln Station; Key No. 126345), 1858*

Gettysburg Station (previously recorded under Key No. 126345, unevaluated) is located at the intersection of West Railroad Street and Carlisle Street in Gettysburg, Adams County, Pennsylvania. The station was constructed by the Gettysburg Railroad Company in 1858. The building is a contributing property within the Gettysburg Battlefield Historic District (Key No. 001260). It is currently used as an information center for tourists to Gettysburg (Photographs 57-60).



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The main body of the station fronts Carlisle Street, is two stories tall, constructed in brick, and rests on a stone foundation. The building is constructed in the Italianate style. It is four bays wide and features a belfry in the form of a cupola at the center of the hipped roof of the main body of the building, which features a bracketed cornice. The central two bays are surmounted by a pediment and flanked by engaged pilasters. The first story is fenestrated by double-hung, four-over-four wood windows located to the west of a four-paneled door with two-light transom, all with flat hoods ornamented with dentil molding. The second story is fenestrated by four-over-four, double-hung, rounded-arch windows which appear to be original.

The north elevation (track-facing) of the main body of the building is two bays wide. The fenestration of the main façade is repeated on the east elevation in this section. A brick chimney with a metal cap protrudes from the roof near the southeast corner of the building.

A single-story addition, constructed of brick and dating to 1886, extends from the rear of the building. The addition is six bays long and two bays wide, matching the width of the main body of the station. All window and doors on the addition are set into shallow-arched openings. Fenestration on the north elevation of the addition consists of six-over-six, double-hung wood windows in the second, fourth, and fifth bays (moving from west to east). The first bay projects from the main body of the addition, and the front face contains two double-hung two-over-two windows separated by a heavy wood mullion, while each of the side faces contain a single two-over-two, double-hung window. The third bay contains a narrow, four-panel door with a three-light transom which is set above ground-level, and the sixth bay contains a six-panel door with a four-light transom set at grade. The hipped roof is clad in standing seam metal and has a wide overhang supported by wooden brackets. The roof overhang spans both sections of the north elevation, in the form of an awning between the first and second stories on the original portion of the building. Brick chimneys pierce the roof near the centerline near each end of the addition.

The rear (east) elevation of the original section of the building is fenestrated by two four-over-four, double hung windows at the second story. The rear of the addition features a four-over-four, double hung window in the northern bay and a set of modern, half-light double doors at the southern. A wooden ramp and deck provide access to the double doors. A train shed with a gabled roof clad in standing seam metal is located in the rear of the addition. It is supported by squared wood posts with brackets. All windows and doors on the addition are constructed of wood and appear to be original, although the building underwent an extensive restoration ca 2005.

***Bridges and Culverts***

Although only one bridge (Bridge 2) was safely accessible for survey due to location, aerial images indicate a total of five extant bridges and three visible culverts along the railroad alignment.

Bridge/Culvert	Location Coordinates	Location Description	Description	Evaluation
Bridge 1	39° 49' 27.52" N, 77° 00' 17.72" W	Approximately 1.5 miles northwest of Hanover; carries railroad over South Branch Conewago Creek	Single span	Contributing

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Bridge 2* (Key No. 083678)	39° 51' 43.75" N, 77° 03' 27.77" W	New Oxford; carries West High Street over Railroad	Single span, stone and wood with later concrete and steel reinforcement	Non-Contributing
Bridge 3	39° 52' 06.38" N, 77° 04' 13.81" W	Approximately 0.75 northwest of New Oxford, carries railroad over a drainage ditch	Single span with concrete wing walls	Contributing
Bridge 4	39° 52' 06.38" N, 77° 04' 16.99" W	Approximately 0.8 miles northwest of New Oxford; carries railroad over South Branch Conewago Creek	Multiple span	Contributing
Bridge 5	39° 50' 06.47" N, 77° 13' 11.56" W	Approximately 0.5 miles east of Gettysburg; carries the railroad over Rock Creek	Multiple span	Contributing
Culvert 1	39° 51' 48.57" N, 77° 06' 42.02" W	Approximately 3 miles west of New Oxford; Swift Run	Appears to be a concrete box culvert	Non-contributing
Culvert 2	39° 51' 38.81" N, 77° 08' 13.21" W	Approximately 4 miles west of New Oxford; branch of Swift Run	Appears to be a concrete box culvert	Non-contributing
Culvert 3	39° 51' 07.71" N, 77° 11' 22.25" W	Approximately 2.5 miles east of Gettysburg	Appears to be a concrete box culvert	Non-contributing

\*According to PennDOT's Historic Bridge Survey data, a wood stringer bridge that was found eligible by PHMC on 5/9/1984 was removed, according to PennDOT records. That bridge was previously recorded under Key No. 086378 and determined eligible as a Road Related (Vehicular) resource. Bridge 2 is therefore non-contributing.

**Statement of Integrity**

The Gettysburg Railroad retains integrity of location, design, setting, materials, workmanship, feeling, and association per the requirements outlined by the Pennsylvania State Historic Preservation Office's "Researcher's Guide for Documenting and Evaluating Railroads." The original 17-mile alignment spanning Hanover and Gettysburg retains the alignment; four extant, contributing bridges; three extant minor culverts; three original station buildings (of the original seven station stops); and one freight depot along the length of the line. The resource maintains a significant association with transportation and industrial history in the region.

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## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)



## **HISTORY AND SIGNIFICANCE (ITEM 39)**

### **History and Significance**

#### ***Introduction***

Prior to the construction of railroads in south central Pennsylvania, Adams County lacked an efficient means of transportation for both goods and people throughout the region. The primary transportation routes consisted of state roads and turnpikes, which generally were dirt roads travelled by Conestoga-type wagons in a slow and cumbersome fashion (Bloom 1992:124). Initially, the State's proposed solution to the problem was the construction of a system of canals. This solution would prove infeasible, however, as Adams county lacked "streams large and deep enough for canal operation" (125).

Efforts to construct a railroad in the County began in 1835, when Thaddeus Stevens, Adams County's representative in the General Assembly, secured state financing and began construction of a rail line west of Gettysburg. The vision for this rail line was for a route extending from Wrightsville, on the Susquehanna River, through York and Gettysburg, to a connection with the Baltimore and Ohio Railroad in the Potomac River Valley. Ultimately dubbed the "Tapeworm Railroad" for its proposed circuitous and winding route through the mountainous terrain west of Gettysburg by its opponents, the project was abandoned after partial construction west of Gettysburg in 1838 when Stevens lost political favor and the state funding was terminated (Bloom 1992:125-126).

While the failure of the "Tapeworm Railroad" did not end attempts at bringing rail transportation to Gettysburg and the surrounding area, Adams County would not see a line established until 1858, with the completion of a line between Hanover and Littlestown. Later the same year, the Gettysburg Railroad, linking Gettysburg and Hanover, would be completed, becoming the County's second rail line (Bloom 1992:126-127).

#### ***Construction of the Gettysburg Railroad***

The Gettysburg Railroad Company was formed by Robert McCurdy, Josiah Benner, and Henry Myers in 1850 and was incorporated in the State of Pennsylvania on March 24, 1851 for the purpose of constructing a rail line connecting Gettysburg with the surrounding area (Bennet 2002:6; Killough 1940:34). Construction on the line would not begin for another five years, as funding was raised, and the route debated. Ultimately, it was decided to route the line through New Oxford to Hanover, where connection was available to the Hanover Branch Railroad<sup>2</sup> which would allow connection at Hanover Junction to the Baltimore and Susquehanna Railroad, providing access to Baltimore and York<sup>3</sup> (and Harrisburg, via an additional connection) (Bennet 2002:7; Schafer 1982).

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<sup>2</sup> The Hanover Branch Railroad Company was incorporated March 16, 1847 and extended from a connection with the Baltimore and Susquehanna Railroad (later the Northern Central Railroad) at Hanover Junction, 12 miles west to Hanover, PA (Killough 1940:31). Construction on the line was begun in 1851 and completed in 1852, with the first train running between Hanover and Hanover Junction on September 29<sup>th</sup> of that year (Schafer 1982).

<sup>3</sup> Residents of Gettysburg began traveling to Hanover in order to make connections to the railways shortly after the opening of the Hanover Branch Railroad in September of 1852. In October of that year, John L. Tate advertised "comfortable coaches" to carry passengers from Gettysburg to Hanover "in time to connect with the cars of the railroad there" (Bloom 1992:126).

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Construction and tracklaying began in February of 1856, and by June of 1858, the Gettysburg Railroad line was completed between Hanover and New Oxford (Bloom 1992:126-127). At the same time, the railroad trustees looked to obtain land in Gettysburg along the railroad right-of-way on which to build an engine house, turntable, and a freight station, as well as a passenger depot. Land for the passenger depot, situate on Carlisle Street, adjacent to what is now the Gettysburg Hotel, was obtained by the railroad in June of 1858 from "Colonel" John H. McClellan. The engine house, turntable, and freight station were located a block to the east, east of Stanton Street and on the north side of the railroad right-of way (John Milner Associates 2002:2). Construction between New Oxford and Gettysburg commenced on June 24 and the line was completed and opened for passenger service on December 16, 1858 (Killough 1940:35). In Gettysburg, the engine house, turntable, and freight station were completed by early December of that year; however, the passenger depot's interior was incomplete; the station would not be opened to passengers until May 12, 1859 (John Milner Associates 2002:2). In the interim, a temporary ticket office in the parlor of the Washington Hotel, located across the street, served the passenger's needs (Bennet 2002:10).

Upon the completion of the railroad and the commencement of passenger service, a grand celebration was held for the general public to greet the arrival of the first passenger train. A crowd estimated at eight to ten thousand people attended (Bloom 1992:128). The following newspaper notice, from December 10, 1858, advertised thusly:

"OPENING CEREMONIES  
OF THE GETTYSBURG RAIL ROAD  
THURSDAY, DECEMBER 16<sup>TH</sup>, 1858

*The formal opening of the Gettysburg Rail  
Road will take place on Thursday, December 16h.*

*There will be a dinner prepared for the occasion  
and tickets can be had at all the principal business  
places in the Borough on and before the day of opening.*

*All persons having tickets to the dinner will be  
entitled to a free ride over the railroad from  
Gettysburg to Hanover and return.*

*Price of dinner tickets, 25 cents.*

*The Pubic are cordially invited to attend and  
participate in the festivities of this important occasion.*

*December 10, 1858      By order of the Committee" (35-36).*

As part of the celebration, a group of as many as 350 "Baltimoreans" traveled from Baltimore to Gettysburg, via the Northern Central Railway, Hanover Branch, and Gettysburg Railroads. This excursion

was reported by the Baltimore newspaper, the *American and Commercial Advisor* on December 18, 1858 as follows:

“On Thursday last the recently completed Gettysburg Railroad was opened for use, and the occasion was marked by a great public demonstration... It has long been looking for a railroad outlet for its products, and the completion of the road, forming a connection with Baltimore, has been the subject of long and earnest effort on the part of the inhabitants of that ancient borough, and the achievement of the work was justly regarded as a subject worthy of congratulation and rejoicings. Invitations were extended to York, Hanover, and the surrounding country, and also to the citizens of Baltimore, to join in the celebration.

On Thursday morning last, accordingly, a party of Baltimoreans, some three hundred and fifty in number, among whom were many of our most substantial citizens, accompanied by the Blues Band, started from the Calvert Station, under the charge of A. Fuller Crane, Esq. of Baltimore, one of the Board of Directors of the Gettysburg Railroad Company. After a pleasant ride.... The party reached Hanover about half past 12 o'clock...

About two o'clock the visitors entered the cars for Gettysburg and reached that Borough at three o'clock. At the Depot they were met by a large concourse of citizens and several military companies under the command of Gen. Hay...

The strangers from Baltimore were hospitably provided with lodgings by different citizens... At half past twelve the Baltimore visitors were escorted to the cars by the citizens and started for home, where they arrived at the usual hour of the Northern Central trains, well pleased with their excursion, and highly gratified by the hospitalities of the good citizens of Gettysburg.”

Boarding the Gettysburg Railroad for Hanover and transferring to the Hanover Branch Railroad to Hanover Junction, residents of Gettysburg now had access to Baltimore and Harrisburg, via the Northern Central Railway line. Trains departed Gettysburg for Hanover Junction at 6:45 each weekday morning and returned from the junction to Gettysburg at 12:45 PM. Each afternoon, the train departed Gettysburg Station for the junction at 1:45 PM and returned to Gettysburg at 6:45 (Bloom 1992:128). In 1865, the Gettysburg Railroad passenger depot at Carlisle Street in Gettysburg was the westernmost railway stop in the county (269).

The Gettysburg Railroad Company's holdings for the financial year ending December 31, 1859 included 17.12 miles of single track with 1.09 miles of sidings and turnouts. Rolling stock included one locomotive engine, one passenger car, and 20 lime cars. The company reported funded debt totaling \$83,000, in the form of a mortgage with 6% interest, floating debt totaling \$94,550, and gross earnings of \$19,989 (Poor 1860:443). The railroad's operating expenses included a payment to the Hanover Branch Railroad for operating the Gettysburg line “for the first part of the year” (Killough 1940:34).

#### *Association with the Battle of Gettysburg*

The Gettysburg Railroad (together with the Hanover Branch Railroad) played a significant and vital role in the transportation of supplies and wounded soldiers during the Civil War. Thousands of wounded soldiers were moved from Gettysburg through Hanover Junction to hospitals as far away as York, Baltimore, and Washington DC (Hoch 1948:93). Other railroads, including the Northern Central Railroad



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and the Franklin Railroad, also assisted in moving supplies to the war front and evacuating wounded soldiers (Abdill 1961:97).

The station at Hanover Junction served as a major telegraphic relay point and was instrumental during the battle. Positioned on the Hanover Branch Railroad, the connection to the Gettysburg Railroad, the station served as the Union supply line to Gettysburg and was therefore a target of Confederate Calvary raids (Schafer 1982). The 35<sup>th</sup> Battalion of Virginia Cavalry, commanded by Col. Elijah White, raided the station at Hanover Junction as well as a telegraph station in Hanover. A separate Battalion, commanded by Col. French, burned all of the railroad bridges between the Conewego Creek, west of New Oxford, east to Hanover Junction. To restore the vital rail connection to Gettysburg, local repair crews were quickly reorganized to rebuild the tracks and bridges (np). The local crews were aided by Herman Haupt and his Construction Corps from Alexandria, Virginia, who provided repair materials and 25 yoke of oxen to transport the materials along the damaged rail lines (Abdill 1961:97).

### *The Gettysburg Address*

Following the battle of Gettysburg, the United States Government decided to establish a formal cemetery for the proper burial of the fallen soldiers who were hastily buried where they fell in the aftermath of the battle. The "Soldiers' National Cemetery" was established and dedicated in 1863 (Bloom 1992:230). President Abraham Lincoln traveled to the dedication ceremony via the Gettysburg Railroad, where he delivered the Gettysburg Address. President Lincoln transferred from the Northern Central Railroad to the Hanover Branch Railroad at Hanover Junction, and to the Gettysburg Railroad at Hanover. More than 20,000 visitors also traveled to the ceremony on the railroad (Keim and Richmond 2003).

According to a plaque mounted on the Western Maryland Freight House (Key No. 073592), located on Railroad Street in Hanover,

"Abraham Lincoln on October 18, 1863 addressed the citizens of Hanover from the rear platform of a Hanover Branch Railroad coach when the train bearing him to Gettysburg for the dedication of the National Cemetery came down a switch to the station which stood on this site... the train backed out after an eight-minute stop. The next day the President's train again paused here briefly. After the trip Mr. Lincoln gave conductor John Eckert a silver watch. The car that carried the president from Hanover Junction to Hanover and Gettysburg was built in a railroad shop on this public common."

The train from Hanover Junction reached Gettysburg on the evening of November 18<sup>th</sup>, bearing President Lincoln, Secretary of State William H. Seward, Postmaster General Montgomery Blair, Secretary of the Interior John P. Usher, and the French and Italian Ministers to Washington. (Bloom 1992:230). Lincoln and the other dignitaries returned to Washington DC via the railroads the following day, again stopping in Hanover, as mentioned in the above quotation.

After the Civil War, visitors continued to visit the Gettysburg Battlefield, traveling to it on the Gettysburg Railroad. Full day excursions departing from Harrisburg and Baltimore and connecting to the Gettysburg Railroad at Hanover, with lunch provided, were advertised beginning in 1865 (Keim and Richmond 2003). Tourists continued to reach the Battlefield sites in this way, with diminishing frequency, until passenger service on the line ceased operations in 1942.

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*Evolution of the Gettysburg Railroad*

The Gettysburg Railroad was declared insolvent in 1862, and Robert McCurdy was appointed sequestrator in June of that year (Hartranft 1870:144). The railroad continued operations in the years following the Civil War, but experienced ongoing financial difficulties (Bloom 1992:269).

In 1865, the Company reported its holdings as the 17 miles of single track, a single engine house/shop, two engines, one passenger car, five wooden bridges, six stations, and two wood and water stations on the main road. In that year, the six stations on the line were likely to include the passenger depot at Gettysburg, and stations at Guldens, Granite Hill, New Oxford, Jacobs Mill, and Hanover (Gettysburg Station being the only station building constructed during this period which is still extant). In that year, the company reported gross income of \$34,310.12 with no surplus after expenses (Slenker 1866:226-228).

On October 13, 1870, the line was sold under foreclosure proceedings to James M. Townsend, of New Haven, Connecticut. It continued to operate as the Gettysburg Railroad until Townsend deeded the railroad to the Susquehanna, Gettysburg and Potomac Railway Company on January 20, 1871. That company filed its Articles of Association in Pennsylvania on January 11, 1871 to purchase the Gettysburg Railroad. The company operated the line under that name for three years, until it was consolidated with the Hanover Branch Rail Road Company to form the Hanover Junction, Hanover and Gettysburg Rail Road Company on November 21, 1874 (Killough 1940:74-75).

The Hanover Junction, Hanover and Gettysburg Rail Road Company extended the line west of Gettysburg using the right-of-way of the "Tapeworm Railroad" which had been abandoned in 1838. This westerly extension was completed to Orrtanna on May 30, 1885 (Killough 1940:38). In 1886, the Hanover Junction, Hanover and Gettysburg Rail Road was consolidated with the Bachman Valley Rail Road to form the Baltimore and Harrisburg Railway Company on September 18<sup>th</sup> of that year (74-75). The Baltimore and Harrisburg Railway was operated by the Western Maryland Railroad beginning in October 1886, and was formally consolidated into the Western Maryland Railway Company in 1917 (73).

*Termination of Passenger Service*

After being acquired by the Western Maryland Railroad, the line between Hanover Junction and Gettysburg continued to have consistent ridership until the 1930s. Throughout the region, increased reliance on the automobile contributed to a decline in reliance on rail travel (Bennett 2002:16-17). The Western Maryland Railroad ceased passenger service on the line in 1942, with the last train departing from Gettysburg Station for Baltimore at 4 PM on Thursday, December 31<sup>st</sup> of that year. Upon landing in Baltimore, the line's rail cars were donated to the U.S. War Department to aid in the rail transportation of service men during World War II (7). The Western Maryland Railway continued to utilize the line for freight operations, until Conrail acquired the Western Maryland system in the 1960s. CSX took ownership of the portion of Conrail's holdings which included the former Gettysburg Railroad in 1997 and remains in ownership at present (Keim and Richmond 2003).

**National Register Evaluation**

*Evaluation*

The Gettysburg Railroad was evaluated according to the criteria set forth in the National Register Bulletin: "How to Apply the National Register Criteria for Evaluation" (National Park Service 1997), as well as the Pennsylvania State Historic Preservation Office's "Researchers Guide for Documenting and

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Evaluating Railroads.” The Gettysburg Railroad is recommended eligible for listing in the National Register under Criteria A and C.

The Gettysburg Railroad Company was incorporated in 1851. Construction of the line commenced in 1856 and was completed to Gettysburg in 1858 to become the westernmost rail line in the country at that time. The Gettysburg Railroad (together with the Hanover Branch Railroad) played a significant and vital role in the transportation of supplies and wounded soldiers during the Civil War. The railroad carried President Abraham Lincoln to Gettysburg to deliver the Gettysburg Address in 1863. The Gettysburg Railroad, through a series of sales, mergers, and consolidations, eventually became a part of the Western Maryland Railway in 1917. Passenger service on the line spanning Hanover and Gettysburg ceased in 1942.

The Gettysburg Railroad is recommended eligible under Criterion A for its association with settlement patterns and transportation, serving as a critical connection between central Adams County and distant markets in York, Harrisburg, and Baltimore. The Gettysburg Railroad is also recommended eligible under Criterion A for its association with the Civil War; specifically, with Battle of Gettysburg in the transportation of supplies and materials, wounded soldiers, and other personnel prior to, during, and following the battle; and the Gettysburg Address, delivered by President Abraham Lincoln in October 1863.

Although the Gettysburg Railroad is associated with President Abraham Lincoln, who traveled on the railroad to deliver the Gettysburg Address in October of 1863, the association is not strong enough to warrant eligibility under Criterion B. While Lincoln utilized the railroad to travel to the address, he did so along with thousands of other attendees. The Gettysburg Railroad’s association with that event, rather than in transporting Lincoln’s person, represents a stronger association and is best considered under Criterion A. The railroad is therefore recommended not eligible under Criterion B.

The Gettysburg Railroad is recommended eligible under Criterion C. The railroad right-of-way contains four extant buildings along the line which retain high material integrity and embody the characteristics of passenger stations and freight depots of the period, while the four extant bridges may warrant closer inspection to determine their physical integrity. The existing alignment has not been altered, although upgrades appear to have been made to tracks, bridges, culverts, and signals outside of the period of significance.

The Gettysburg Railroad cannot be evaluated under Criterion D at this time, as no archaeological investigations have been undertaken to date.

The Gettysburg Railroad would also contribute to a potential Western Maryland Railway Historic District. The Western Maryland Railway has not been fully surveyed or evaluated to date.

*Period of Significance*

The recommended period of significance for the Gettysburg Railroad is 1856, the year that construction on the line began, through 1942, the year that passenger service on the line between Hanover Junction and Gettysburg ceased operation. While the Western Maryland Railroad continued to operate the rails as a through line for freight operations through the 1960s, the line’s role as an important connection to the city of Gettysburg was significantly diminished by the cessation of passenger service to the terminal station.



**Gettysburg Railroad**  
ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001

*National Register Boundaries*

The proposed National Register boundaries for the Gettysburg Railroad includes the existing CSX Transportation right-of-way between Gettysburg Station and the Western Maryland Railway Freight Depot in Hanover, to include the Gettysburg Station, New Oxford Passenger Station, the Hanover Union Station, and the Western Maryland Railway Freight Depot. The former Hanover Branch Railroad is excluded from the boundaries, due to the removal of the rail alignment and associated features.

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**Gettysburg Railroad**  
ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001

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**Gettysburg Railroad**

ADAMS AND YORK COUNTIES, PENNSYLVANIA

Key # \_\_\_\_\_  
ER # 2016-8477-001

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## Gettysburg Railroad

ADAMS AND YORK COUNTIES, PENNSYLVANIA

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**Figure 13:** 1909 map of Hanover showing the Gettysburg Railroad (the Baltimore & Harrisburg Railroad, operated by the Western Maryland Railway at that time) and the Union Passenger Station.

**Figure 14:** 1909 map of Hanover showing the shops and roundhouse of the Gettysburg Railroad (the Baltimore & Harrisburg Railroad, operated by the Western Maryland Railway at that time) which are no longer extant.

**Figure 15:** 1917 map of Hanover showing the shops and freight depot and tool house (no longer extant) of the Gettysburg Railroad (the Western Maryland Railway at that time) and the Union Passenger Station.

**Figure 16:** 1912 map of New Oxford showing the Gettysburg Railroad line (the Baltimore and Harrisburg Railroad, operated by the Western Maryland Railway at that time) and the New Oxford Passenger Station.

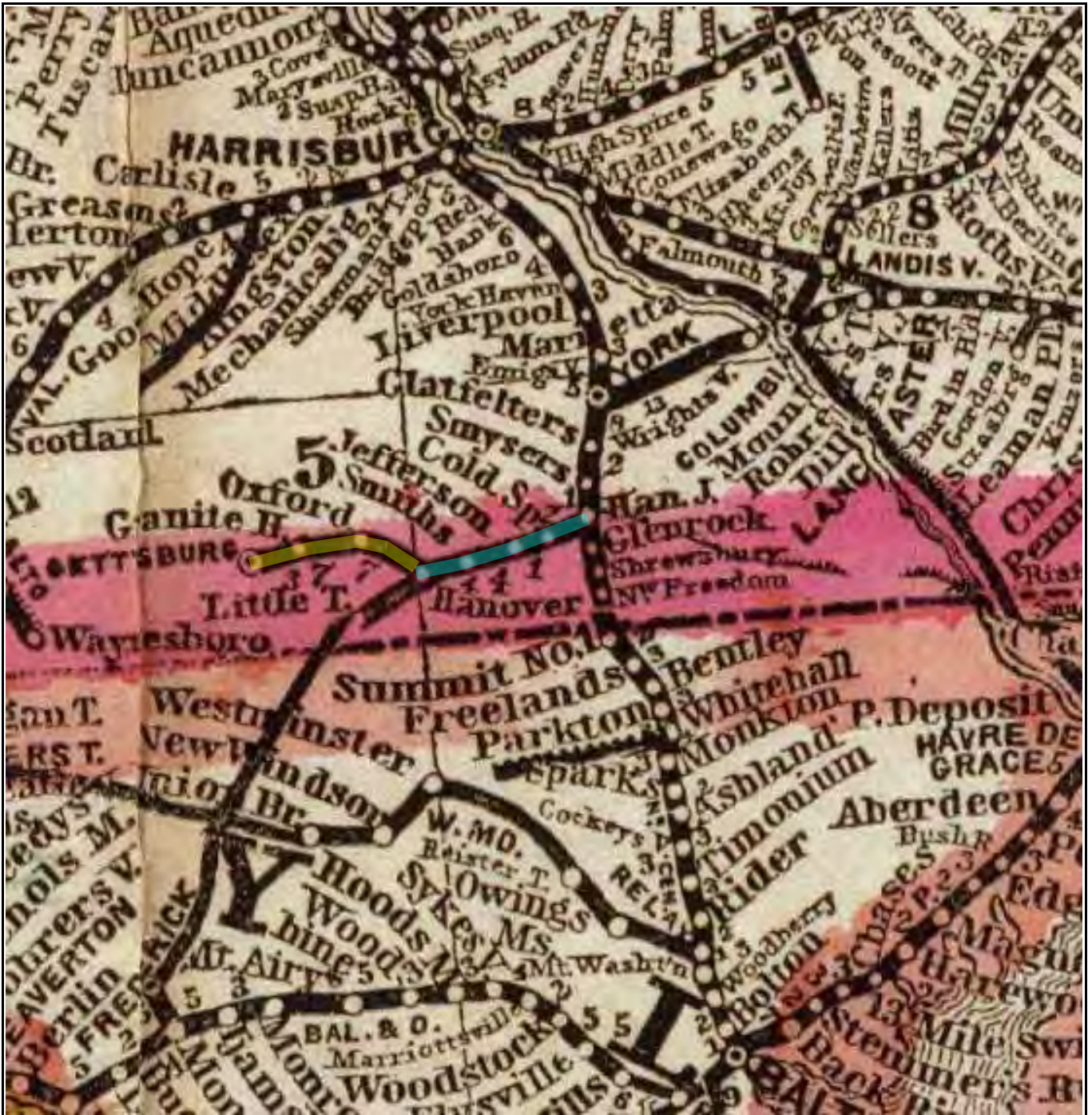
**Figure 17:** 1886 map of Gettysburg showing the Gettysburg Railroad (Hanover Junction, Hanover & Gettysburg at that time) and the Gettysburg Passenger Station.

**Figure 18:** 1896 map of Gettysburg showing the Gettysburg Railroad (Baltimore and Harrisburg Railway, operated by the Western Maryland Railway at that time) and the Gettysburg Passenger Station.

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**Figure 20:** 1912 map of Gettysburg showing the Gettysburg Railroad (Baltimore and Harrisburg Railway, operated by the Western Maryland Railway at that time) and the Gettysburg Passenger Station.

**Figure 21:** 1924 map of Gettysburg showing the Gettysburg Railroad (Western Maryland Railway at that time) and the Gettysburg Passenger Station.



**Figure 8:** Section of the 1871 Rail road map of Pennsylvania, showing the Gettysburg Railroad and the Hanover Branch Railroad

Key:



Gettysburg Railroad



Hanover Branch Railroad

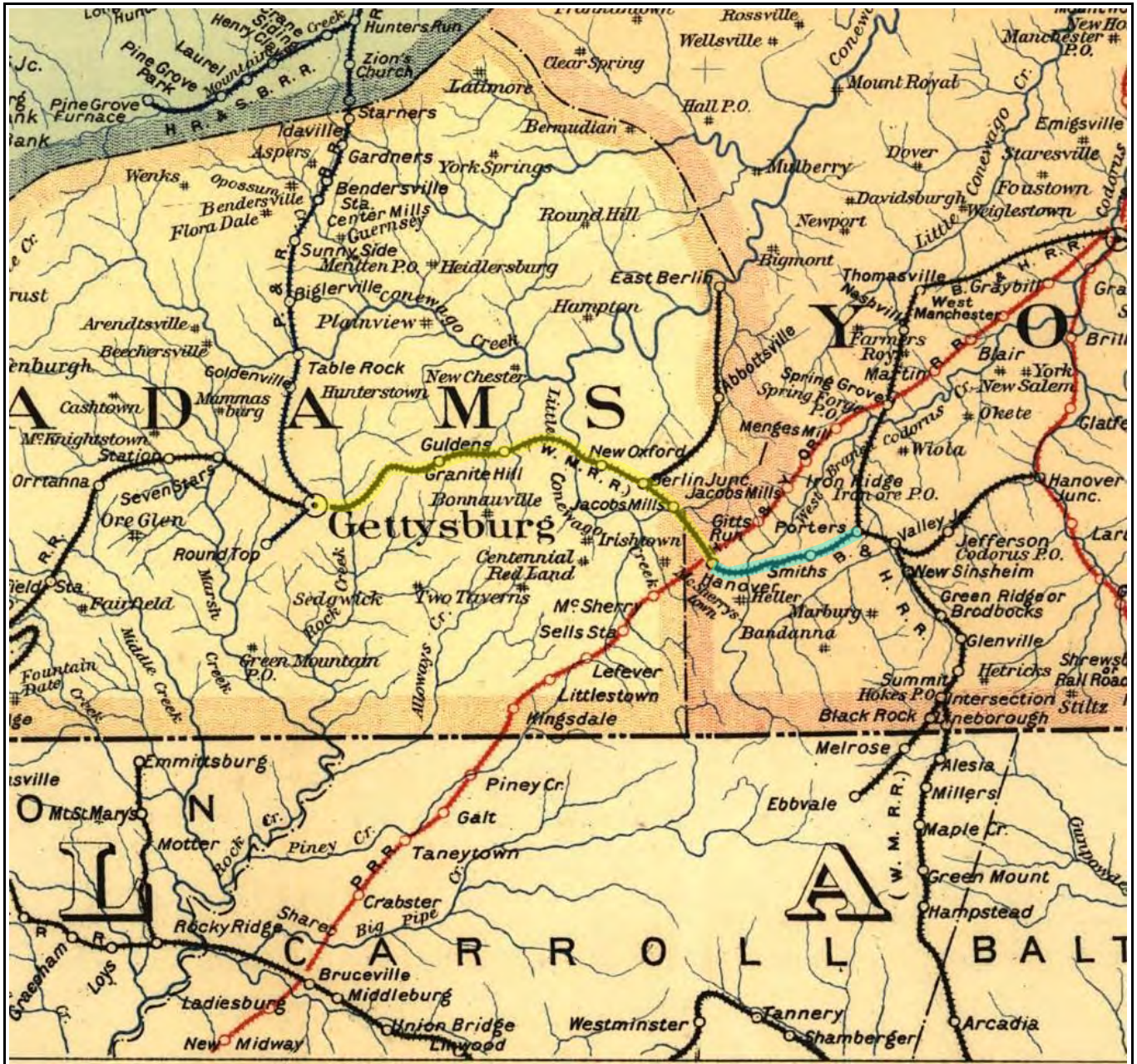


*Eisenhower Boulevard  
 Extension Project*

**Source:** Gaylord Watson, 1871



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 9:** Section of the 1895 Rail road map of Pennsylvania, showing the Gettysburg Railroad and the Hanover Branch Railroad (the Baltimore and Harrisburg Railway, under the operation of the Western Maryland Railway at that time)

**Key:**

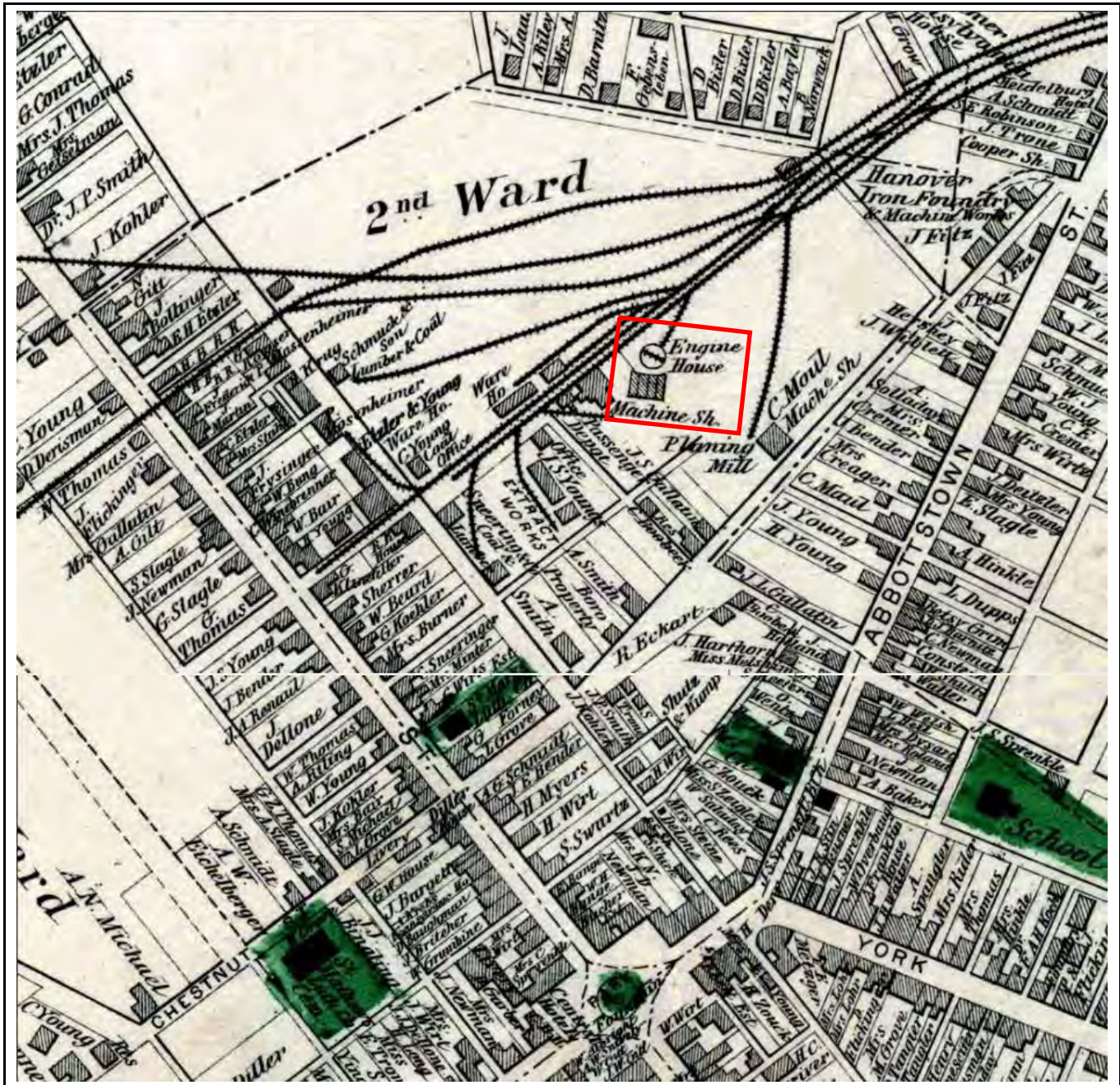
- Gettysburg Railroad
- Hanover Branch



*Eisenhower Boulevard  
 Extension Project*

**Source:** Department of Internal Affairs of Pennsylvania, 1895







**Figure 10:** 1876 Hanover map showing the shops and roundhouse of the Gettysburg Railroad (Hanover Junction, Hanover, and Gettysburg in that year), which are no longer extant.

**Key:**

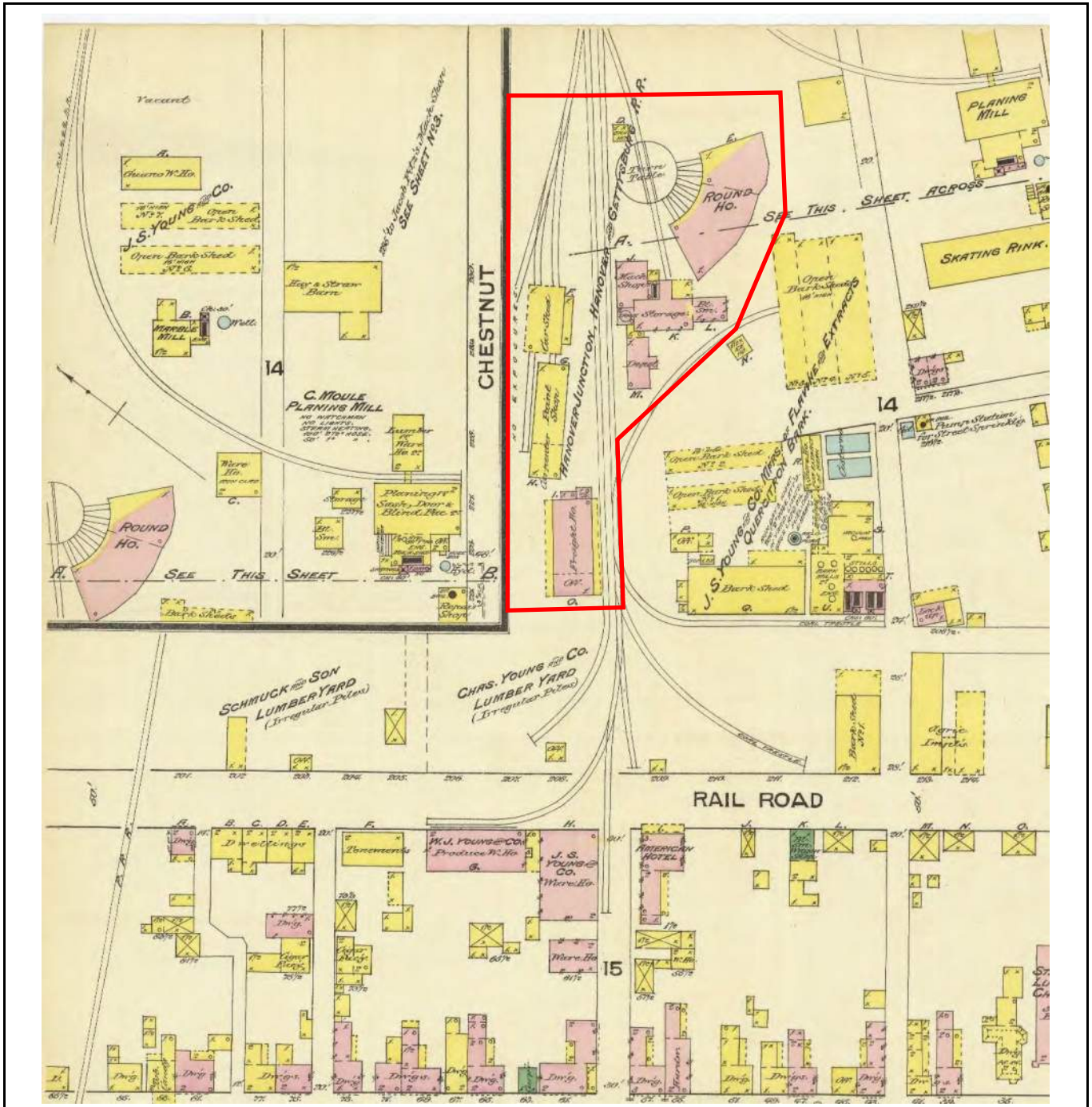
HJH&GRR Shops and Roundhouse





 Eisenhower Boulevard Extension Project

**Source:** Pomeroy & Whitman, 1876

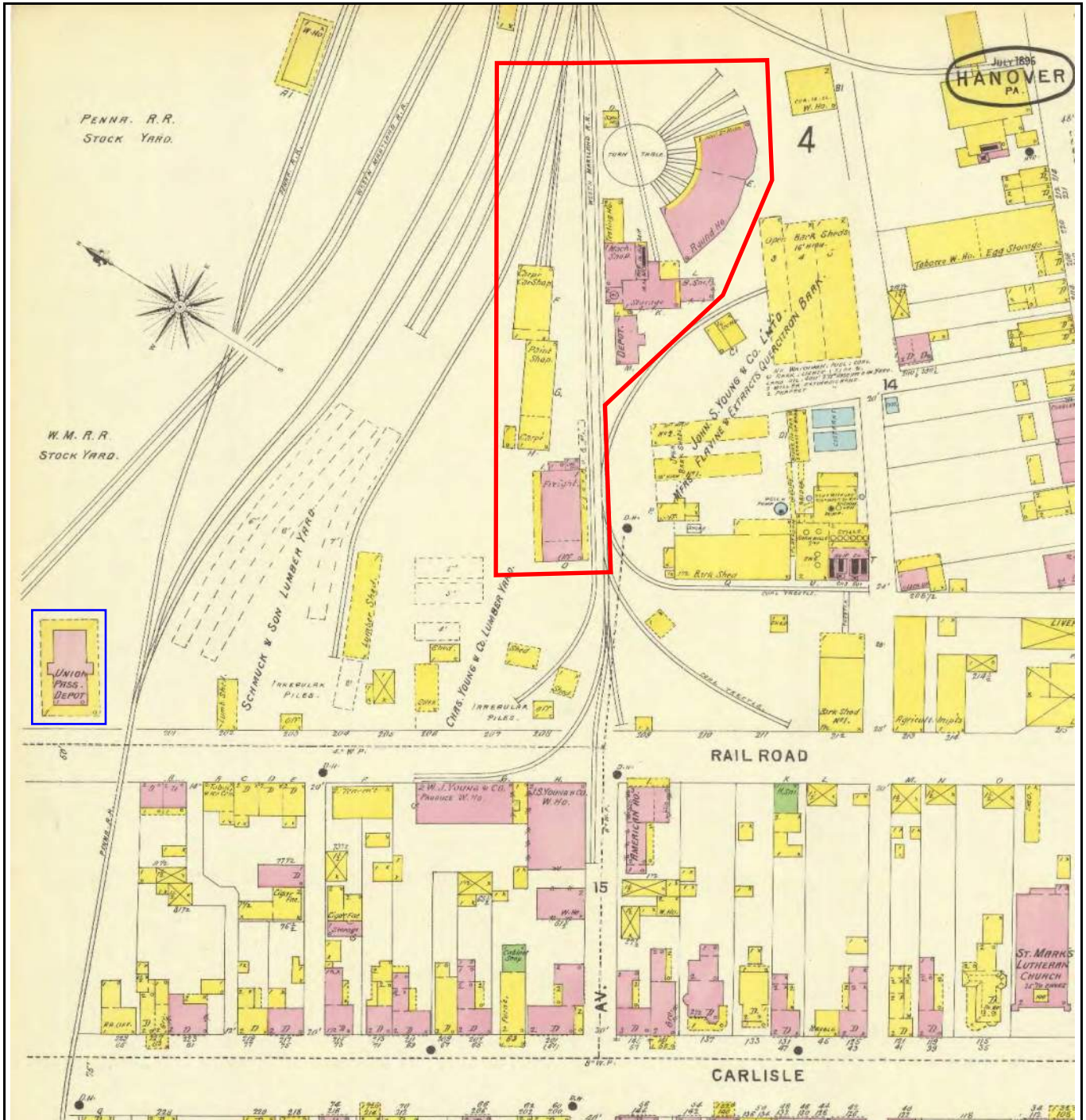




<p><b>Figure 11:</b> 1886 Hanover map showing the shops and roundhouse of the Gettysburg Railroad (Hanover Junction, Hanover, and Gettysburg in that year), which are no longer extant.</p>	<p><b>Key:</b></p> <div style="border: 1px solid red; width: 50px; height: 20px; display: inline-block; margin-right: 5px;"></div> HJH&GRR Shops and Roundhouse	
 <p style="text-align: center;">Eisenhower Boulevard Extension Project</p>	<p><b>Source:</b> Sanborn Fire Insurance Company, 1886</p>	



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 12:** 1896 map of Hanover showing the shops and roundhouse of the Gettysburg Railroad (the Baltimore & Harrisburg Railroad, operated by the Western Maryland Railway at that time) and the Union Passenger Station.

**Key:**

- B&H Shops and Roundhouse
- Passenger Station

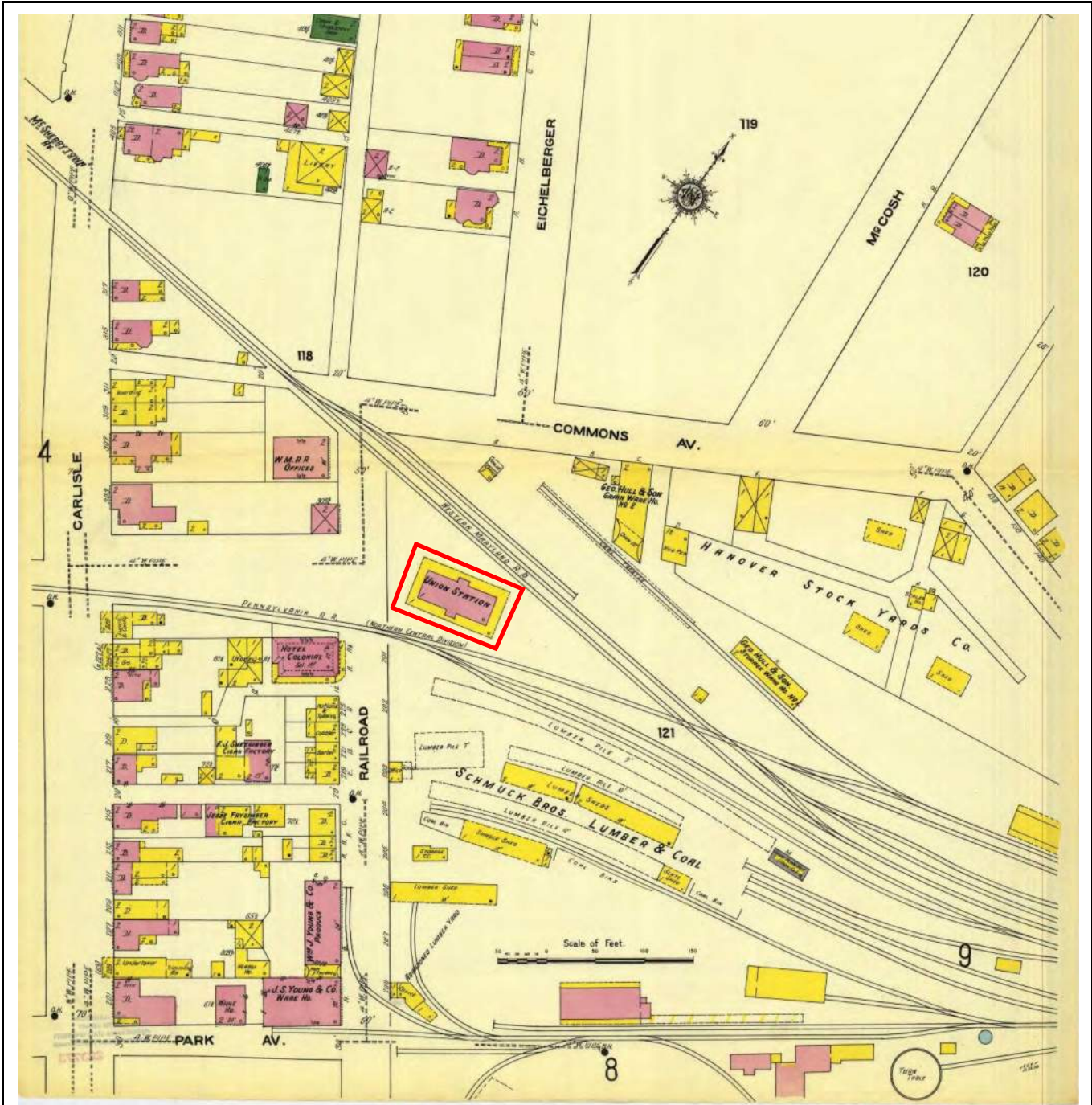


*Eisenhower Boulevard  
 Extension Project*


**Source:** Sanborn Fire Insurance Company, 1896



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 13:** 1909 map of Hanover showing the Gettysburg Railroad (the Baltimore & Harrisburg Railroad, operated by the Western Maryland Railway at that time) and the Union Passenger Station.

**Key:**  
 Union Passenger Station

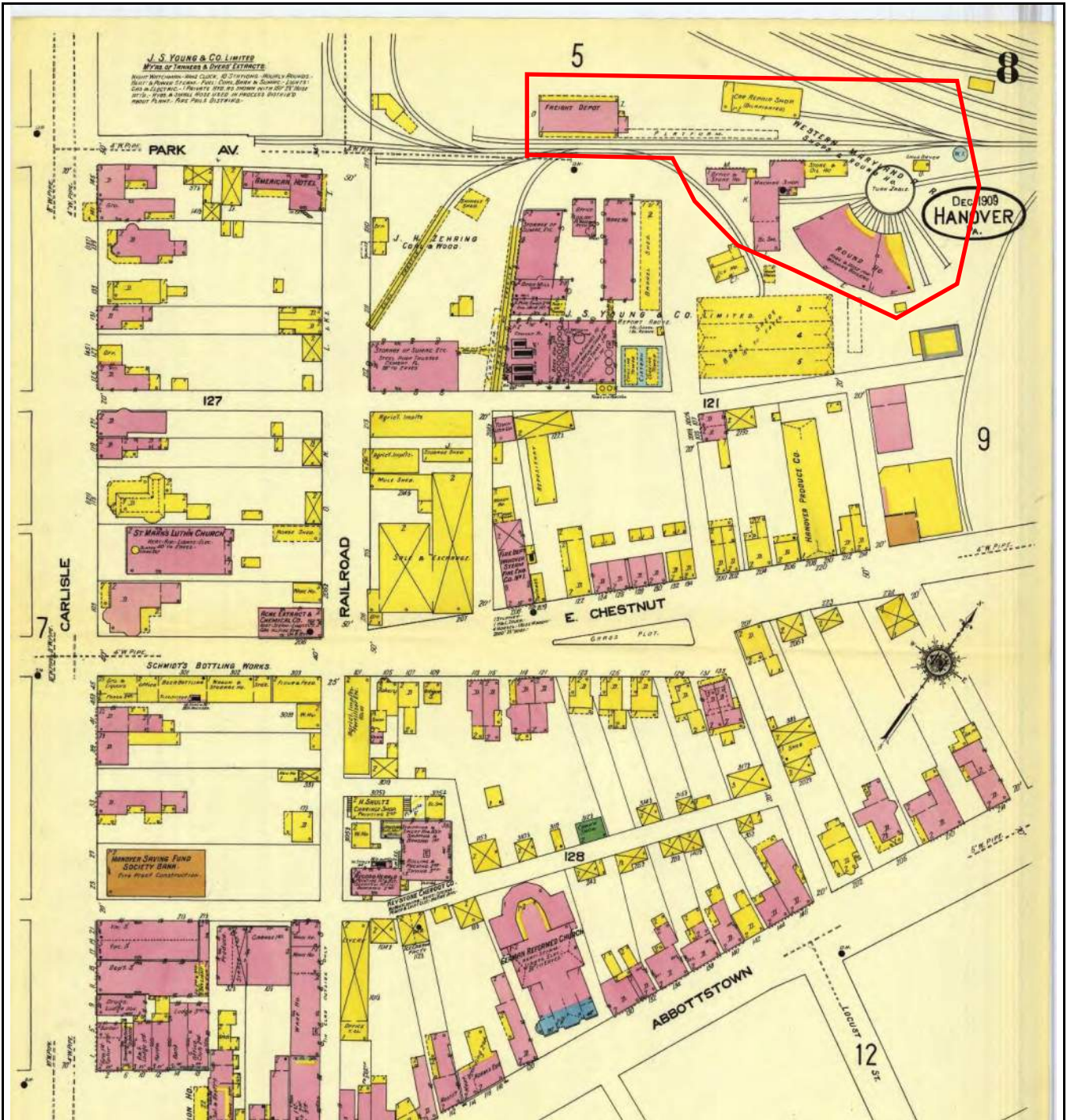


*Eisenhower Boulevard  
 Extension Project*

**Source:** Sanborn Fire Insurance Company, 1909



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 14:** 1909 map of Hanover showing the shops and roundhouse of the Gettysburg Railroad (the Baltimore & Harrisburg Railroad, operated by the Western Maryland Railway at that time) which are no longer extant.

**Key:**

B&H Shops and Roundhouse

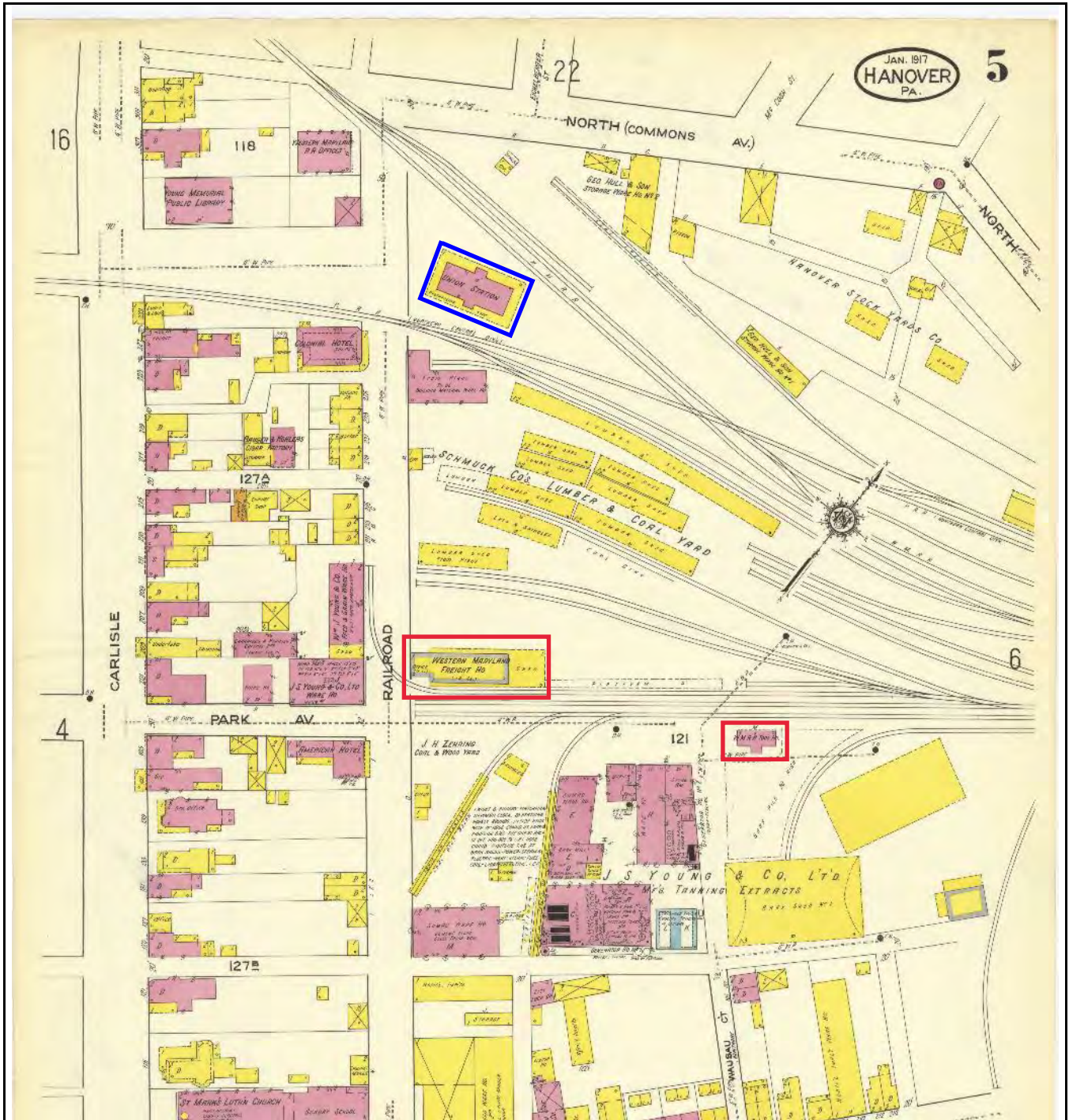


*Eisenhower Boulevard  
 Extension Project*

**Source:** Sanborn Fire Insurance Company, 1909



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 15:** 1917 map of Hanover showing the shops and freight depot and tool house (no longer extant) of the Gettysburg Railroad (the Western Maryland Railway at that time) and the Union Passenger Station.

**Key:**

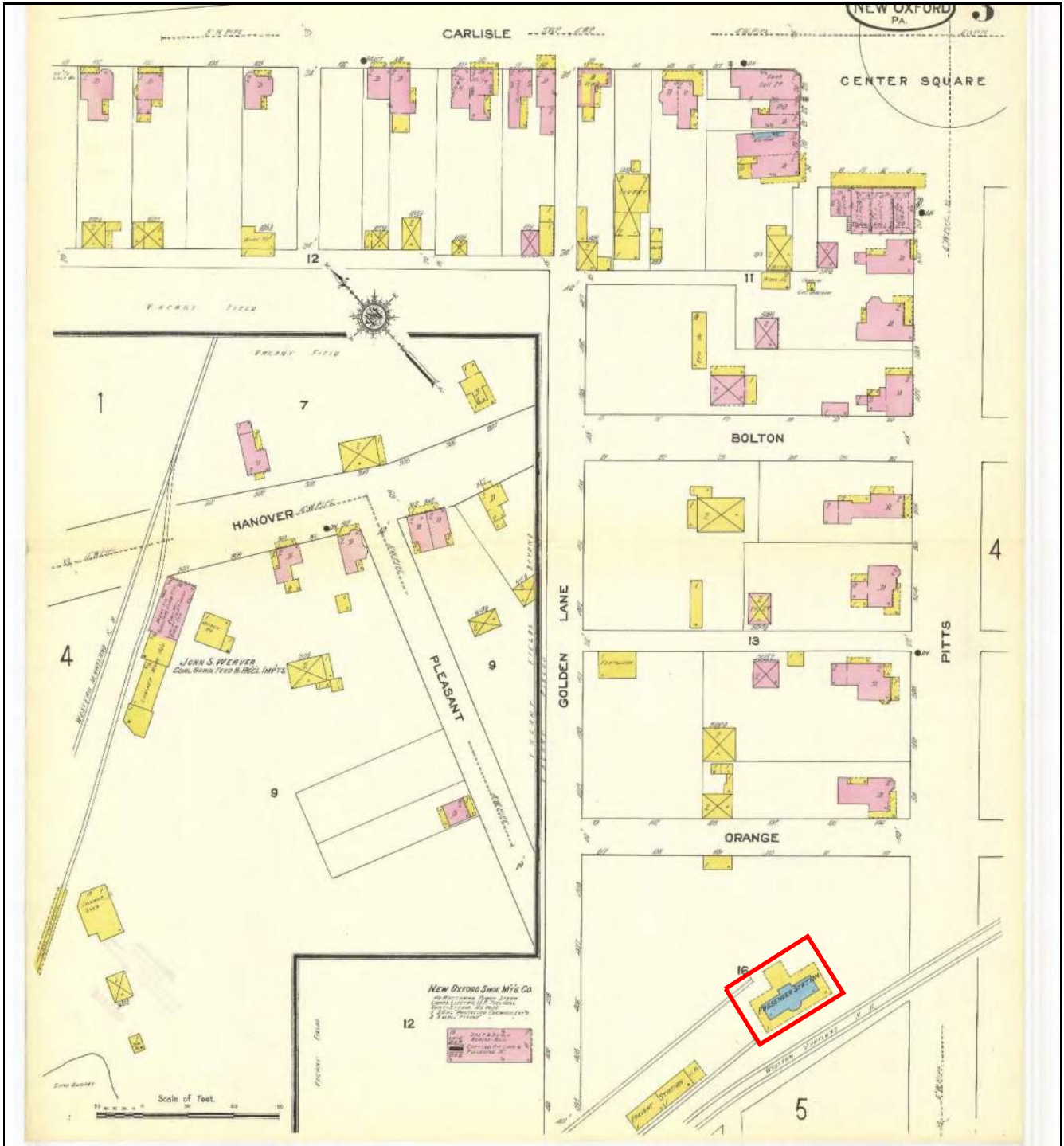
- WMRR Freight Depot and Tool Shop
- Union Passenger Station



*Eisenhower Boulevard  
 Extension Project*

**Source:** Sanborn Fire Insurance Company, 1917

**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 16:** 1912 map of New Oxford showing the Gettysburg Railroad line (the Baltimore and Harrisburg Railroad, operated by the Western Maryland Railway at that time) and the New Oxford Passenger Station.

**Key:**



New Oxford  
 Passenger  
 Station

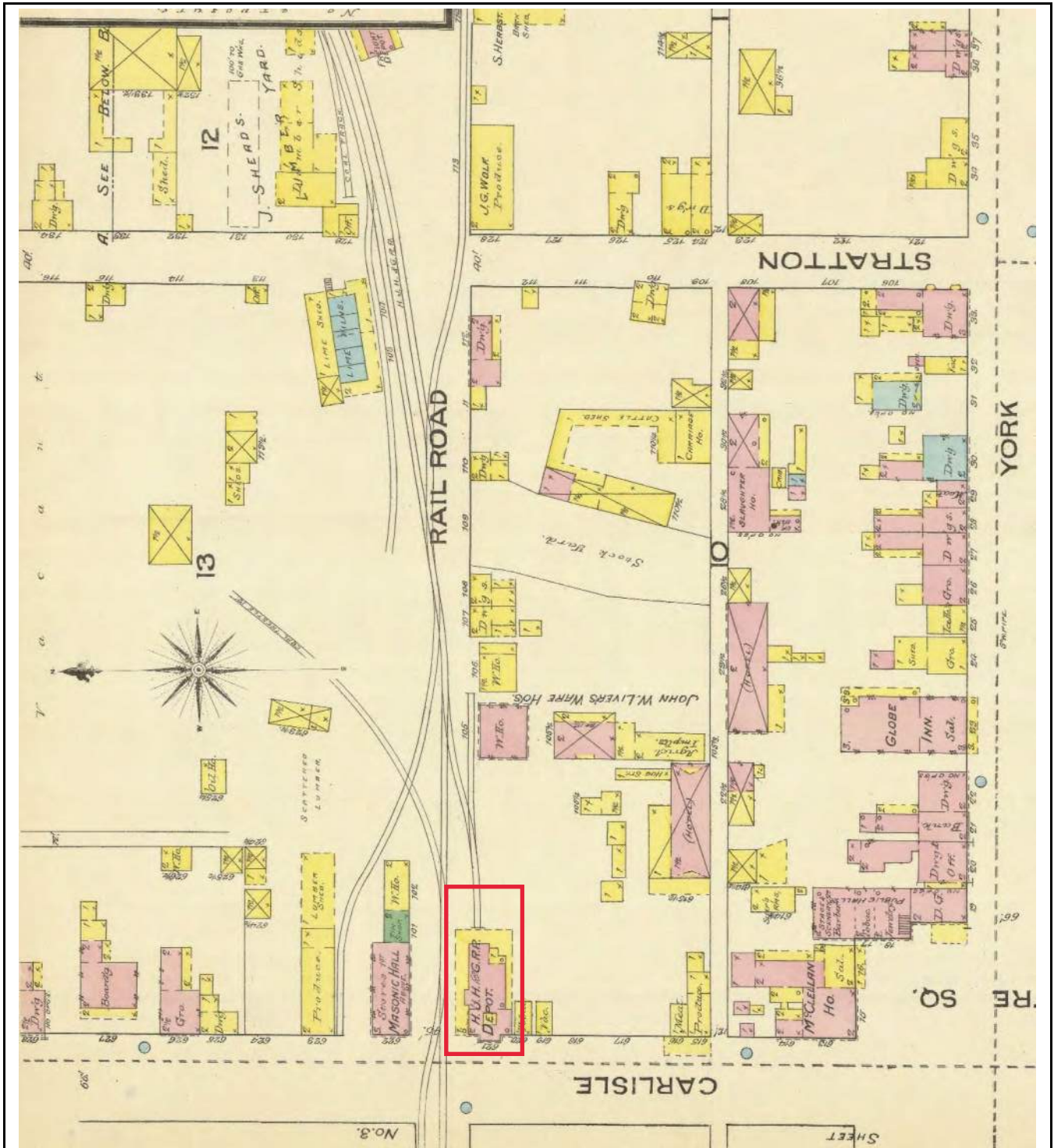


*Eisenhower Boulevard  
 Extension Project*

**Source:** Sanborn Fire  
 Insurance Company, 1912



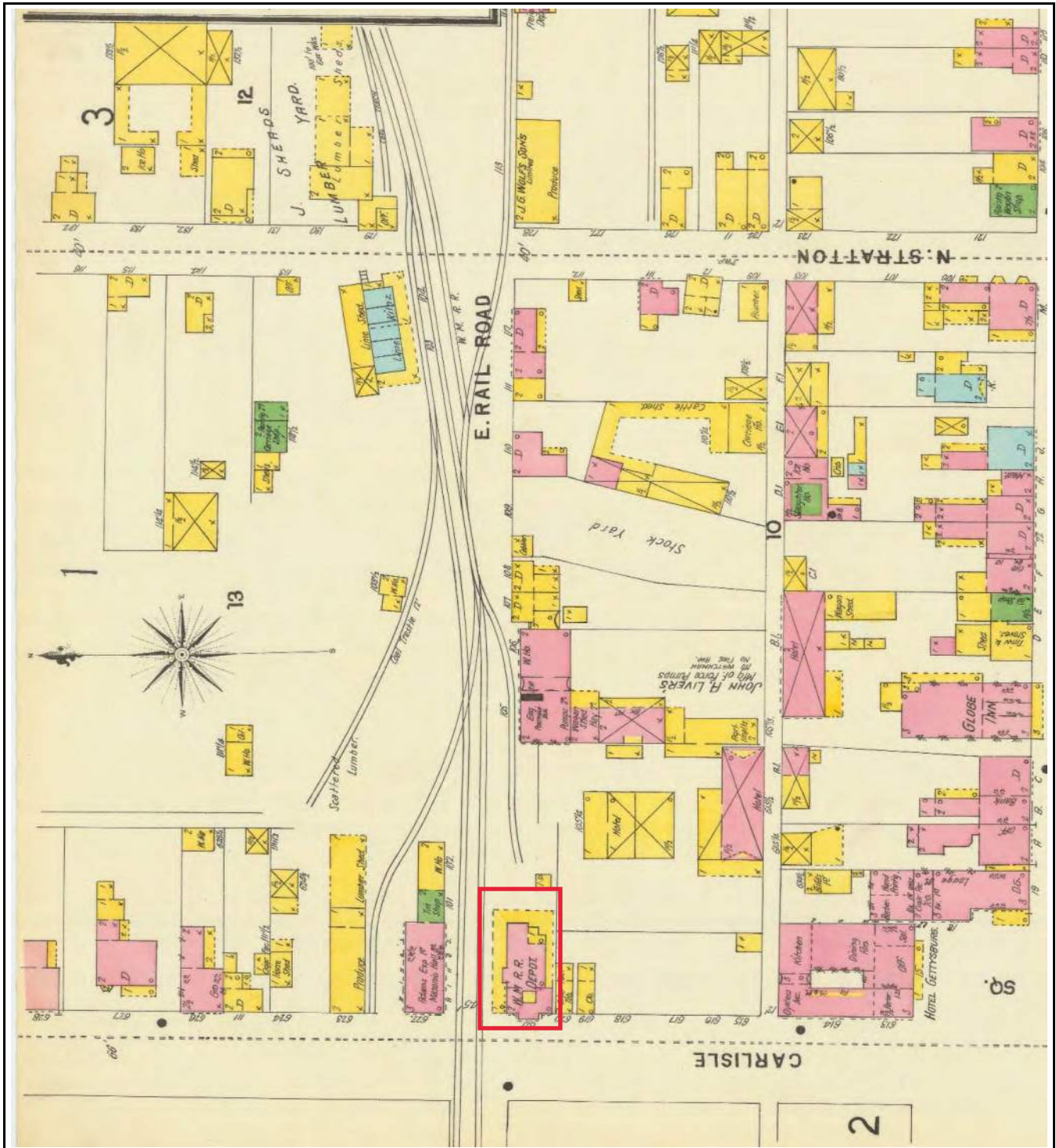
**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA




<p><b>Figure 17:</b> 1886 map of Gettysburg showing the Gettysburg Railroad (Hanover Junction, Hanover &amp; Gettysburg at that time) and the Gettysburg Passenger Station.</p>	<p><b>Key:</b></p> <div style="display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid red; width: 30px; height: 20px; margin-right: 10px;"></div> <p>Gettysburg Passenger Station</p> </div>	
<div style="display: flex; align-items: center;"> <p>Eisenhower Boulevard Extension Project</p> </div>	<p><b>Source:</b> Sanborn Fire Insurance Company, 1886</p>	

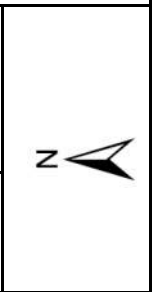



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA



**Figure 18:** 1896 map of Gettysburg showing the Gettysburg Railroad (Baltimore and Harrisburg Railway, operated by the Western Maryland Railway at that time) and the Gettysburg Passenger Station.

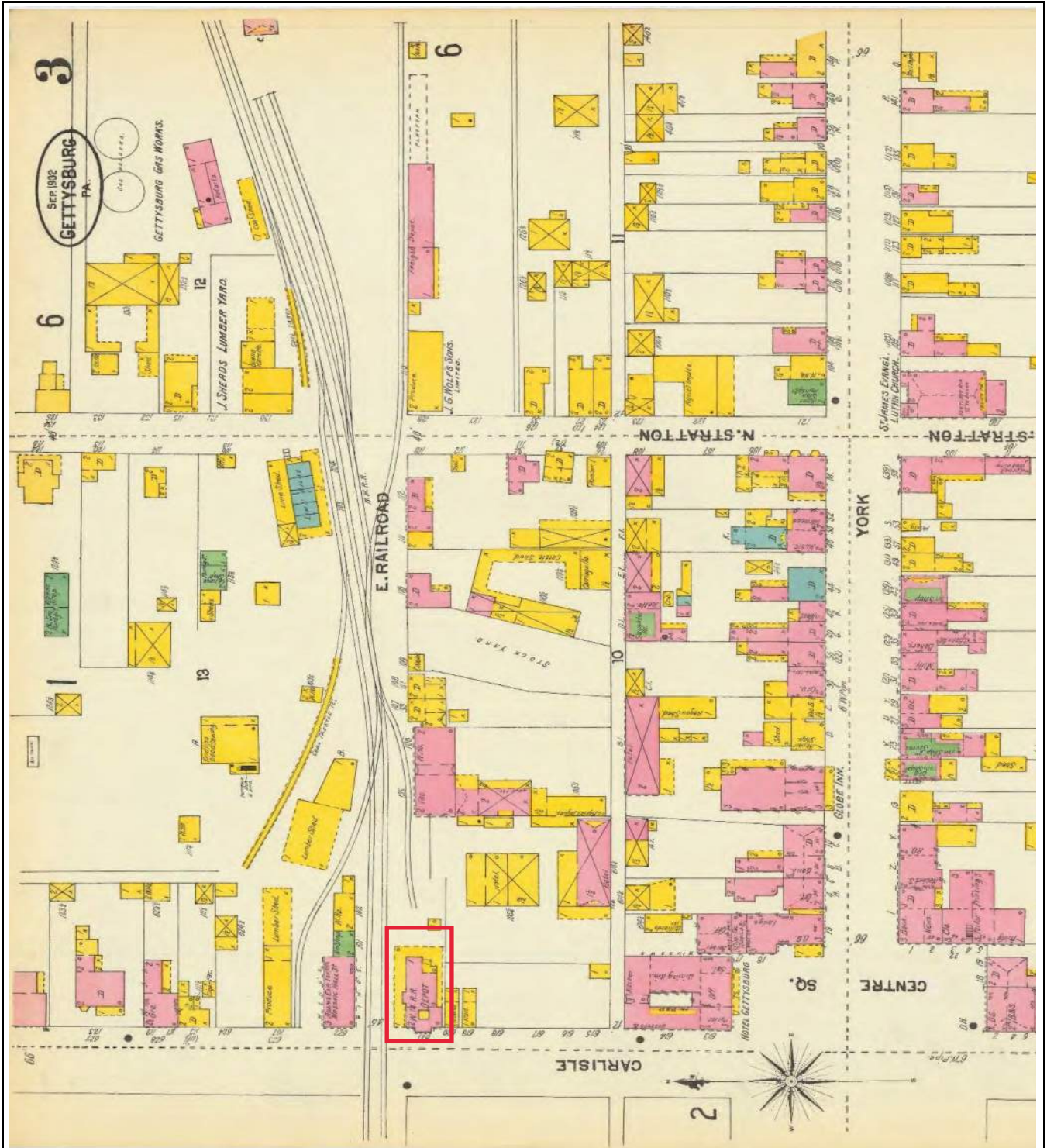
**Key:**  
 Gettysburg Passenger Station

Eisenhower Boulevard  
 Extension Project

**Source:** Sanborn Fire Insurance Company, 1896

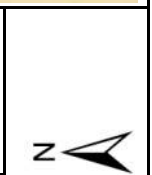





**Figure 19:** 1902 map of Gettysburg showing the Gettysburg Railroad (Baltimore and Harrisburg Railway, operated by the Western Maryland Railway at that time) and the Gettysburg Passenger Station.

**Key:**

Gettysburg Passenger Station



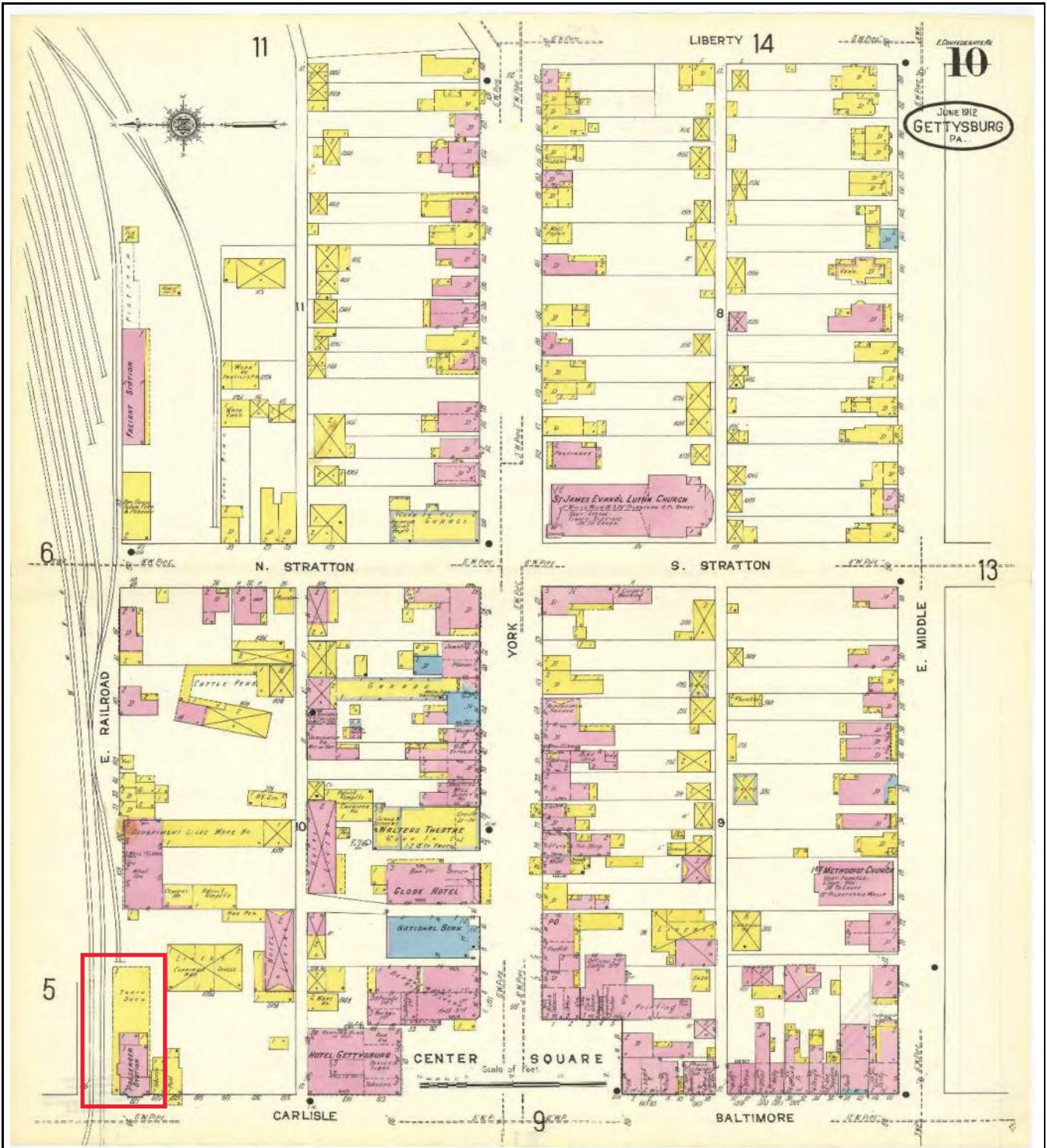


*Eisenhower Boulevard  
 Extension Project*

**Source:** Sanborn Fire Insurance Company, 1902



**Gettysburg Railroad**  
 ADAMS AND YORK COUNTIES, PENNSYLVANIA




**Figure 20:** 1912 map of Gettysburg showing the Gettysburg Railroad (Baltimore and Harrisburg Railway, operated by the Western Maryland Railway at that time) and the Gettysburg Passenger Station.

**Key:**

	Gettysburg Passenger Station
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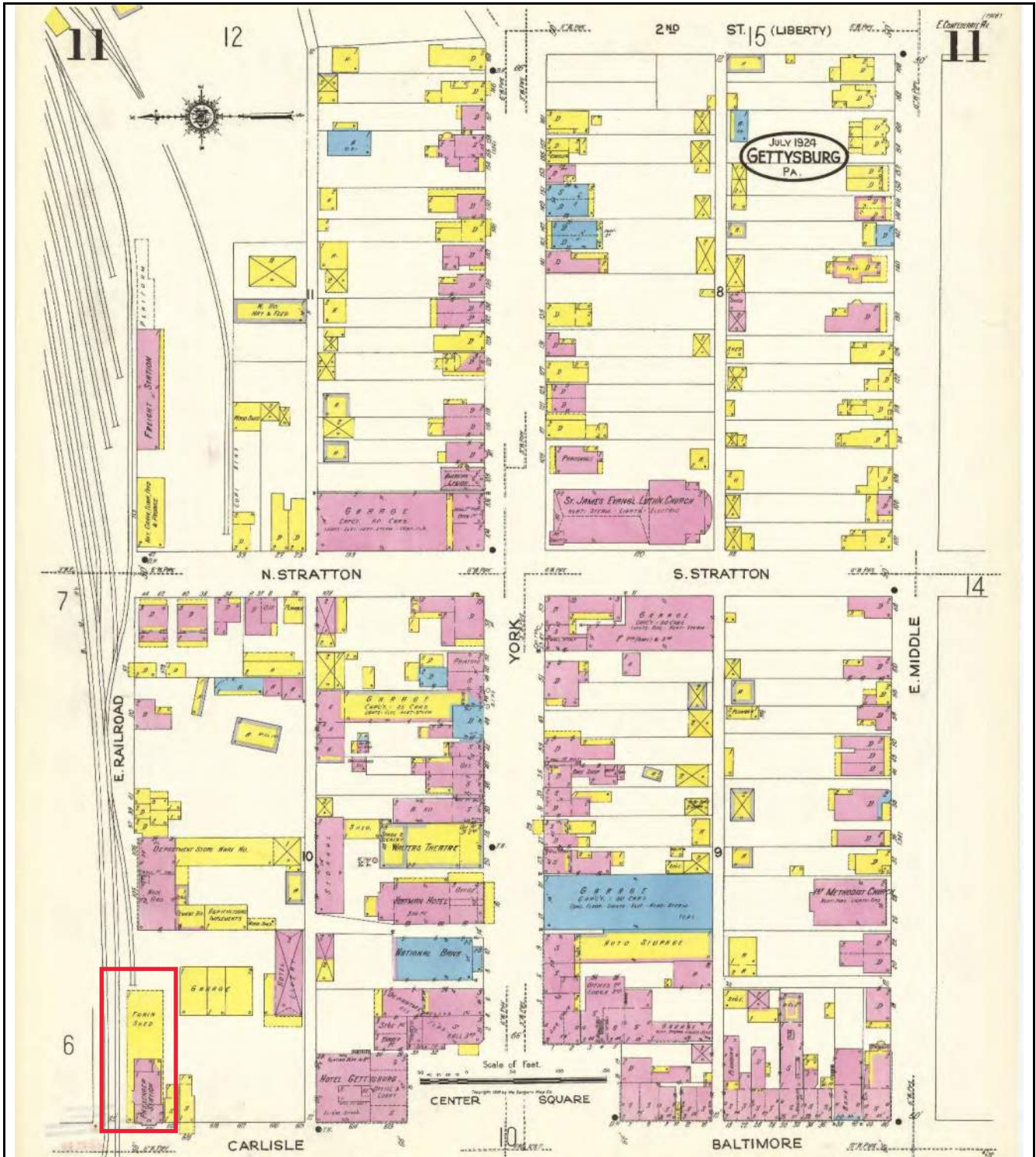


	<i>Eisenhower Boulevard          Extension Project</i>
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**Source:** Sanborn Fire Insurance Company, 1912



**Gettysburg Railroad**  
ADAMS AND YORK COUNTIES, PENNSYLVANIA




**Figure 21:** 1924 map of Gettysburg showing the Gettysburg Railroad (Western Maryland Railway at that time) and the Gettysburg Passenger Station.

**Key:**

Gettysburg Passenger Station





*Eisenhower Boulevard  
Extension Project*

**Source:** Sanborn Fire Insurance Company, 1924

# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # _____
ER# _____
Date Prepared _____

**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_ MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

**Function** *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	Automotive Parts
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Property Features** *(Items 15-17; see Instructions, pages 7-8)*

Setting \_\_\_\_\_

Ancillary Features

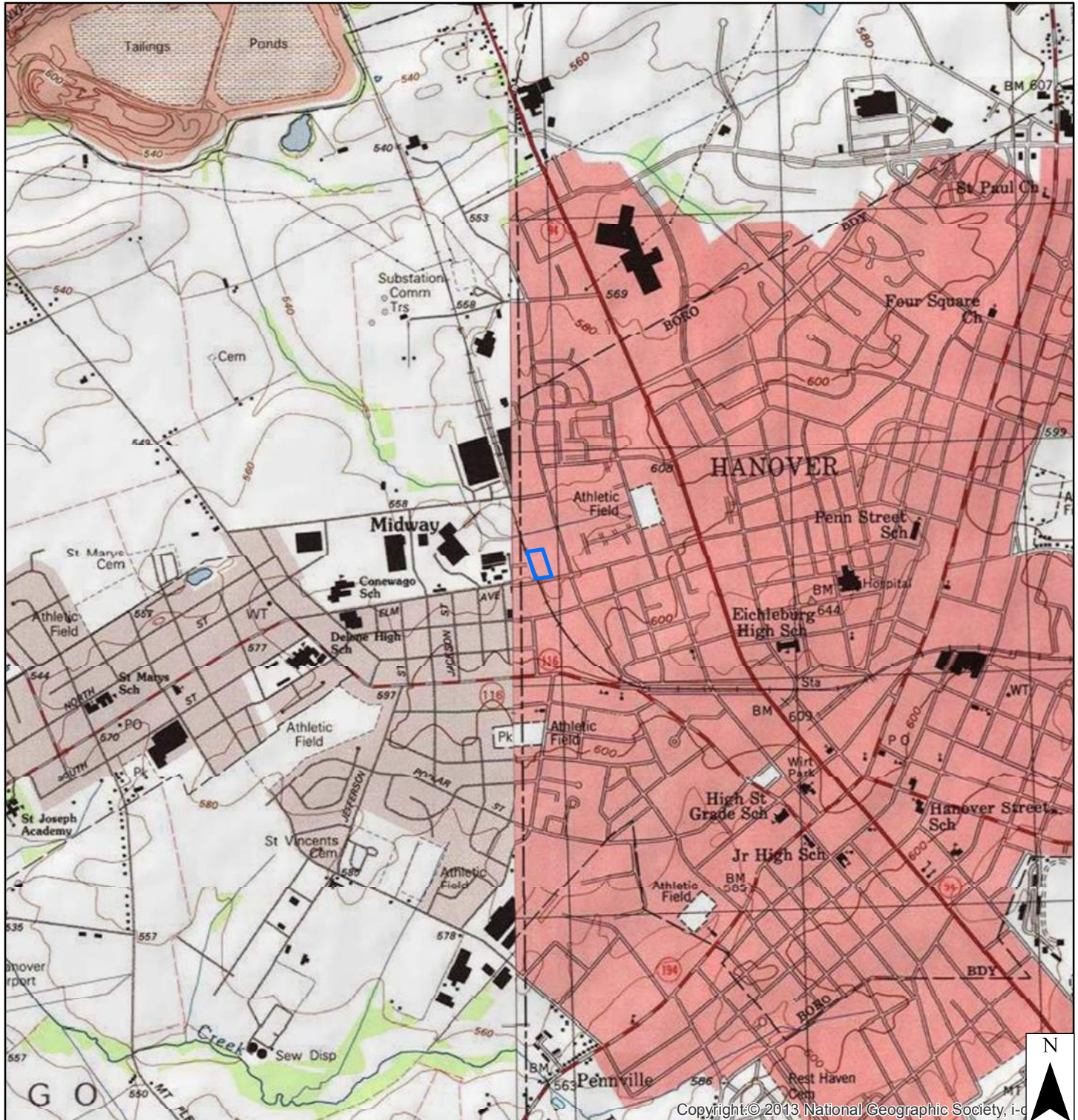
_____	_____	_____
_____	_____	_____
_____	_____	_____

Acreage (round to nearest tenth) \_\_\_\_\_









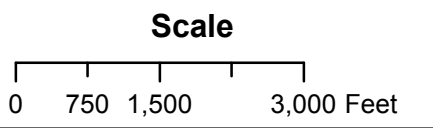
**Figure 1: Hanover Furniture Co. Resource Location Map**

**Key:**  
— Tax Parcel Boundary

**Source:** USGS 1984





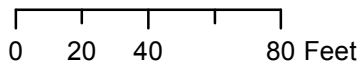
Eisenhower  
Boulevard  
Extension Project







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

<p><b>Figure 2: Hanover Furniture Co., Site Plan &amp; Photograph Location Map</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source: ESRI 2017</b></p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 



## **Photograph List** (Item 33)

- Photograph 1: Overview of the factory complex at 549 W. Elm Avenue, showing the mid-twentieth century addition and east elevation and facade of the c. 1904 main building (left to right). Looking northeast.
- Photograph 2: The c. 1904 factory, showing the facade (south). Looking northwest.
- Photograph 3: Detail view of the c. 1904 factory facade, showing the historic, wood door and replacement steps and balusters. Looking north.
- Photograph 4: The c. 1904 factory, showing the east elevation. The c. 1930s brick ell and post-1971 additions may be seen to the right. Looking northwest.
- Photograph 5: The c. 1904 factory, showing the north elevation as well as the engine room ell and chimney. Looking southeast.
- Photograph 6: The c. 1904 factory, showing the west elevation as well as the mid-twentieth century addition to the north. Looking east.
- Photograph 7: The engine room ell, showing the north and west elevations. Looking southeast.
- Photograph 8: The engine room ell, showing the west elevation. Looking east.
- Photograph 9: The engine room ell, showing the east elevation and the first bay of the main building's south elevation at left. Looking southwest.
- Photograph 10: The c. 1930s ell, showing the east elevation. Looking north.
- Photograph 11: The c. 1930s ell, showing the north elevation and connection to the post-1971 additions at right. Looking southwest.
- Photograph 12: The c. 1930s ell, showing the west elevation as well as the south elevation of the c. 1904 main building to the right. Looking south.
- Photograph 13: The mid-twentieth century, CMU addition, showing the north and west elevations. Looking southeast.
- Photograph 14: The mid-twentieth century, CMU addition, showing the east elevations. Looking west.
- Photograph 15: The post-1971, storage addition, showing the east elevation of the southernmost section and central wing. Looking north.
- Photograph 16: The post-1971, storage addition, showing the east elevation of the western-most section. Looking west.
- Photograph 17: The post-1971, storage addition, showing the north elevation of the central section. Looking south.
- Photograph 18: The post-1971, storage addition, showing the north and west elevations of the westernmost section. Looking southeast.
- Photograph 19: The post-1971, storage addition, showing the south elevation of the west section, central wing and east or southernmost section. Looking northeast.



**Photograph 1:** Overview of the factory complex at 549 W. Elm Avenue, showing the mid-twentieth century addition and east elevation and facade of the c. 1904 main building (left to right). Looking northeast.



**Photograph 2:** The c. 1904 factory, showing the facade (south). Looking northwest.



**Photograph 3:** Detail view of the c. 1904 factory facade, showing the historic, wood door and replacement steps and balusters. Looking north.



**Photograph 4:** The c. 1904 factory, showing the east elevation. The c. 1930s brick ell and post-1971 additions may be seen to the right. Looking northwest.





**Photograph 5:** The c. 1904 factory, showing the north elevation as well as the engine room ell and chimney. Looking southeast.



**Photograph 6:** The c. 1904 factory, showing the west elevation as well as the mid-twentieth century addition to the north. Looking east.



**Photograph 7:** The engine room ell, showing the north and west elevations. Looking southeast.



**Photograph 8:** The engine room ell, showing the west elevation. Looking east.





**Photograph 9:** The engine room ell, showing the east elevation and the first bay of the main building's south elevation at left. Looking southwest.



**Photograph 10:** The c. 1930s ell, showing the east elevation. Looking north.





**Photograph 11:** The c. 1930s ell, showing the north elevation and connection to the post-1971 additions at right. Looking southwest.



**Photograph 12:** The c. 1930s ell, showing the west elevation as well as the south elevation of the c. 1904 main building to the right. Looking south.



**Photograph 13:** The mid-twentieth century, CMU addition, showing the north and west elevations. Looking southeast.



**Photograph 14:** The mid-twentieth century, CMU addition, showing the east elevations. Looking west.



**Photograph 15:** The post-1971, storage addition, showing the east elevation of the southernmost section and central wing. Looking north.



**Photograph 16:** The post-1971, storage addition, showing the east elevation of the western-most section. Looking west.





**Photograph 17:** The post-1971, storage addition, showing the north elevation of the central section. Looking south.



**Photograph 18:** The post-1971, storage addition, showing the north and west elevations of the westernmost section. Looking southeast.



**Photograph 19:** The post-1971, storage addition, showing the south elevation of the west section, central wing and east or southernmost section. Looking northeast.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how /why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## PHYSICAL DESCRIPTION AND INTEGRITY (ITEM 38)

### Physical Description

The former Hanover Furniture Company complex at 549 W. Elm Ave consists of a ca. 1904 brick main building with several 20th-century rear additions (Figure 2). The main building runs east-west and is situated on the southern edge of the parcel, immediately adjacent to W. Elm Avenue. The additions are all located on the rear (north) elevation of the building. The property is located on the western edge of the Borough of Hanover, and is bounded by the West Maryland Railroad to the west, industrial properties to the north and east, and West Elm Avenue to the south.

The primary building was constructed ca. 1904 for the Hanover Furniture Company while each of the additions were constructed by subsequent owners (Associated Press 1904: 1; Figure 5). The two-story brick ell was constructed by the Hanover Cabinet Company by 1937 ("New Hanover Industry" 1911: 10). The two-story CMU addition was constructed ca. 1955 by Hanover Made Furniture, and the large CMU and metal storage addition was constructed ca. 1985 by Madison Square Furniture (Figures 6 and 7).

#### ***c. 1904 Main Building***

The ca. 1904 main building runs roughly east-west (Figure 3, Photograph 1). The entire building including the engine room ell is constructed of red brick in common bond with a header course every five rows and features corbeled brick detailing at the watertable and cornice. The building is two stories tall, eleven bays wide, and three bays deep and has a side-gable roof with a stepped firewall between the fifth and sixth bays (from west). There is an interior end chimney with a corbeled brick top on the east gable and a tall chimney stack where the engine room connects to the rear side of the building. The bays are separated by plain, brick pilasters, which have tie rod anchor plates at the second-floor level. Unless otherwise noted, all first- and second-story windows on the main building are paired, vinyl, six-over-six windows with an arch-headed lintel of two courses of rowlocks and all basement-level window openings have been infilled with brick.

The south elevation is composed of eleven bays and, with the exception of those noted hereafter, each bay contains a window on the first and second floor (Photograph 2). The grade declines moving eastward along the elevation; consequently, the rubble stone foundation and bricked basement openings become more visible at each bay. The second-floor window opening in the fifth bay from the west was modified for a bridge which once connected to a building across the street; the opening is now infilled with brick (Sanborn Map Company 1917: Sheet 13). The first-floor opening in the seventh bay from the west has an original six-panel, diagonal beadboard wood door with seven-light transom, and two-light-over-diagonal-beadboard-panel sidelights. The door is accessed by a small landing constructed of contemporary, composite or PVC steps and balusters (Photograph 3).

The three-bay, east gable elevation features an original, circular, lattice window at the attic level in the center bay and the standard window pair on the first and second floors of each bay (Photograph 4). The rubble stone foundation and brick-infilled basement openings at the outside bays are visible. Contemporary gas meters have been installed at the south corner, and a contemporary, solid metal door with solid side panels are located at the basement level off-center but within the center bay.

The north elevation has seven visible bays and multiple alterations (Photograph 5). The engine room ell intersects the first story of the main building from the second to the fourth bays (from east). The first bay has a window at the first and second stories (Photographs 9 and 12). The second bay has an infilled opening or masonry alteration or repair at the first floor and the standard pair of vinyl windows at the second floor. The third bay has a single, vinyl, six-over-six window at the second floor. The fourth bay has infilled openings at each floor, while the fifth bay has an infilled opening at the second floor and a contemporary, metal door with a three-light transom at the ground floor. The sixth and seventh bays at the second floor both contain a pair of undersized vinyl, six-over-six windows with vinyl infill above to fill the opening.

There is a standard pair of vinyl windows in the first floor of the sixth bay. A truck-loading door has been installed at the seventh bay, which required eliminating the pilaster at the ground floor and relaying brick around the opening. The rubble stone foundation is visible on this elevation.

The west elevation is composed of three bays. Moving north to south, the first floor features paired windows; an original six-panel, diagonal beadboard, wood door with a seven-light transom and two-light over diagonal beadboard panel sidelights; and one vinyl window and a brick-infilled opening. The second floor features paired windows with arch-headed lintels in each bay. An original circular, lattice, wood window remains at the attic level in the center bay (Photograph 6). Masonry repairs or alterations are evident around the doorway and the ghost of a painted sign is visible above the second story.

### **c. 1904 Engine Room Ell**

The gable-roof ell runs roughly north-south and is attached to the rear of the eastern half of the main building (Photographs 7-9). The entire ell is constructed of red brick in common bond and features corbeled brick detailing at the cornice. The building has a front-gable, standing-seam roof.

The north, gable-end elevation has two automobile entrances (Photograph 7). The smaller, eastern entrance has an arched header with three courses of rowlocks, while the western entrance appears to have been enlarged, as evidenced by the replacement brick or masonry repairs at the square-headed lintel. A round, brick-infilled opening is located below the gable peak.

The west elevation features two infilled openings with arch-headed lintels of two courses of rowlocks (Photograph 8).

The east elevation has one infilled opening with an arch-headed lintel and a small, metal hatch at the south corner (Photograph 9). The chimney is located at the corner between the engine room ell and the ca. 1904 factory.

### **Pre-1937 Shed-roof Ell**

The two-story, shed-roof ell runs roughly north-south and is located at the eastern end of the rear elevation of the main building (Photographs 10-12). It was constructed by 1937 of red brick in common bond, replacing an earlier wood-frame attachment. The addition has a shed roof with a wood fascia below the eaves. Unless otherwise noted, all windows on the shed-roof ell are vinyl, six-over-six windows with an arch-headed lintel of two courses of rowlocks.

The three bays of the east elevation feature symmetrical fenestration. The outside bays have paired windows at each floor; the second-floor windows have square-headed lintels. The center bay has diminutive windows at the first floor and replacement brick below. The basement level features an infilled window opening and another smaller opening altered to accommodate louvers.

There is a brick and corrugated metal bridge on the north elevation, which stops a foot short from grade. It connects the shed-roof ell to the CMU and metal storage buildings to the north (Photograph 11). The north elevation of the ell has one second-floor window.

The west elevation has two unequally sized bays divided by a plain, brick pilaster (Photograph 12). The north bay has two small, eight-over-eight, square-headed, vinyl windows at the basement level, one six-over-six, vinyl window with an arch-headed lintel at the first floor, and one window at the second floor. The south bay has one small window at the basement level, one window first floor, and paired windows at the second floor.

**c. 1955 CMU addition**

Constructed by 1957, this addition is built of CMU, rises two stories, and has a flat roof (Photographs 13 and 14). It is located at the western end of the rear elevation of the main building. Unless otherwise noted, the first-floor windows are paired, six-over-six, vinyl windows that do not fully fill the opening and are consequently surrounded by vinyl infill; and the second-floor windows are original, 20-light, steel windows including an operable four-light sash.

The north elevation has four bays. The first floor contains a metal stair and metal door at the first bay (from the east), a window at the second and fourth bays, and a truck-loading door at the third bay (Photograph 13). The second floor contains a window in each bay.

The east elevation has six bays, with one window per bay per floor except for the second and fourth bays (from south), which have infilled openings at both floors (Photograph 13). Each bay also features an infilled opening at the basement level. The windows in the northern two bays are narrower than the windows elsewhere on the addition. The second-floor windows have only 15 sashes, nine of which appear operable; and the first-floor windows each contain a pair of four-over-four vinyl windows, undersized for the opening and surrounded by vinyl infill.

The west elevation has three windows and an infilled opening at the first floor and four windows at the second floor (Photograph 14). The first floor also has a pair of solid metal doors and a small, raised deck at the north corner.

The addition overhangs the corner of the main building, exposing one bay on the south elevation of the addition. This bay has a truck-loading door at the ground floor and a second-floor window (Photograph 1).

**c. 1985 CMU and Metal Storage Building**

The former steam dry house was replaced with a larger CMU and metal storage building ca. 1985 that included a long, narrow section farthest to the west; an adjacent, central wing; and a smaller, southern-most section (Photographs 15-19). The storage complex is constructed of CMU with a corrugated metal fascia. Each section has a gently sloped gable roof.



### **Statement of Integrity**

The Hanover Furniture Company building retains integrity in location, design, setting, workmanship, feeling, and association but has diminished integrity in materials. The complex remains in the original location, situated between W. Elm Avenue and a railway. Regarding the integrity of design, the historic factory building and the pre-1937 and ca 1955 additions retain the original organization of space, identified in plan by the presence of a firewall, a chimney, and open space on the north side overall massing and proportion, since neither additions nor demolition has significantly altered the scale of the complex from the public-right-of-way pattern of fenestration with the retention of all arched lintels, including those above infilled openings texture and color of the exterior surface and the simple detailing, including decorative and corbelled brick. The setting has not significantly changed, since W. Elm Avenue and the railway continue to border the factory on the south and west, respectively, and the area remains a mix of industrial, commercial, and residential buildings. Finally, the relationship of the buildings to the parcel is maintained despite the addition of CMU storage buildings on the northeast side, because a steam dry house and other ancillary structures were historically located on the north side of the factory, creating an interstitial courtyard. The workmanship is preserved in the simplified detailing and vernacular methods of construction, including brick corbelling and rubble-stone foundation. The factory at 549 W. Elm Avenue retains the historic feeling of the early 20th-century industrial design.

The material integrity has been compromised with the infill of some openings and replacement of all remaining windows on the historic ca. 1904 building and ca. 1930 addition, and half the windows on the ca. 1955 addition. The historic factory has minimal and simple detailing consequently, the windows, which historically were twelve-over-twelve sashes, served as a primary character-defining element ("Industry on Parade" 1968). The historic, painted signage on the west elevation has also deteriorated to the point of being illegible.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)

## HISTORY AND SIGNIFICANCE (ITEM 39)

### History and Significance

The industrial complex at 549 W. Elm Avenue contributes to that history, specifically in the field of furniture production.

On August 12, 1904, The Evening News reported that the Hanover Furniture Company secured papers of incorporation in Penn Township, York County, with \$50,000 in capital with the intent to produce furniture. Investors and stockholders at that time included E. J. Herr, Frank Adams, David B. Herr, H. H. Herr, C. J. Delone, E. E. Mysers, H. G. Shauk, Alvin R. Nissley, Julius W. Fischer, John F. Rohrbaugh, John H. Menges, Charles W. Hersey, and Aaron Hostetter, with Mssrs. Nissly, Delone, Adams. E. J. Herr, and Menges as directors (“Hanover Firm Chartered” 1904).

The factory was established at the junction between W. Elm Avenue and the Western Maryland Railroad, and a platform at the west elevation of the main building provided access to the railway (Sanborn Map Company 1909: Sheet 25). According to a 1909 Sanborn Map drawing, the factory was composed of the primary 11-by-3-bay brick building with the engine room attached on the north side. Originally a one-story wooden structure attached at the northeast corner of the factory connected to a brick steam dry house by a tramway. The main building was split into two parts. The western half had offices, packing and shipping preparation, and a glue room on the first floor and a ware room and varnishing section at the second floor. The eastern half had wood-working machinery on the first floor and benchwork and varnishing on the second floor. The varnishing room spanned the two halves. A detached, wooden structure located north of the main building was used for oil and varnishing.

In November 1909, three of the company’s creditors – John F. Rohrbaugh, Alvin R. Nissly, and Aaron Hostetter – filed an involuntary petition against the company due to the inability of the company to repay any part of the \$11,000 borrowed. The company closed by December 10, 1909 (“Bankruptcy Petition 1909; “Furniture Plant Closed” 1909).

On March 17, 1911, The York Daily reported that the building was purchased by Chas. S. Reaser and M. C. Jones. They planned to open the Hanover Cabinet Company that same week to “manufacture a line of china closets exclusively.” Mr. Reaser also owned the Reaser Furniture Company in Gettysburg (“New Hanover Industry” 1911).

By 1917 the Hanover Cabinet Company had purchased the former Hanover Fertilizer Co. building across W. Elm Avenue and moved the offices and general storage to the newly purchased building. A bridge spanning W. Elm Avenue was constructed at the second floor connecting the newly purchased building to the c. 1904 Hanover Cabinet Company building. By this point, the Hanover Cabinet Company building had been altered to expand wood-working machinery to the entire first floor and the glue room and bench work to the entire west half of the second floor. Every building and structure at the original factory was improved to include automatic sprinklers, and a double hydrant was installed in the courtyard. By 1937, the one-story, frame structure at the northeast corner was replaced with the existing two-story, brick ell (Sanborn Map Company 1917: Sheet 13).

The Hanover Cabinet Company was sold and closed in 1952 and Hanover Made Furniture was opened in 1953 by Philip Jones, son of M.C. Jones who was president of the former company. By 1967, the company employed ninety people, many of whom had been with the Hanover Cabinet Company since the early 1930s. In the first fifteen years of operation, Hanover Made Furniture replaced all the machinery and expanded the factory (“Industry on Parade” 1968). Visible in an aerial photograph from 1957 is the two-story, CMU addition at the northwest corner of the c. 1904 factory building. The steam dry house was either expanded or replaced (Keystone Mapping Co. 1957).

The factory was purchased c. 1969 by the McCullough brothers who started Madison Square Furniture. The ancillary buildings to the north of the main building were demolished and CMU storage buildings were constructed c. 1985 (Aerial Photograph 1971; Google Earth 1993). The company was acquired by Stickley, a larger furniture company, in 2005 (“Stickley Acquired” 2017).

The current owner David Silver Spares Property LP, purchased the building in 2011 and operates a motorcycle replacement-parts company out of the historic factory ( York County Deed Books).



## **HISTORY AND SIGNIFICANCE (ITEM 39)**

### **Industry in Hanover**

From its 1815 through the mid-20th century, the Borough of Hanover grew into an industrial center home to a multitude of industries including utilities (water, light, heat, and power), agricultural implements, furniture and cabinet making, carriages and automobiles, cigars and tobacco, food and associated products, leather (gloves and shoes), concrete/mine/quarry products, lumber, paper products and printing, and sewing (“Wide Variety of Products” 1940: 16).

Although the Hanover Furniture Company was only in business for 5 years, the property was utilized by various furniture manufacturing companies until 2011. Only Benford Furniture, which operated for approximately 150 years at 136 Carlisle Street in Hanover, surpassed the manufacturing life-span of the building at 549 W. Elm Avenue. The remaining furniture manufacturers in Hanover had much shorter life spans.

Benford Furniture operated for approximately 150 years at 136 Carlisle Street in Hanover. Established in 1832 by Francis Renaut, a Haitian immigrant, Renaut made and sold furniture as well as conducted an undertaking business. In 1857 when Renaut died, his eldest son Joseph A. Renaut took over the business, eventually selling the undertaking venture. In 1914, A.L. Benford, Joseph Renaut’s son-in-law, purchased the business and eventually passed it down to his sons, and they to their sons. After five generations of family ownership, the company closed in the 1980s. (Lloyd 2018). The building at 136 Carlisle Street still stands in Hanover, housing the Hanover Area Council of Churches and additional offices.

The Long Furniture Company was formed in 1901 and incorporated 4 years later with a capital stock of \$50,000. They remained in business for approximately 40 years, during which they became known for producing quality tables in large numbers. Their location at 500 High Street was situated “on the Western Maryland Railroad, with sidings running to the doors of the factory that greatly facilitate both the receiving of raw material and shipping of goods” (“Hanover City of Opportunity” 1910). Long Furniture was last listed in the Hanover Business Directory in 1939/1940 however no documentation was found stating when the company closed (R.L. Polk & Co.). The Long Furniture building is still extant in Hanover however is no longer the site of any large-scale manufacturing. There have been minimal alterations to the building since the most recent, 1917 Sanborn map and the building retains a high level of integrity.

Other companies such and Veit Furniture, operating at 133 Broadway, and the Weathervane Furniture Company, at Elm Avenue, operated in Hanover, however their tenure in the Borough was short-lived and they have not had an impact on the long-term development or prosperity of the area.

Besides the furniture industry, the Hanover Furniture Company building is among a handful of industrial buildings that have made a lasting mark on the industrial landscape and built environment of Hanover and provide a context of successful industry in the town. Food product companies such as Utz Quality Foods and Snyder’s of Hanover have manufactured products in Hanover since the early 20th century. The Hanover Shoe Company, established in 1899, produced shoes locally until 1996 (“The Hanover Shoe Company”). Today, their original manufacturing plant on Carlisle Street houses apartments.

## National Register Evaluation

The Hanover Furniture Company building was evaluated for the National Register of Historic Places based on criteria described in the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation" (National Park Service 1997).

The Hanover Furniture Company complex contributes to the regional history of industrial development and furniture production. Although the Hanover Furniture Company was only in business for five years, the building consecutively housed four furniture manufacturers over 100 years. The furniture manufacturing lifespan of the complex is the second longest in Hanover behind Benford Furniture, which operated for 150 years at 136 Carlisle Street and is located within the Hanover Historic District. The Hanover Furniture Company complex is an intact example of Hanover's industrious manufacturing history and its extensive lifespan helped to maintain and advance the industrial landscape in the Hanover area. Therefore, the complex at 549 W. Elm Avenue is locally significant in the context of the Hanover furniture industry and is recommended eligible for the National Register under Criterion A.

The complex at 549 W. Elm Avenue is not associated with persons significant in history, and is therefore recommended not eligible under Criterion B.

While the original factory building recalls turn-of-the-20th-century industrial design with some intact architectural details and integrity, the loss and infill of the original windows leaves the building without an integral piece of its historic character. Additionally, it does not have sufficient distinctive characteristics to represent a particular period or building type or represent an important example within Hanover's history of industrialization. It is an unremarkable, vernacular industrial building and is therefore recommended not eligible for the National Register under Criterion C.

No archaeological assessment of the site has been made, thus the site cannot be evaluated at this time for National Register eligibility under Criterion D.

### Period of Significance

The recommended period of significance for the Hanover Furniture Company complex is from 1904, the approximate date of construction for the Hanover Furniture Company, to 1968, the closing date for the period of significance. (Per the National Register Bulletin "How to Complete the National Registration Form," an event or activity must be "exceptionally important" to justify a period of significance extending beyond the 50-year limit. The Hanover Furniture Company does not meet this criteria.)

### National Register Boundary

The recommended National Register boundary encompasses the entire extant Hanover Furniture Company complex and the surrounding landscape and hardscape. The ca. 1985 CMU and Metal Storage Building is located within the National Register boundary as it was part of the furniture manufacturing history of the building; however, it was constructed outside the period of significance and considered non-contributing.

Starting at the southwest corner of tax parcel 67000120001, containing the Hanover Furniture Company building, the proposed National Register boundary extends northwest along the western edge of the railroad, for approximately 400 feet to the northwest corner of the parcel. The proposed boundary turns east and extends approximately 224 feet towards High Street, then turns southeast and extends approximately 389 feet towards West Elm Avenue. The boundary then turns west and runs approximately 223 feet along the northern edge of West Elm Avenue to the point of beginning.

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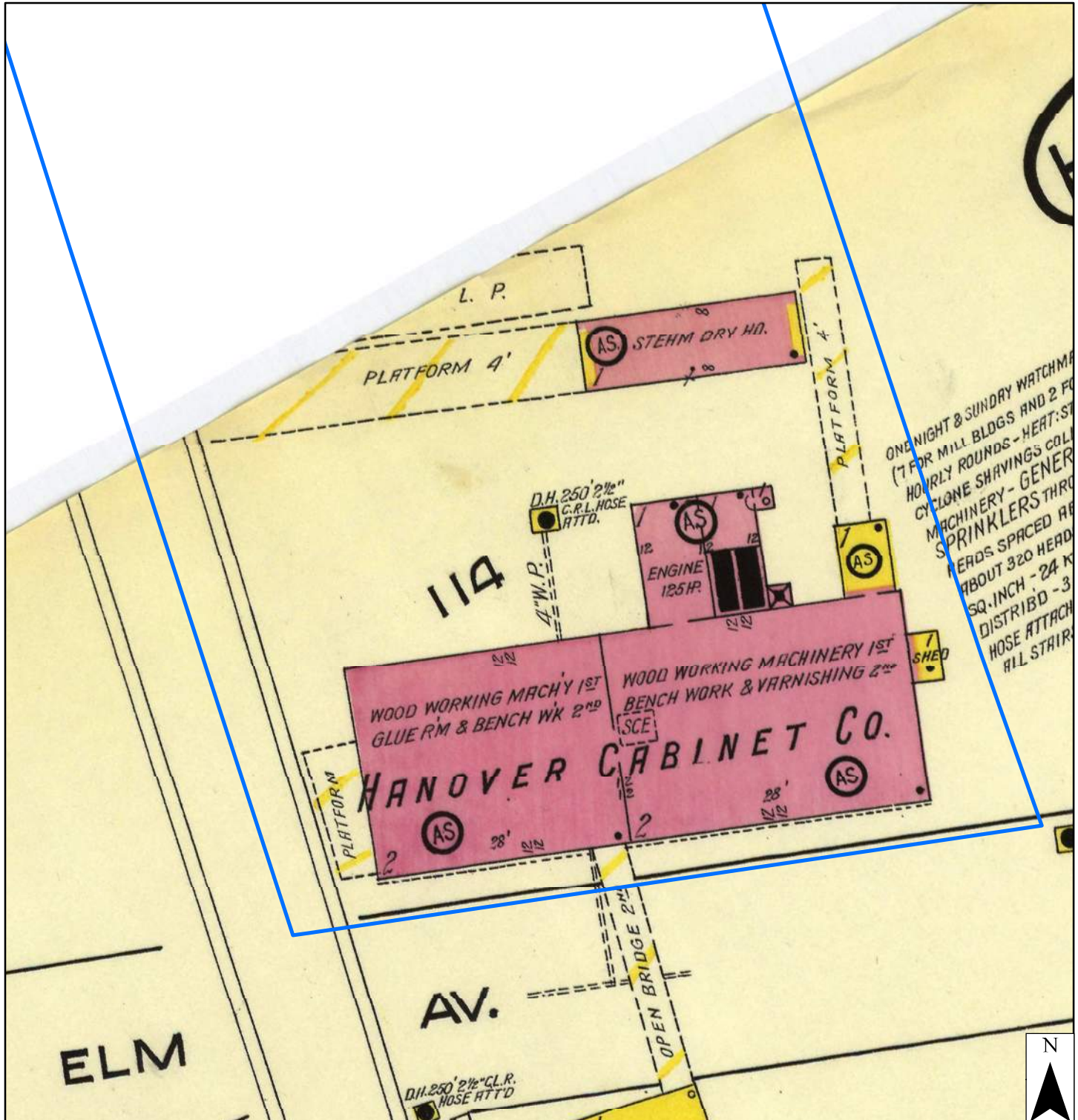
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ER# <u>2016-8477-001</u>

## Figure List

- Figure 1 – Hanover Furniture Company, Resource Location Map (USGS 1984)
- Figure 2 – Hanover Furniture Company, Site Plan & Photograph Location Map
- Figure 3 – Hanover Furniture Company, 1909 (Sanborn Map 1909)
- Figure 4 – Hanover Furniture Company, 1917 (Sanborn Map 1917)
- Figure 5 – Hanover Furniture Company, 1937 (USDA 1937)
- Figure 6 – Hanover Furniture Company, 1957 (USDA 1957)
- Figure 7 – Hanover Furniture Company, 1971 (USDA 1971)
- Figure 8 – Hanover Furniture Company, 2017 (ESRI 2017)







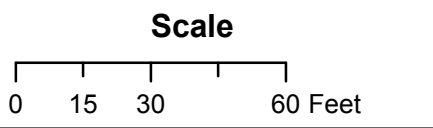
**Figure 4: Hanover Furniture Co., 1917**

**Key:**  
 — Tax Parcel Boundary

**Source:** Sanborn Map 1917




Eisenhower  
 Boulevard  
 Extension Project



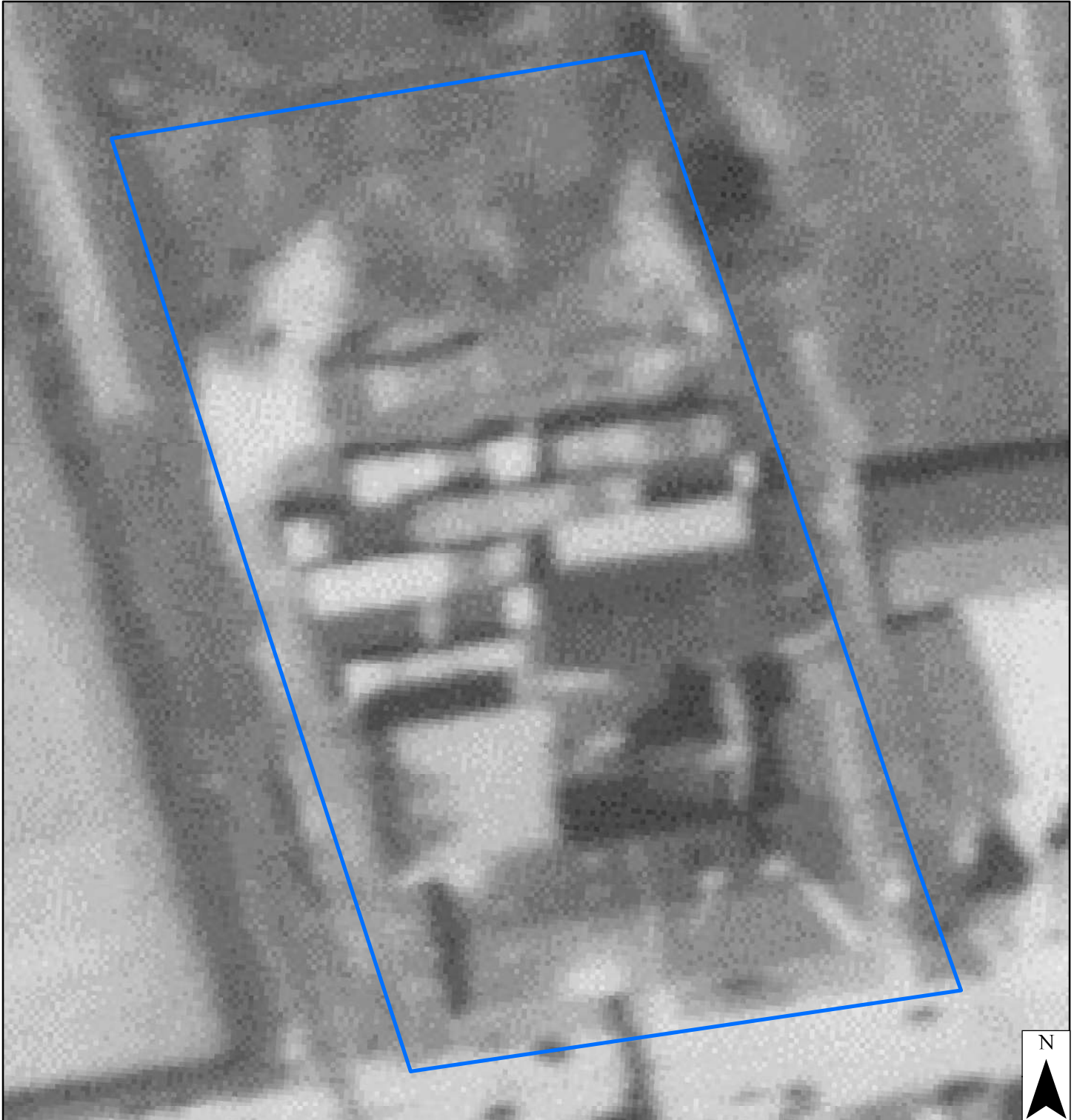
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<b>Figure 5: Hanover Furniture Co., 1937</b>	<b>Key:</b> — Tax Parcel Boundary	<b>Source:</b> USDA 1937
	Eisenhower Boulevard Extension Project	<b>Scale</b> 0 20 40 80 Feet



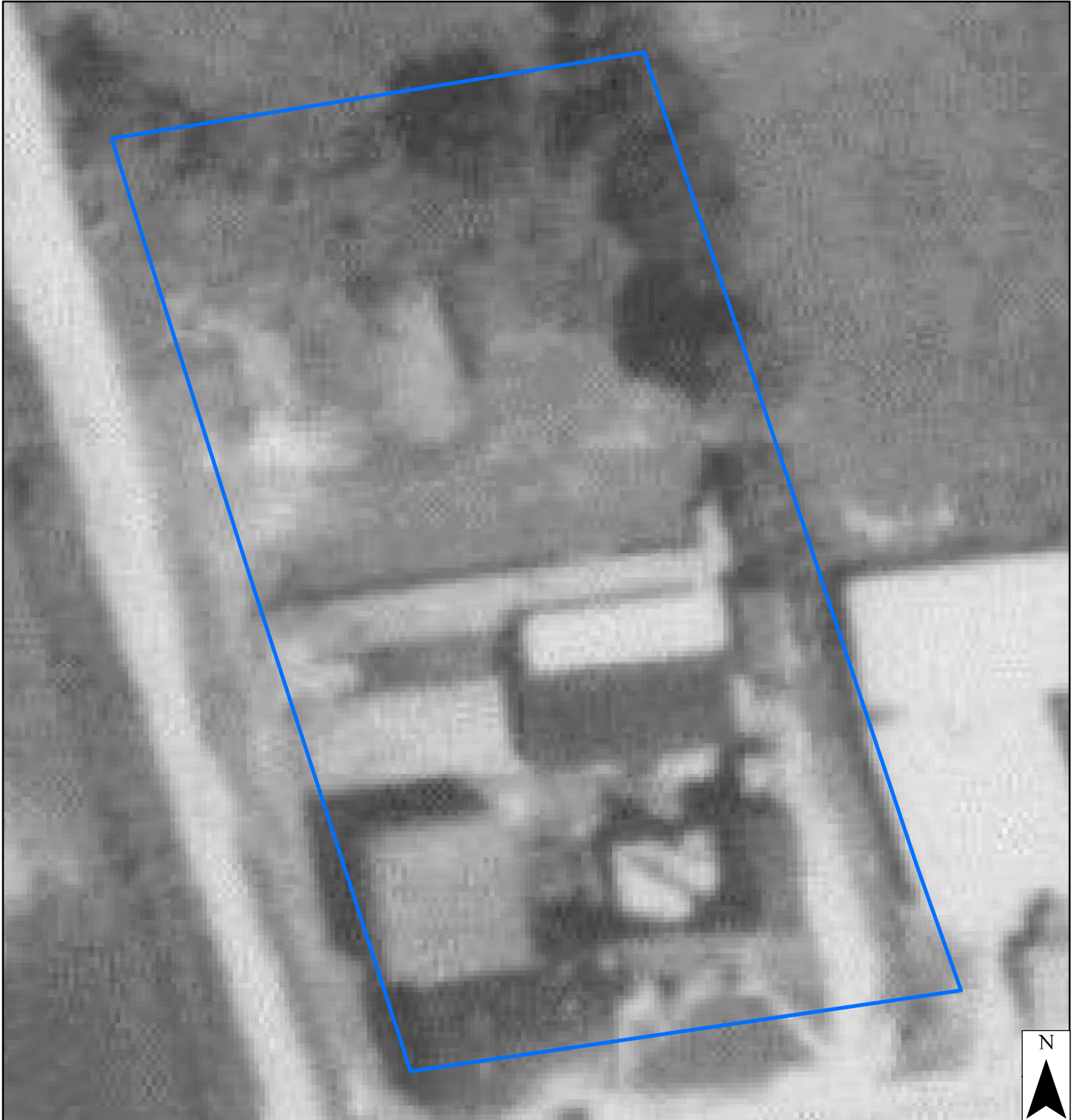
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<b>Figure 6: Hanover Furniture Co., 1957</b>	<b>Key:</b> — Tax Parcel Boundary	<b>Source:</b> USDA 1957
	Eisenhower Boulevard Extension Project	<b>Scale</b> 0 20 40 80 Feet



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ER #	2016-8477-001



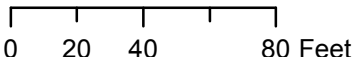


<b>Figure 7: Hanover Furniture Co, 1971</b>	<b>Key:</b> — Tax Parcel Boundary	<b>Source:</b> USDA 1971
 Eisenhow er Boulevard Extension Project		<b>Scale</b> 0 20 40 80 Feet

Key #	208777
ER #	2016-8477-001



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

<p><b>Figure 8: Hanover Furniture Co., 2017</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source: ESRI 2017</b></p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 

# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # _____
ER# _____
Date Prepared _____

**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_ MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

**Function** *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	<u>Dwelling</u> _____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Property Features** *(Items 15-17; see Instructions, pages 7-8)*

Setting \_\_\_\_\_

Ancillary Features

_____	_____	_____
_____	_____	_____
_____	_____	_____

Acreage (round to nearest tenth) \_\_\_\_\_





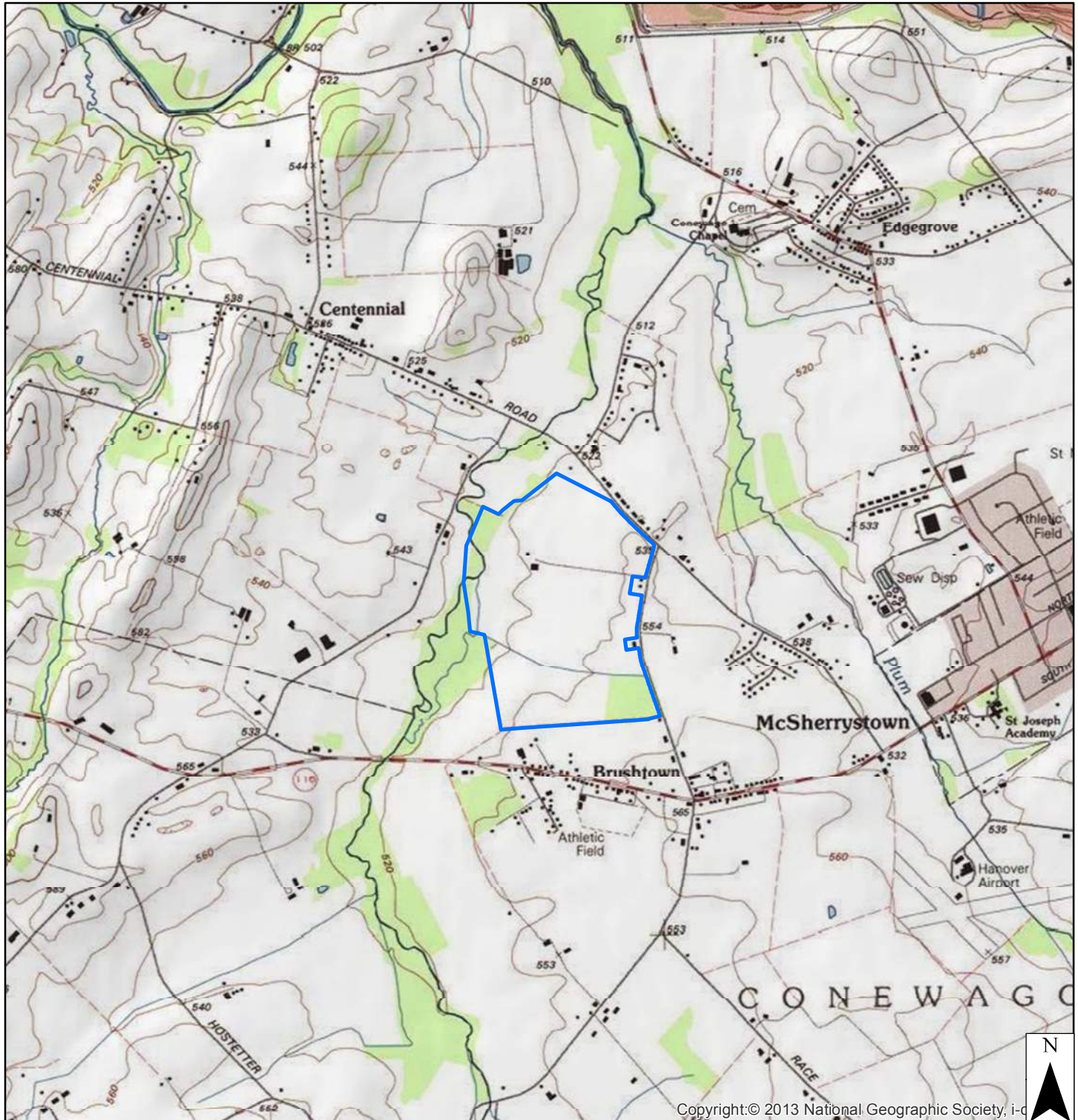


# Henry Hostetter Farm

Conewago, Adams County, Pennsylvania

Key # 001933

ER # 2016-8477-001



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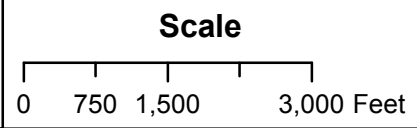
**Figure 1: Henry Hostetter Farm, Resource Location Map**

**Key:**  
— Tax Parcel Boundary

**Source:** USGS 1984

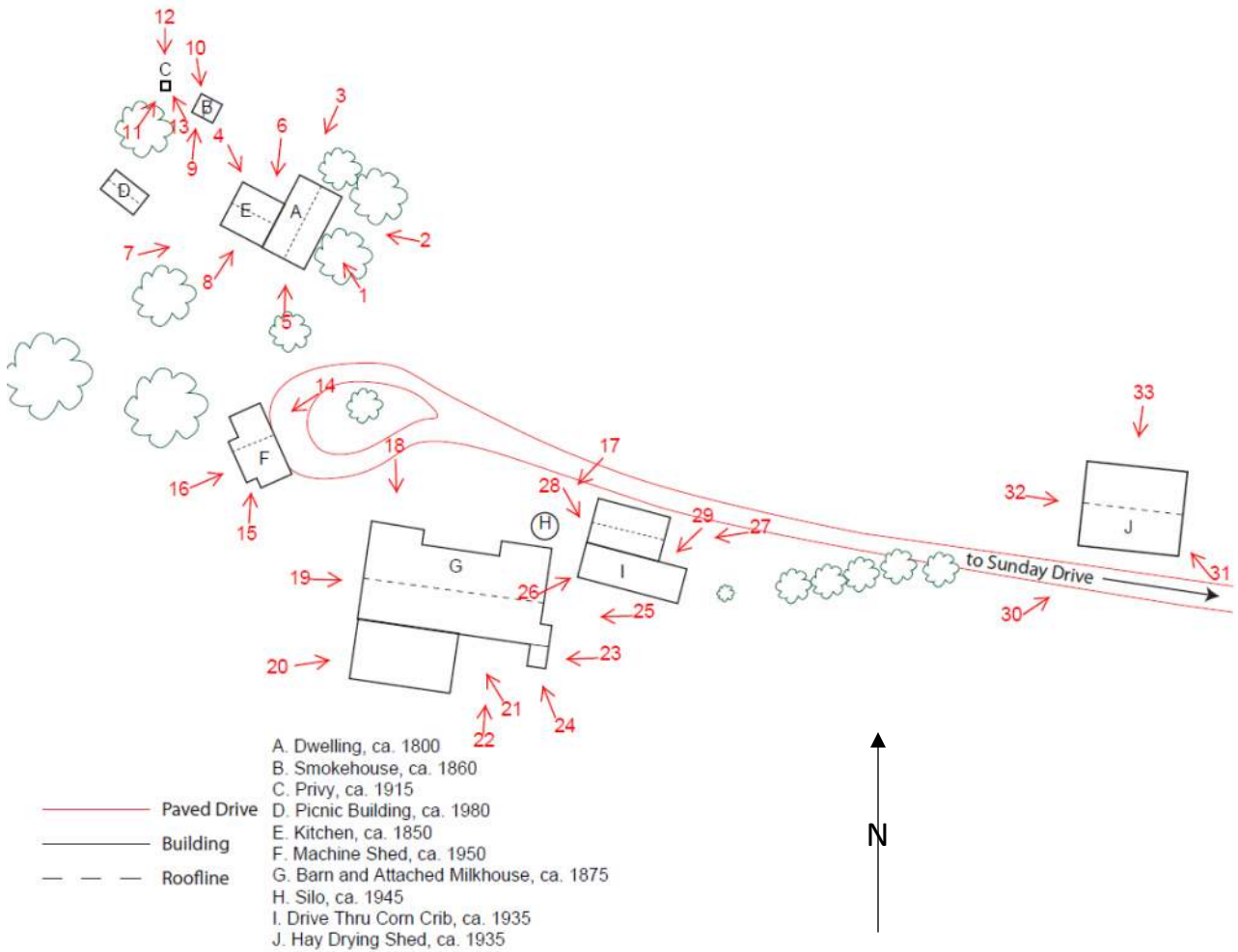


Eisenhower Boulevard Extension Project





**Figure 2: Henry Hostetter Farm Photo Location Map**



**Henry Hostetter Farm**

Conewago Township, Adams County, Pennsylvania

Key # 001933ER# 2016-8477-001**Photo List (Item 33)**

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer Name: Sarah JohnsonDate: October 2017Location Negatives/Electronic Images Stored: Johnson, Mirmiran & Thompson Computer Files

Photograph 1 – Façade (east elevation) of the dwelling; looking northwest.

Photograph 2 – Façade (east elevation) of the dwelling; looking west.

Photograph 3 – Side (north elevation) of the dwelling; looking south.

Photograph 4 – Rear elevation of the dwelling; side (north elevation) and rear (west elevation) of the summer kitchen; looking southeast.

Photograph 5 – Façade (east elevation) and side (south elevation) of the dwelling; looking north.

Photograph 6 – Side (north elevation) of the summer kitchen and rear (west elevation) of the dwelling; looking south.

Photograph 7 – Rear (west elevation) of the summer kitchen; looking east.

Photograph 8 – Side (south elevation) of the summer kitchen; looking north.

Photograph 9 – Front (south elevation) and side (east elevation) of the smokehouse; looking north.

Photograph 10 – Rear (north elevation) and side (west elevation) of the smokehouse; looking southeast.

Photograph 11 – Front (south elevation) and side (west elevation) of the privvy; looking northeast.

Photograph 12 – Rear (north elevation) of the privvy; looking south.

Photograph 13 – Front (south elevation) and side (east elevation) of the privvy; looking northwest.

Photograph 14 – Façade (northeast elevation) of the machine shed; looking southwest.

Photograph 15 – Rear (southwest elevation), side (southeast elevation) and rear (southwest elevation) of the machine shed and addition; looking north.

Photograph 16 – Rear (southwest elevation) of the machine shed addition; looking northeast.

Photograph 17 – Banked (north) elevation and side (east elevation) of the barn; looking southwest.

Photograph 18 – Stone retaining wall on the façade (north elevation) of the barn ; looking south.

Photograph 19 – Side (west elevation) of the barn; looking east.

Photograph 20 – Side (west elevation) of the barn and addition and rear (south elevation) of the addition; looking east.

Photograph 21 – Rear (south elevation) of the barn and side (east elevation) of the addition; looking northwest.

Photograph 22 – Rear (south elevation) of the barn with milk house and addition; looking north.

Photograph 23 – Front (east elevation) of the milk house addition; looking west.

**Henry Hostetter Farm**

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Photograph 24 – Side (south elevation) and front (east elevation) of the milk house addition; looking northwest.

Photograph 25 – Side (east elevation) of the barn; looking west.

Photograph 26 – Front (west elevation) and side (south elevation) of the drive thru corn crib; looking notheast.

Photograph 27 – Side (north elevation) and rear (east elevation) of the drive thru corn crib; looking southwest.

Photograph 28 – Front (west elevation) of the drive thru corn crib; looking southeast.

Photograph 29 –Side (north elevation) and rear (east elevation) of the drive thru corn crib addition; looking southwest.

Photograph 30 – Front (south elevation) of the hay drying shed; looking northeast.

Photograph 31 – Front (south elevation) and side (east elevation) of the hay drying shed; looking northwest.

Photograph 32 – Side (west elevation) and front (south elevation) of the hay drying shed; looking east.

Photograph 33 – Rear (north elevation) of the hay drying shed; looking south.



## Photographs



Photograph 1 – Façade (east elevation) of the dwelling; looking northwest.



Photograph 2 – Façade (east elevation) of the dwelling; looking west.





Photograph 3 – Side (north elevation) of the dwelling; looking south.



Photograph 4 – Rear elevation of the dwelling; side (north elevation) and rear (west elevation) of the summer kitchen; looking southeast.





Photograph 5 – Façade (east elevation) and side (south elevation) of the dwelling; looking north.



Photograph 6 – Side (north elevation) of the summer kitchen and rear (west elevation) of the dwelling; looking south.





Photograph 7 – Rear (west elevation) of the summer kitchen; looking east.



Photograph 8 – Side (south elevation) of the summer kitchen; looking north.





Photograph 9 – Front (south elevation) and side (east elevation) of the smokehouse; looking north.

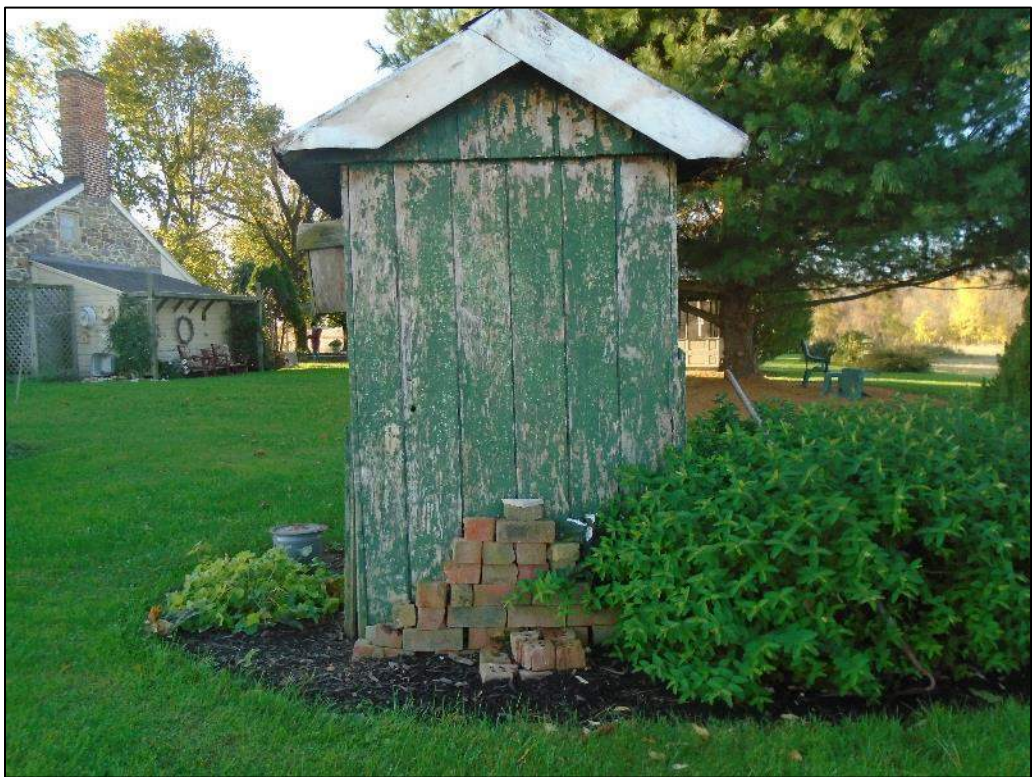


Photograph 10 – Rear (north elevation) and side (west elevation) of the smokehouse; looking southeast.





Photograph 11 – Front (south elevation) and side (west elevation) of the privy; looking northeast.



Photograph 12 – Rear (north elevation) of the privy; looking south.





Photograph 13 – Front (south elevation) and side (east elevation) of the privy; looking northwest.



Photograph 14 – Façade (northeast elevation) of the machine shed; looking southwest.





Photograph 15 – Rear (southwest elevation), side (southeast elevation) and rear (southwest elevation) of the machine shed and addition; looking north.



Photograph 16 – Rear (southwest elevation) of the machine shed addition; looking northeast.





Photograph 17 – Banked (north) elevation and side (east elevation) of the barn; looking southwest.



Photograph 18 – Stone retaining wall on the façade (north elevation) of the barn; looking south.





Photograph 19 – Side (west elevation) of the barn; looking east.



Photograph 20 – Side (west elevation) of the barn and addition and rear (south elevation) of the addition; looking east.





Photograph 21 – Rear (south elevation) of the barn and side (east elevation) of the addition; looking northwest.



Photograph 22 – Rear (south elevation) of the barn with milk house and addition; looking north.





Photograph 23 – Front (east elevation) of the milk house addition; looking west.



Photograph 24 – Side (south elevation) and front (east elevation) of the milk house addition; looking northwest.



**Henry Hostetter Farm**

Conewago Township, Adams County, Pennsylvania

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Photograph 25 – Side (east elevation) of the barn; looking west.



Photograph 26 – Front (west elevation) and side (south elevation) of the drive thru corn crib; looking northeast.





Photograph 27 – Side (north elevation) and rear (east elevation) of the drive thru corn crib; looking southwest.



Photograph 28 – Front (west elevation) of the drive thru corn crib; looking southeast.





Photograph 29 –Side (north elevation) and rear (east elevation) of the drive thru corn crib addition; looking southwest.



Photograph 30 – Front (south elevation) of the hay drying shed; looking northeast.





Photograph 31 – Front (south elevation) and side (east elevation) of the hay drying shed; looking northwest.



Photograph 32 – Side (west elevation) and front (south elevation) of the hay drying shed; looking east.

**Henry Hostetter Farm**

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Photograph 33 – Rear (north elevation) of the hay drying shed; looking south.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how /why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## Henry Hostetter Farm

Conewago Township, Adams County, Pennsylvania

Key # 001933

ER# 2016-8477-001

## Physical Description

The Henry Hostetter Farm is located at 326 Sunday Drive, in Conewago Township, Adams County. The farmstead is situated on the west side of the road and is accessed via a 1,655-foot private driveway. The property contains 166.48 acres of land, and the farmstead consists of a ca. 1800 dwelling, ca. 1860 smokehouse, ca. 1875 barn, a ca. 1915 privy, ca. 1935 drive thru corncrib, ca. 1935 hay drying shed, ca. 1945 silo, ca. 1950 machine shed, and modern ancillary building. Construction dates have been determined via historic aerial photo comparisons, a field survey, and guidance from the Pennsylvania Historical and Museum Commission agricultural context.

### *Dwelling*

The ca. 1800 dwelling is located 0.32 miles west of Sunday Drive, accessible via a private driveway. The main section of the dwelling is five bays wide and two bays deep, but it appears to have been constructed in two phases. The southern two-fifths of the house is currently clad in vinyl siding, likely with wood frame construction. The northern three-fifths of the house was constructed of brick, likely a ca. 1825 addition. It stands two-and-a-half stories tall and has a side-gable roof clad in asphalt shingles. There is a summer kitchen addition on the south side of the rear, west elevation that is two bays wide, two bays deep, and one story tall. The windows in the vinyl-clad section of the house are slightly larger than the windows in the brick section, indicating different building campaigns; however, the fenestration appears to be equally spaced across all five bays. Unless otherwise noted, the windows have all been replaced with six-over-six vinyl replacement windows and nearly all windows, regardless of size, have vinyl shutters. Fenestration on the brick portion of the house has jack-arch lintels. There is a two-bay, hipped-roof portico on the façade and a small enclosed shed roof addition on the rear elevation of the summer kitchen.

The two southern bays of the façade (east elevation) are covered in vinyl siding, while the three northernmost bays are made of red brick, laid in common bond with varying numbers of stretcher rows between header rows (Photograph 1). The portico is located at the double entryway, which occupies the center and center-north bays in the brick section of the dwelling. The hipped-roof portico is clad in asphalt shingle and has wood support posts and balustrades. The center door consists of a two-pane, six-panel, wood door. The door to the north is a two-pane, half-light, two-panel, wood door (Photograph 2). The remaining three bays each have a window on the first floor. The second floor has five windows evenly placed over the first-floor fenestration. The brick section features a decorative brick cornice beneath the eave.

The north gable elevation of the dwelling has a centered interior end chimney that pierces the roof ridge. Two vertically aligned and evenly spaced windows are on both sides of the chimney on both the first and second floor. Situated in the gable are two fixed, four-pane, vinyl windows (Photograph 3).

Like the façade, the northern part of the rear, west elevation is brick. There is a window on both the first and second floor within the northern bay, and a smaller, fixed, nine-pane window between the first and second floor, near the roof line of the summer kitchen addition (Photograph 4). Bulkhead doors are located directly adjacent to the stone addition. The rear elevation of the vinyl covered section has a single window on the second floor. Most of the rear, west elevation of the dwelling, is taken up by the ca. 1845 front gable summer kitchen, which is aligned with the dwelling's southern elevation.

The south gable elevation of the dwelling has a centered interior end chimney. One window flanks both sides of the chimney on both the first and second floor. In the gable are two, fixed, four-pane, vinyl windows (Photograph 5).

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### *Summer Kitchen*

Attached to the rear elevation of the main dwelling is a ca. 1845 summer kitchen. The north elevation of the summer kitchen has a full-width, flat-roof porch which is supported by one wood post. The eastern bay contains a two-pane, half-light, two-panel, wood door with a metal storm door, and the western bay contains a six-over-six, wood window with wood shutters (Photograph 6). The south elevation of the summer kitchen features an enclosed porch with vinyl walls, and a ribbon of six, full-height, vinyl, one-over-one windows. There is a vinyl, full-light door within the easternmost bay (Photograph 7).

The west elevation of the summer kitchen has a brick interior end chimney and a fixed, four-pane, wood window north of the chimney (Photograph 8). Most of this elevation is occupied by an enclosed, partial-width, shed-roof addition that is one bay deep and clad in vinyl. The north elevation of the addition contains no openings. Off the west elevation of the addition is a full-width, flat roof overhang supported by simple brackets. The south elevation of the addition has a single wood-plank door off-center to the east.

### *Smokehouse*

The ca. 1860 smokehouse is located approximately 25 feet northwest of the dwelling. It is made of stone and has a front gable roof covered clad in standing seam metal and a wood cornice. There is a wood panel door on the south elevation, with no additional fenestration (Photographs 9 and 10).

### *Privy*

The ca. 1915 privy is 55 feet northwest of the dwelling. It is clad in wood paneling and has a front gable roof covered in metal (Photographs 11 and 12). There is a wood panel door on the south elevation, with no additional fenestration (Photograph 13).

### *Machine Shed*

A ca. 1950 machine shed is located approximately 70 feet south of the dwelling. It is five bays wide, two bays deep, and one-and-a-half stories tall. The walls and front gable roof are covered in standing seam metal, and the foundation is made of CMU. The main (northeast) elevation has four pairs of vehicle-sized, hinged, wood, double doors and a single wood board pedestrian door in the southern bay. The walls of this southern bay are clad in wood panel instead of metal. Centered within the gable is a small, wood panel, hinged door (Photograph 14). The northwest side elevation does not contain any fenestration. The rear (southwest) elevation has a centered, asymmetrical, two-bay extension with wood panel walls and a six-over-six, double-hung, wood window centered in the gable (Photographs 15). The southeast side elevation has a single, centered, six-pane, wood window (Photograph 16).

### *Barn with Attached Milkhouse*

The ca. 1875 Pennsylvania barn is situated approximately 140 feet southeast of the dwelling. It is 90-feet wide by 55-feet deep, and three-and-a-half stories tall. It has a stone foundation, wood walls, and a side-gable, standing seam metal roof, and is banked on the north elevation. There is a 30-foot by 55-foot, shed-roof, ca. 1970, CMU addition on the western portion of the rear (south) elevation and a ca. 1950, 25-foot by 10-foot, CMU milkhouse addition on the southern portion of the east elevation. Unless otherwise noted, the doors are constructed of simple, vertical wood boards, and the windows openings are filled with horizontal wood vents.

The north, banked, elevation has a centered grassy incline leading to three pairs of full-height, vehicle-size, wood doors (Photograph 17). This band of doors is recessed approximately 4 feet from the remainder of the

## Henry Hostetter Farm

Conewago Township, Adams County, Pennsylvania

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elevation. The east and west bays of the barn, which are not recessed, each have an exposed stone foundation and two evenly spaced, six-over-six, wood windows. Stone retaining walls line the sides of the banked incline (Photograph 18).

The west gable elevation of the original portion of the barn has an exposed stone foundation with two Dutch style, wood doors; one within the northern bay and the other centered. To the south of each door there is a small, two-pane, wood, hopper window (Photograph 19). The southernmost bay has a wide sliding wood door into the forebay, which has been enclosed by the adjacent south elevation addition. The second level of the barn has a hinged door in the northernmost bay, four evenly spaced windows across the rest of the elevation, and two additional openings. There are three windows in the third level and two windows in the gable. The sliding door at ground extends onto the west elevation of the addition. The first level of the addition is made of CMU, and the upper level is clad in vertical wood boards (Photograph 20). Located in the west gable elevation of the addition is a large two-pane, wood, hopper window.

The original forebay on the rear, south elevation has been enclosed. The five western bays have been enclosed with the addition mentioned above (Photograph 20). The south elevation of the addition has five evenly spaced, two-pane, metal windows. The east elevation has a wide, vehicle entrance directly adjacent to the barn (Photograph 21). The remainder of the forebay has been enclosed with CMU that sits flush with the original wood walls of the upper portion of the barn. A ribbon of eight, four-over-four and six-over-six, wood windows is centered on the CMU wall and flanked on both sides by a wood Dutch door (Photograph 22).

A two-bay-wide, one-bay-deep, ca. 1950 milkhouse was added to the southeast corner of the barn. It encompasses the southern bay of the barn's west side elevation and is set forward from the rest of the elevation. It was constructed of textured CMU and has a front gable, standing seam roof. The east, front-gable elevation has a ribbon of three six-light, wood, hopper windows within the southern bay. The northern bay contains a half-light, six-pane, wood door on the southern side of the bay, and a pair of four-panel wood doors on the northern side of the bay (Photograph 23). The south side elevation of the milk house has a fifteen-light, wood, hopper window. The north side elevation has a pair of six-light, wood, hopper windows (Photograph 24).

The first floor of the barn's west side elevation contains three, six-over-six, wood windows and a double wood door in the northernmost bay. The second level has four windows, a wood access door just south of center, and a wood door within the northern bay. The third level has three evenly spaced windows, and the gable has two windows (Photograph 25).

### *Silo*

A ca. 1945 cement silo is located near the northwest corner of the barn, approximately two feet away (Photograph 20).

### *Drive Thru Corn Crib*

The ca. 1935 drive thru corn crib building is situated approximately 15 feet east of the barn. The corn crib section is two stories tall and measures approximately 26 feet wide and 36 feet long. A one-story, 15-foot-wide, machine shed addition was constructed along the south elevation and runs the length of the corn crib section, an additional 15-foot by 15-foot shed roof storage addition was added to the east elevation. Both the corn crib and machine shed have a drive-through bay. The corn crib section has a standing seam metal, front gable roof, walls are clad in horizontal wood board, and it has a parged concrete foundation (Photograph 26). The machine shed has a standing seam metal shed roof, walls clad in vertical wood boards, and a concrete foundation. The gable ends of the corn crib have single centered, hinged, wood doors (Photographs 27 and 28). The north elevation of



**Henry Hostetter Farm**

Conewago Township, Adams County, Pennsylvania

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the addition that extends beyond the length of the corn crib has a pair of hinged, wood doors to allow for vehicle access (Photograph 29). The north and south elevations have no fenestration.

*Hay Drying Shed*

A ca. 1935 hay drying shed sits further away from the barn (approximately 260 feet east), closer to the crop fields. It is three bays wide, two bays deep, and one-and-a-half stories tall. It has a stone foundation, vertical wood walls, and a side gable, standing seam metal roof. The main (south) elevation has a centered pair of large, hinged, wood doors. To the west, there is a smaller pair of hinged, wood doors. Centered on the upper level is a small, hinged, wood, hatch door (Photograph 30). The east and west side elevations have a single, centered, hinged, wood door within the gables (Photograph 31 and 32). The rear, north elevation has another pair of large, hinged, wood doors, which are surmounted by a small, hinged, wood, hatch door (Photograph 33).

*Modern and Ancillary Buildings*

Approximately 30 feet west of the dwelling is a ca. 1980 wood and screen structure that encloses a picnic table. The building has a front gable roof covered in standing seam metal with a wood cornice.

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## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)

## Henry Hostetter Farm

Conewago Township, Adams County, Pennsylvania

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## History

Henry Hostetter was the youngest son of Abraham Hostetter and Catherine Long, born January 27, 1769 (Mennonite Vital Record, Abraham Hostetter; Grave Record, Henry Hostetter). He married Maria Erb and together they had nine children: Nancy, Christian, Elizabeth, George, Catherine, Sarah, Pollie, Rachael, and John (Mennonite Vital Record, Henry Hostetter). Henry was a farmer who also freighted goods between Adams County and Pittsburgh, Pennsylvania (Broadstone 1918: 336). On April 9, 1825, Henry and Maria Hostetter sold and conveyed the title to their messuage and plantation containing 187 acres and 93 perches to Henry Wirt (Adams County Deed DD: 342). The Hostetters appeared to have stayed in the Conewago area after the sale, as they are buried at the Hostetter Meeting House Cemetery in Adams County (Grave Record, Henry Hostetter).

Henry Wirt was born on October 9, 1789, in Hanover, Pennsylvania to Christian and Eva Catherine Wirt (Grave Record, Henry Wirt). As a boy he often worked in his father's store, even taking complete control of it while his father was sick (The Hanover Centennial Committee 1915: 40). Henry served in the army during the War of 1812 (Veterans Burial Card, Henry Wirt). Shortly after his return, he married Catherine Swope in 1815 and together they had seven children. In 1816, he took over his father's business and operated the store until he purchased the Hostetter farm in 1825 and officially retired in 1827 (The Hanover Centennial Committee 1915: 40). Henry remained active in numerous Hanover affairs serving as the secretary for the Hanover & Gettysburg RR, the constable of Hanover in 1828, and the president of the Hanover & Maryland Line Turnpike Road, Inc. in 1840 (Gibson 1886: 328, 579). Henry also continued to buy adjacent real estate; the 1850 US Census valued Henry's property at \$29,000.00 (Adams Co. Deed DD: 342). On March 31, 1857, Henry and Catherine Wirt sold the property, totaling 187 acres and 93 perches (consisting of the original Hostetter plantation), to David Smyser shortly before Henry's passing in 1859 (Adams Co. Deed DD: 342; Grave Record, Henry Wirt).

David Smyser was born on July 28, 1806, to Jacob Smyser & Elizabeth Heinrich in West Manchester Township, York County, Pennsylvania (Mennonite Vital Record, David Smyser). In 1831 he married Rebecca Eyster, and together they had eleven children (Xanders 1931: 109). An 1858 Adams County Map and 1872 Adams County atlas show that this property marked with "D. Smyser," however census data shows that David and his family continued to live in West Manchester Township (Hopkins 1858; I.W. Field & Co. 1872; US Census 1850; US Census 1860; US Census 1870). It is likely that David Smyser rented his farm to a tenant farmer. David Smyser passed away on January 7, 1879, and on August 11, 1879, the courts granted his eldest daughter, Eliza, the farm on Sunday Drive (Mennonite Vital Record, David Smyser; Adams County Court Docket WW: 226).

Eliza Smyser was born on January 11, 1832. She remained single throughout her life, living with her mother, and then her brother, in West Manchester Township (US Census 1880; US Census 1900). The 1880 Agricultural Context and Federal Census show that the farmstead at 326 Sunday Drive was rented to George Sunday during this time. Eliza passed away on June 10, 1909 (Vital Records, E. Smyser). Upon her death, the property that she inherited from her father was passed on to her heirs: four brothers (Martin, Jacob M., Charles E. and D. Albert Smyser), two sisters (Louisa and Amanda Smyser), and two nephews (Allen H. and William E Emig) (Adams Co. Deed 64: 555). On July 12, 1909, Eliza Smyser's heirs conveyed the property solely to her brother, D. Albert Smyser of York, for \$11,400.00; the property is noted as containing 189 acres and 146 perches (Adams Co. Deed 64: 555).

D. Albert Smyser was born on August 30, 1851. He too remained single throughout his life while working as a farmer in West Manchester Township, Pennsylvania (US Census 1880; US Census 1900). The farm on Sunday Drive was rented to a tenant farmer, Ernest M. Brown (New Oxford Times 1930: 2). After retiring from farming, D. Albert Smyser moved to York, Pennsylvania where he lived until he died on February 26, 1931 (US Census 1930; Vital Record D. Albert Smyser;). On March 26, 1932, Frank Bond and William E. Emig, executors of the



## Henry Hostetter Farm

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last will and testament of D. Albert Smyser, conveyed unto Raymond C. Brier the farm on Sunday Drive with buildings and 189 acres and 146 perches of land for \$10,207.80 (Adams Co. Deed 130: 26).

Raymond C. Brier was born circa 1894. He married Anna E. Gass on October 15, 1939 (The Evening Sun 1939: 1). They do not appear to have had children nor was their relationship to the Smysers clear. Per the 1940 United States Census, Raymond and Anna lived on High Street in Hanover, and Raymond worked as a farm operator (US Census 1940). It is likely that they too rented the farm to a tenant farmer. On April 2, 1955, Raymond C. & Anna E. Brier conveyed the farm to Dennis A. & Pauline M. Epley, containing 189 acres and 146 perches of land with messuage for \$35,000 (Adams Co. Deed 209: 401).

Dennis Epley and Pauline Strine wed in 1934 and together had four sons: Robert, Larry, J. Thomas, and William. After purchasing the farm in 1955, they moved their family to the home and worked as dairy farmers until retirement (*The Gettysburg Times* 1997: 4). As their sons grew and married, Dennis and Pauline granted them small parcels of land from their farmstead. In 1962, Larry and Robert each acquired land from their parents, followed by J. Thomas in 1972. In 1984, Robert and J. Thomas each enlarged their lots by acquiring more of their parents' land (Adams County Deeds 241: 61, 241: 63, 301: 344, 373: 954, 373: 952). In 1995, Dennis and Pauline Epley's land totaled 166.48 acres, down approximately 23 acres from its original size (Adams County Deed 1166: 209). Dennis A. Epley passed away on June 18, 1997 (*The Gettysburg Times* 1997: 4). Upon his passing, the farm was willed to his heirs with Pauline receiving one-half interest (Adams Co. Will 97: 252). Pauline M. Epley passed away on April 9, 2002 (*The Gettysburg Times* 2002: 2), leaving the full interest of the property with their four sons.

On March 1, 2004, William, Robert, J. Thomas, and Larry acquired the 166.48-acre farm by power and authority of Pauline and Dennis Epley's last will and testament (Adams Co. Deed, 3486: 339). They remain equal owners of the Henry Hostetter Farm.

## Integrity

The Henry Hostetter Farm retains nearly all aspects of integrity. Present upon the property are a five-bay house, a stone and wood barn, many of the domestic and agricultural outbuildings, and landscape features. While changes on the farm occurred and were expected, the farmstead has not changed location and is still organized and situated in a manner consistent with 19<sup>th</sup>- and 20<sup>th</sup>-century farms. It is still a functional farm and the surrounding area is still largely agricultural. For these reasons, the farm retains integrity of location, feeling, association, and setting. The buildings, which have evolved gradually over time, generally reflect their original designs and showcase 19<sup>th</sup>- and 20<sup>th</sup>-century workmanship. Materials have also been retained on most buildings. Overall, the farm retains integrity of design, workmanship, and material.

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# Agricultural Assessment

## *Adams County*

The land contained within present-day Adams County, as well as the neighboring York and Lancaster Counties, originally made up the county of Chester. Chester County was one of the first three counties formed within the Province of Penn. As population within the province increased, portions of the original Chester County were carved out to create the counties of Lancaster in 1729, and then York County in 1749 (Reily 1880: 4).

As early as 1790, York County, the second largest county in the state of Pennsylvania, was facing unrest amongst its inhabitants. Tensions were growing between those in the northern end of the county versus those in the southern end. The county was very large, which placed many of the northern end inhabitants a great distance from the county seat in the city of York and left a feeling of disconnect with the local government. By 1800, the growing agitation caused the state to divide the county in two. Adams County was created from the western portion of York (Reily 1880: 10). It was comprised of approximately 521 square miles, with the town of Gettysburg designated as the county seat (Adams County Historical Society 2018). The 1800 census recorded a population of 13,173 within the newly formed Adams County.

### *Historical Farming System*

#### *1750 – about 1830: Diversified Small-Scale Production*

Farming in eighteenth-century Adams County was conducted at a small-scale level. Land distribution was complicated, and large tracts of land, some upwards of 200 acres, took years to clear. Multiple acres devoted specifically to crops were rare. Farming was a sunrise to sunset vocation requiring physically and mentally strong workers. Every family member worked the farm, each with their assigned duties, and it was not unusual for a family farm to also have tenant workers. Only crude farming implements and, on occasion, oxen were kept for aiding in the work.

In the late eighteenth century, the Pennsylvania Gazette advertised farms for sale throughout the region with good land for wheat and grain. However, wheat and grain often took up very little of the total acreage of a farm, and harvested crops were predominately used to supply mills and distilleries (PHMC 13). Family farms produced a very diverse array of crops to benefit local trade; these included rye, barley, oats, Indian corn, potatoes, hemp, turnips, flax seed, cherries, and apples. Farm families also raised small numbers of animals such as cattle, swine, sheep, poultry, and bees. Animals grazed freely in the early years of settlement, but by the late eighteenth century, they were fed on hay cultivated in the local fields (14).

As counties closer to Philadelphia began to produce more products for the Atlantic Trade Network, a trade network created to facilitate trade amongst the Atlantic bordering colonies and states, Adams County focused on local trade and markets. Historian Michael Kennedy uncovered that local stores were often located in ironworks and mills and traded over 118 different kinds of locally made or grown items (PHMC 15). The 1810 United States Census shows that there were 559 distilleries within the county, further suggesting that the local commercial industry also relied on local agriculture.

Structures on an eighteenth-century Conewago Township farm were simple and constructed of locally available resources. Dwellings were most often a single story and constructed of logs. These modest dwellings eventually adopted some architectural features of the “Moravian” and “Georgian” styles, as well as Germanic three-room plan houses. (PHMC, 18). The older, wood-frame section of the dwelling is consistent with the modest dwellings during this time, and the three-bay brick addition, which has some Georgian detailing, is consistent with dwellings constructed towards the end of this era.

Small farms, Mechanization, and New Markets, c. 1830-1885

Farming or occupations closely related to farming, such as milling, blacksmithing, and wagon making, remained an integral part of Adams County, however, mechanization reshaped the farming system. In 1850, the average Conewago Township farm measured 126 acres; by 1880 that average dropped to 92 (Agricultural Census 1850; Agricultural Census 1880). As farm size declined, cultivated acreage took up more land on the farm (PHMC 25). Crops and farm products remained diverse, and livestock husbandry was now partnered with commercially marketable crops. By the mid- to late nineteenth century, machines began replacing people on farms. York and Hanover were home to several agricultural mechanization manufacturers, which led to farmers in this area to machines earlier than in other areas (30). After the Civil War, there was a boom in industrial development that continued well into the twentieth century (Adams County Historical Society 2018). The industrialization of Philadelphia and York, combined with transportation innovations, opened additional commercial agriculture and trade opportunities for farmers in Conewago Township.

In 1850, Conewago Township farms produced at or above state levels of field crops, turning out more than double the state average of wheat and nearly twice the average amount of rye (PHMC 26). Conewago Township farms also surpassed the state average of bushels of corn, and oats, and tons of hay (Agricultural Census 1850). A large vegetable garden could be found on most farms growing a variety of vegetables that could be processed and stored for personal consumption. In 1850, the Henry Hostetter Farm was owned by David Smyser and operated by tenant farmer George Krug. The farm measured just over 189 acres, making it larger than the county average of 137 acres, the township average of 126 acres, and the state average of 117 acres. The Henry Hostetter Farm was able to surpass the township averages, producing 300 bushels of wheat, 150 bushels of rye, 350 bushels of oats, and 50 tons of hay (Agricultural Census 1850). (1850 Agricultural Census; Figure 1).

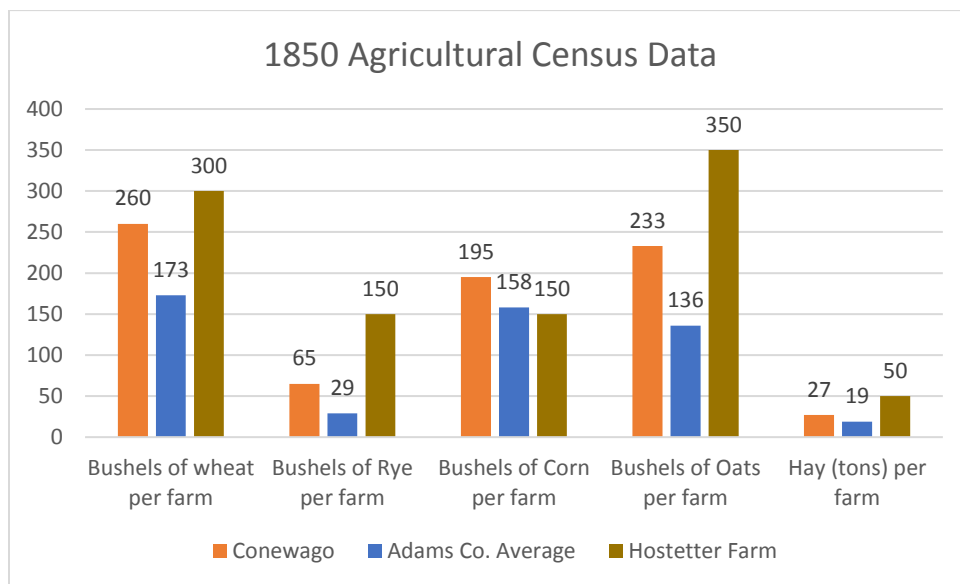


Figure 1: Henry Hostetter Farm crop production compared to local averages in 1850. Source: 1850 Agricultural Census.

A typical farm in 1850 would also have horses, oxen, cattle, swine, poultry, and sheep. The number of livestock in Conewago Township hovered just above county and state averages (1850 Agricultural Census). The agricultural census data shows that Henry Hostetter Farm also had an above-average amount of animals. The farm had six horses in comparison to the township average of four, and ten milch cows in comparison to the



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township average of six. Swine appeared to be an important aspect of the Henry Hostetter Farm; in 1850, when the township average was just 14 swine, the Henry Hostetter Farm had nearly four times that amount (Figure 2; 1850 Agricultural Census). Pork was popular in the area, shown by the increase in smokehouses on farmsteads, making swine husbandry a lucrative indenture (PHMC 23).

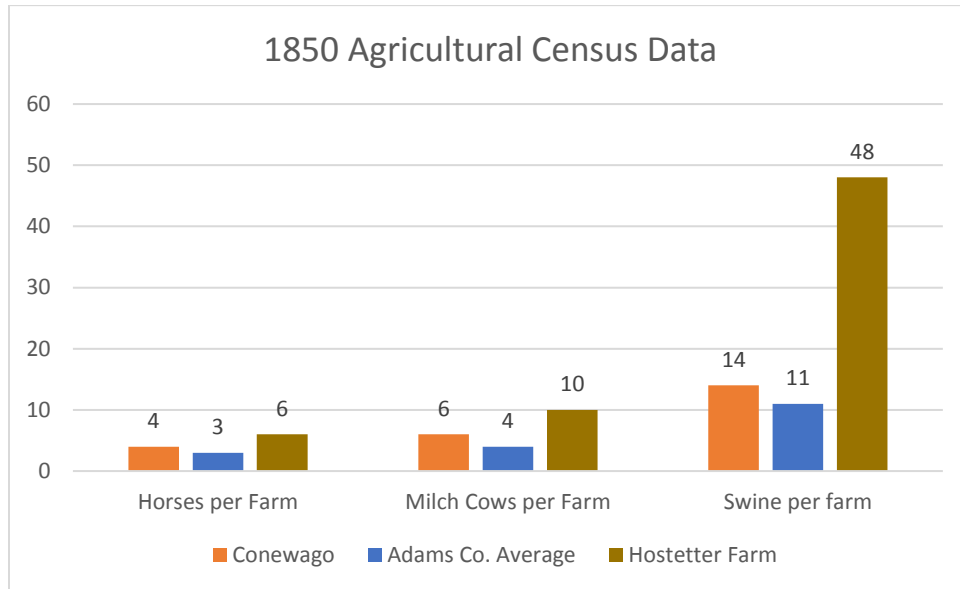


Figure 2: Henry Hostetter Farm livestock compared to local averages in 1850. Source: 1850 Agricultural Census.

In 1880, the average farm size in Conewago Township dropped to 92 acres, yet the Henry Hostetter Farm remained approximately 189 acres. The farm at this time was owned by Eliza Smyser and operated by George Sunday. Although tenancy information was not recorded in 1850, in 1880 the Agricultural Census shows that 33% of farms in Conewago Township were operated by tenant farmers.

Regionally, cultivated acreage took up more land than in previous decades due to the implantation of mechanical farming equipment, and in turn, farms were able to produce higher yields (PHMC 25). By 1880, Conewago Township farms were producing more than four times the state average of wheat bushels, nearly double the amount of hay, and well exceeding the state average of corn and oats (US Agricultural Census 1880). The large size of the Henry Hostetter Farm and implementation of machines enabled it to exceed local grain-centric averages, producing around 50% more bushels of wheat, corn, and oats, as well as tons of hay (Figure 3; US Agricultural Census 1880).

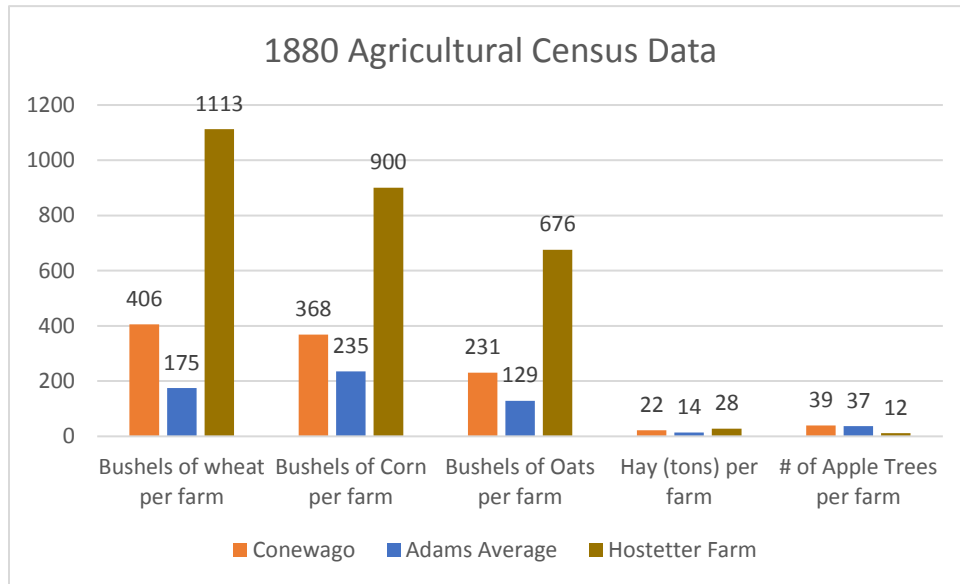


Figure 3: Henry Hostetter Farm crop output compared to locality average. Source: 1880 Agricultural Census. Source: 1880 Agricultural Census.

Livestock numbers in Conewago Township held close to the regional norms, with no significant differences. Poultry farming was also introduced to Adams County and likely became popular because the industry did not take up much space and therefore fit well on the small-scale farms of the region. On the Henry Hostetter Farm, poultry numbers fell below the township average, and instead, the large scale of the farm allowed for larger livestock. The Henry Hostetter Farm had double the local averages in horses, milch cows, and swine in 1880 (Figure 4; 1880 Agricultural Census).

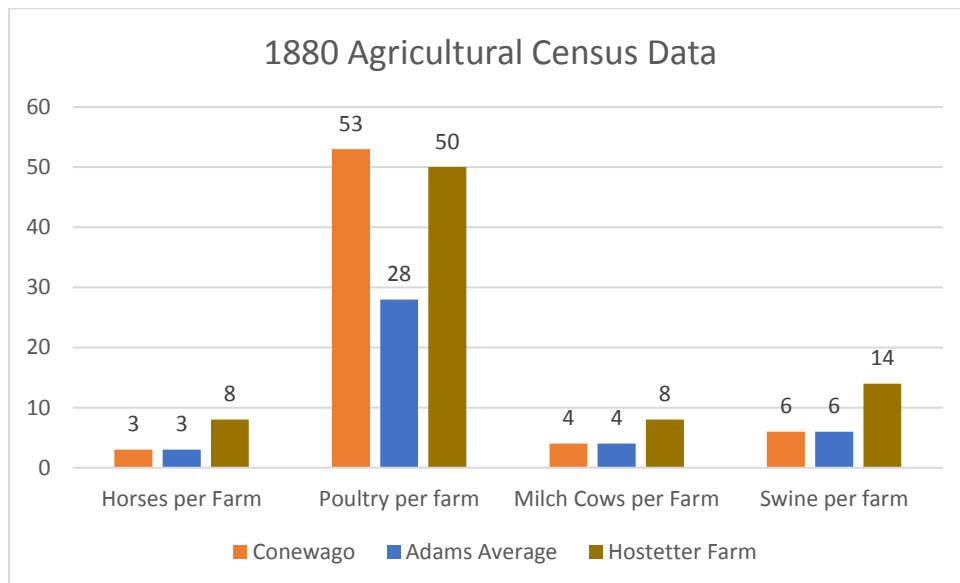


Figure 4: Henry Hostetter Farm crop output compared to locality average. Source: 1880 Agricultural Census. Source: 1880 Agricultural Census.

With the increasing dependence on livestock, the Pennsylvania barn began to replace the one-story stables of the eighteenth century. While the size of these barns would vary, the wood and stone construction, 7-8' projecting overshoot, banked construction and gable roof became the defining features of a Pennsylvania forebay barn. The ca. 1875 Henry Hostetter Farm barn is a prototypical Pennsylvania forebay barn. It is 90-feet

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wide by 55-feet deep, and three-and-a-half stories tall with a stone foundation and wood walls. The design “facilitated the new grain-and-livestock agriculture,” and its interior spaces reflected the burgeoning trends of productivity and efficiency (PHMC 39).

Well-made outbuildings, each with a specific purpose were constructed during this time. Outbuildings used to perform domestic chores were clustered around the farmhouse and its yard area, and those used for tending to the farm were located near the barn or in the fields (PHMC 41-49). The Henry Hostetter Farm summer kitchen, added to the dwelling ca. 1845, appears to be typical for the period in which it was built. The smokehouse is also consistent with buildings constructed during this era and displays not only a well-made agricultural outbuilding but also the importance of swine in the region and specifically on the Henry Hostetter Farm, where a large number of swine was kept.

### *Diversified Small Scale Farming, Poultry Raising, and Cannery Crops, c. 1885-1940*

The late nineteenth century and early twentieth century brought both challenges and opportunities to farms in Conewago Township. The rapid industrialization and urbanization of cities within the region offered new commercial markets and off-farm employment. By 1910, average farm size in the agricultural region hit its lowest (PHMC 50). The Pennsylvania industrial directory for 1921 listed the three leading employers in Adams County as cigar, canning, and furniture factories, employing roughly 1,600 people. There were also silk mills, shoe factories, and sewing factories (Adams County Historical Society 2018). The farms that were able to survive the agricultural depression of the late nineteenth century and the Great Depression of the 1930s did so by adapting to the ever-changing regional agricultural climate. As commercial farming became more popular in the twentieth century, Adams County farmers turned their focus to fruit. By the 1920s, Adams County ranked first in the state in annual fruit production (Adams County Historical Society 2018).

Farms adapted quickly to truck farming and cannery crop production. Between 1920 and 1930, vegetable crop acreage in the region had doubled (PHMC 52). Outbuildings were built to accommodate farm machinery and were also placed further from the farm and closer to the fields, where a truck could now drive out to. Following this trend, the Henry Hostetter Farm added a ca. 1935 drive thru corn crib and machine shed, and a ca. 1935 hay drying shed.

Regional farms began growing sweet corn, tomatoes, snap peas, cabbage, and other vegetables fit for both canning and fresh sale. Orchards also remained an important part of the small-scale farm systems throughout the region. Apples, peaches, pears, and cherries were grown and sold at markets and for family consumption (55). A drastic drop in field crops seen in the 1927 Agricultural Census Data reflects the dependence on vegetable gardens and fruit orchards. In Conewago Township, fruit trees appeared less popular than in the county overall, and wheat and corn remained a valuable crop. The large size of the Henry Hostetter Farm allowed for it to continue to produce wheat, corn, oats, and hay above local averages (1927 Agricultural Census; Figure 5).



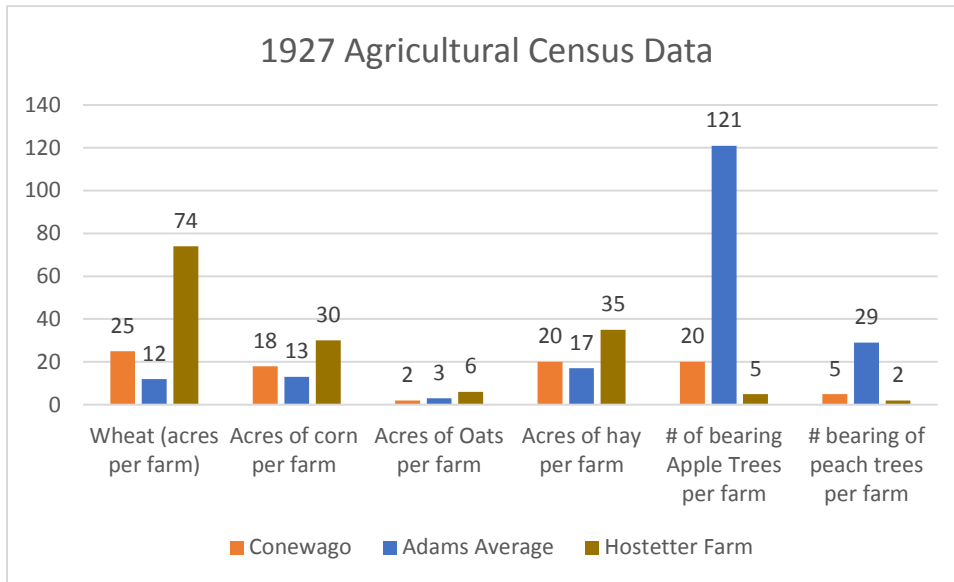


Figure 5: Henry Hostetter Farm crop output compared to locality average in 1927. Source: 1927 Agricultural Census.

Throughout the region, livestock carried on in the traditional pattern as previous decades. Swine remained important on farms and were accompanied by cattle, mules, and horses. Sheep became less important and essentially disappeared from the region (PHMC 54). Poultry numbers sharply increased after 1880, and while the Henry Hostetter Farm increased their number of poultry, in 1927 it still fell below the township average. Dairy cows appear to have been an important part of the Henry Hostetter Farm by this time, displayed by the above-average number of dairy cows, and swine remained a lucrative investment (1927 Agricultural Census; Figure 6).

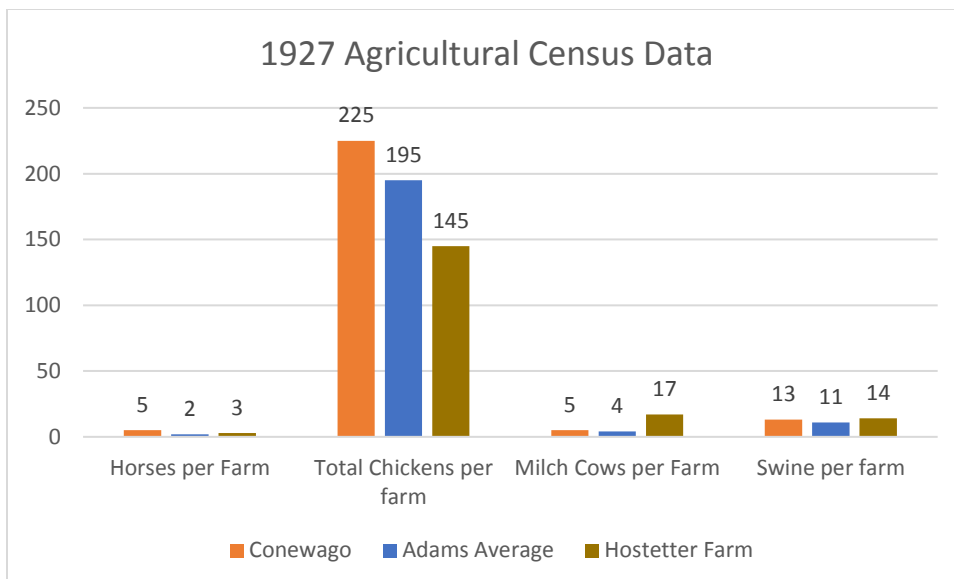


Figure 6: Henry Hostetter Farm livestock compared to locality average in 1927. Source: 1927 Agricultural Census.

Despite the commercial canning industry and local markets having a large influence on farm production during this time, many farms continued to operate partially for family consumption. Because of this, the entire family was still expected to help with the chores and farms tasks to ensure a healthy crop and livestock production.

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Women and girls often took on the responsibility of poultry raising, cow milking, and berry picking in the field, as well as household chores. Men cleaned stables, fed livestock, and worked the fields (PHMC 56).

Family farming also allowed for "part-time" farming which became increasingly popular in this era. The exact number of part-time farmers in the region is unclear, however a survey conducted by Pennsylvania State College researchers in the late thirties found that the male head of household typically did less than half of the work on the farm, and instead drove to an industrial job, leaving his wife and children to tend to farm duties (PHMC 56-57).

### *Poultry Production, Fossil Fuel Power, and Off-Farm Labor, 1940-1960*

World War II brought drastic changes to agriculture nationwide. Conewago Township experienced many of the same changes and challenges faced elsewhere but was also able to thrive in such a difficult farming time. Family farms adapted specialized production practices and relied more heavily on off-farm employment (PHMC 77). Farm sizes began to grow again, but the number of farms began to decline.

Corn became a valuable crop in the region, and in 1950 Adams County ranked second in the state for highest per-acre yield (PHMC 78). Wheat also remained popular, but oat production declined. Fruit continued to be a valuable industry as well, with Adams County leading the state in number of apple trees in 1950.

Poultry and swine remained an important part of the small-scale farms in the area. In 1949, the agricultural extension agent in Adams County noted that the income from poultry farming far surpassed that from any other farm product within the county (PHMC 78). Dairy farming was also popular in Adams County, and the neighboring York County led the state in number of pigs in 1950 (PHMC 79).

Few new structures were built during this time; rather, existing ones were renovated or altered to meet changing needs. New outbuildings were most often constructed of concrete and concrete block, or temporary modular structures. During this era, the Henry Hostetter Farm added a ca. 1945 silo that was constructed and placed on the farmstead in a manner consistent with the trends of the era.

Contour plowing and strip cropping became popular during this period along with farm ponds. Farm ponds were able to offer fire protection, while also creating a recreational space for growing communities. These features combined with crop fields, pasture, woodlots, and hay land shaped the farmland landscape (PHMC 95). By the 1960s, orchards had essentially disappeared from the area (PHMC 95).

The Henry Hostetter farm continued to evolve, as evidenced by aerial photographs. Additions were constructed to the barn ca. 1950 and 1970, which reflected the increased mechanization of farming, livestock husbandry, and dairying. Buildings no longer in use were demolished, including three smaller structures seen to the west and south of the barn in a 1957 aerial. Recreational features were also added to the farm, such as the ca. 1980 picnic table building and outdoor grilling area.

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## Significance and Evaluation

The Henry Hostetter Farm is recommended eligible for the National Register under Criterion A, for its prominent role in the region's agricultural industry.

The 1850 census established the Henry Hostetter Farm as a successful and leading agricultural producer within Conewago Township, exceeding almost all local averages in both crop production and livestock numbers. Notably, compared to the rest of Conewago Township, the farm produced almost three times the amount of rye and kept more than three times the average number of swine and twice the average number of milch cows. These high production and livestock numbers indicate that the Henry Hostetter Farm not only functioned to sustain the family but also participated in the growing local market. By 1880, crop and livestock only continued to grow. Wheat, corn, and oats were all produced at nearly three times the township average. Although the number of swine fell, they still raised more than twice the average amount. The Henry Hostetter Farm followed the local trend of implementing poultry farming, and, in 1880, the farm was on par with the township average and well ahead of the county average in the number of poultry. Similar statistics were present in the 1927 census. The farm produced three times the average in wheat and almost twice the average in corn and hay. There was a larger focus on dairy farming during this time, with more than three times the average milch cows.

The evolution of the Henry Hostetter Farm is echoed in its built environment. As farming trends changed and farms implemented more mechanized farming, structures were built or adapted to hold machines, and farming structures could be constructed farther away from the residence since farmers had the capability to drive to them. On the Henry Hostetter Farm, the smokehouse and summer kitchen, likely heavily used throughout the nineteenth and early twentieth century, sit very near the dwelling. The hay drying barn and drive through corn crib are situated closer to the barn and crop fields.

Considering the chronology of the structures still extant on the Henry Hostetter Farm and the above-average production of crops and livestock, the Henry Hostetter Farm meets the registration requirements for a Farm under Criterion A – Pennsylvania and York-Adams County Diversified Field Crops, Cannery Crops, and Livestock Region, and represents changing trends within the region. It is recommended eligible under Criterion A as both the historical data and built environment demonstrate its prominent position within the region.

While the Henry Hostetter Farm appears to have been a successful enterprise from its inception through the mid-twentieth century, neither the Hostetter, Wirt, or Smyser families nor any of its tenant farmers appear to have had regional or national impacts in agricultural practices, trends, or thoughts. Additionally, there is no evidence of "sustained" leadership in important agricultural organizations. Therefore, the Henry Hostetter Farm is recommended not eligible for the listing in the National Register of Historic Places under Criterion B, association with the lives of a significant persons.

Although many domestic and agricultural buildings on the Henry Hostetter Farm remain largely intact, the resource is recommended not eligible under Criterion C, design and construction, due to the lack of architectural significance. The buildings lack significant ornamental detail, do not represent a distinctive type, period, or method of construction, and do not represent the work of a master.

The resources eligibility under Criteria D cannot be assessed at this time as no archaeological investigations have been conducted on the property.



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### *Period of Significance*

The period of significance for the Henry Hostetter Farm begins in 1800, the approximate date of construction of the dwelling. It ends in 1968, which is 50 years from the current survey, as the property did not undergo significant changes and has remained agricultural in use throughout the 20<sup>th</sup> century.

### *Contributing and Non-Contributing Building and Structures*

The following buildings and structures are considered contributing to the Henry Hostetter Farm: the dwelling with attached summer kitchen, smokehouse, barn with attached milkhouse, hay drying barn, corn crib with attached machine shed, machine shed, privy, and silo. The associated farmland is also contributing. These features not only successfully tell the story of the evolution of a York-Adams County Diversified Field Crops, Cannery Crops, and Livestock farm, but they are also still in use to some extent. Each building and structure served a clear purpose and helped to contribute to the success and longevity of the farm.

The ca. 1890 picnic structure does not contribute to the Henry Hostetter farm as it was constructed outside the period of significance.

The 1,655-foot private driveway is considered non-contributing because it is not the original allee that led to the Henry Hostetter Farm. The current driveway was routed and paved ca. 1950, presumably when Sunday Drive and the surrounding development was constructed. The original allee connected to Centennial Road in a northeast direction and can be seen in the 1937 aerial.

### *National Register Boundary*

The recommended National Register boundary starts at the northeast corner of tax parcel 08K14-0023---000 at the edge of the shoulder of the intersection of Centennial Road and Sunday Drive. From this corner, the line extends south approximately 190 feet along Sunday Drive to the northeast corner of tax parcel 08K14-0024---000. The boundary then extends west approximately 200 feet, before turning south for 239 feet, and then east for 200 feet until it meets the edge of the gravel shoulder of Sunday Drive again. From here the boundary extends south along Sunday Drive for 594 feet until it meets the northeast corner of tax parcel 08K14-0040---000. The boundary then takes a west-southwest turn, running approximately 186 feet along the north edge of tax parcel 08K14-0040---000, before turning south for 145 feet, and back east for approximately 186 feet until it again meets the edge of the gravel shoulder of Sunday Drive. The boundary then follows the path of Sunday Drive, running southeast along the gravel shoulder, for 1,021 feet until it meets the northeast corner of tax parcel 08K14-0067A---000. The boundary then extends west for 2,263 feet before turning north and running 1,330 feet along crop fields and through a wooded area. From here the line turns west once more and extends 114 feet, before continuing northwest for 700 feet, after that it turns due north and continues for 432 feet, crossing over the Conewago Creek twice, before continuing northeast for 620 feet until it meets the southern boundary of tax parcel 32J14-0064---000. From that point, the boundary line runs southeast 250 feet along an established tree line, before turning northeast and running 974 feet to the southeast corner of tax parcel 08K14-0008---000. Here the boundary continues southeast approximately 889 feet until it meets the edge of the gravel shoulder of Centennial Road. The boundary then follows the path of Centennial Road, for 834 feet until it is back to the starting point at the northeast corner of tax parcel 08K14-0024---000.

### *Boundary Justification*

The Henry Hostetter Farm is recommended eligible as an entire farm, which includes both the farmstead and the associated agricultural land. The delineated boundary encompasses the land currently and historically associated with the property excluding the subdivided properties, tax parcels 08514-0024--000, 08K14-0024A—000, and 08K14-0040—000, along Sunday Drive.

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**Figure 3: Henry Hostetter Farm, 1937**

**Key:**

 Tax Parcel Boundary

**Source: USDA 1937**



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 200 400 800 Feet



**Henry Hostetter Farm**

Conewago, Adams County, Pennsylvania

Key #   001933  

ER #   2016-8477-001  



**Figure 4: Henry Hostetter Farm, 1937 (Farmstead)**

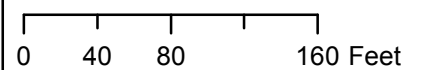
**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1937



Eisenhower  
Boulevard  
Extension Project

**Scale**



# Henry Hostetter Farm

Conewago, Adams County, Pennsylvania

Key # 001933

ER # 2016-8477-001



**Figure 5: Henry Hostetter Farm, 1957**

**Key:**

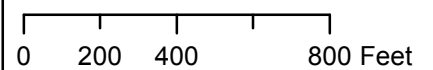
 Tax Parcel Boundary

**Source:** USDA 1957



Eisenhower  
Boulevard  
Extension Project

**Scale**





**Henry Hostetter Farm**

Conewago, Adams County, Pennsylvania

Key #   001933

ER #   2016-8477-001



**Figure 6: Henry Hostetter Farm, 1957 (Farmstead)**

**Key:**

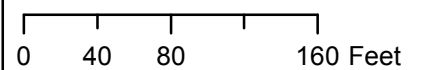
 Tax Parcel Boundary

**Source:** USDA 1957



Eisenhower  
Boulevard  
Extension Project

**Scale**



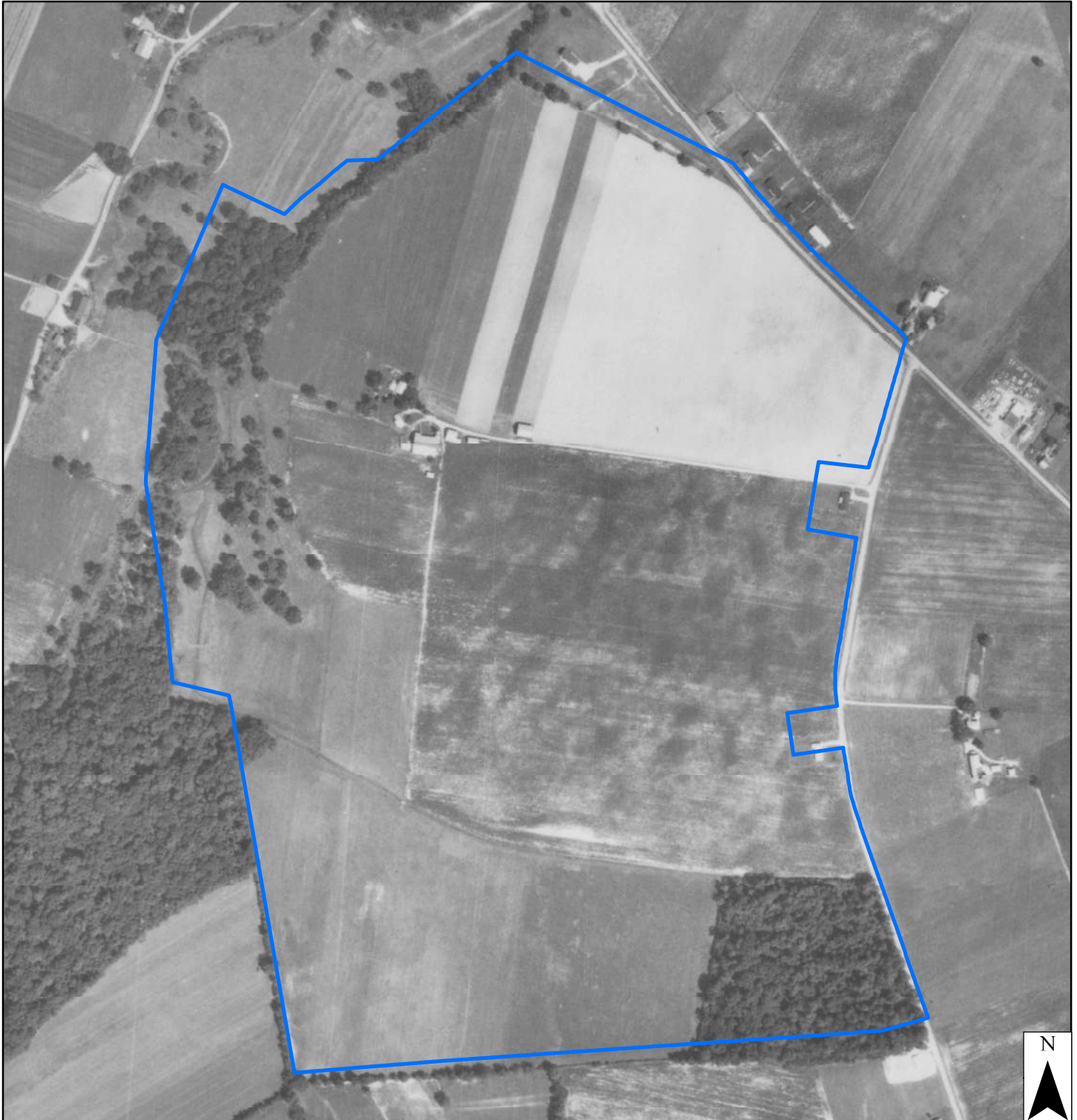


# Henry Hostetter Farm

Conewago, Adams County, Pennsylvania

Key # 001933

ER # 2016-8477-001



**Figure 7: Henry Hostetter Farm, 1971**

**Key:**

 Tax Parcel Boundary

**Source:** USDA 1971



Eisenhower  
Boulevard  
Extension Project

**Scale**

0 200 400 800 Feet

**Henry Hostetter Farm**

Conewago, Adams County, Pennsylvania

Key #   001933  

ER #   2016-8477-001  



**Figure 8: Henry Hostetter Farm, 1971 (Farmstead)**

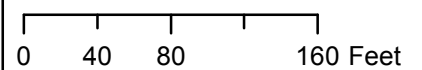
**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1971



Eisenhower  
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Extension Project

**Scale**





# Henry Hostetter Farm

Conewago, Adams County, Pennsylvania

Key # 001933

ER # 2016-8477-001



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Figure 9: Henry Hostetter Farm, 2017**

**Key:**

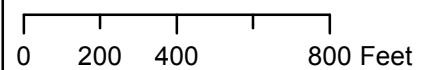
 Tax Parcel Boundary

**Source: ESRI 2017**



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**Scale**



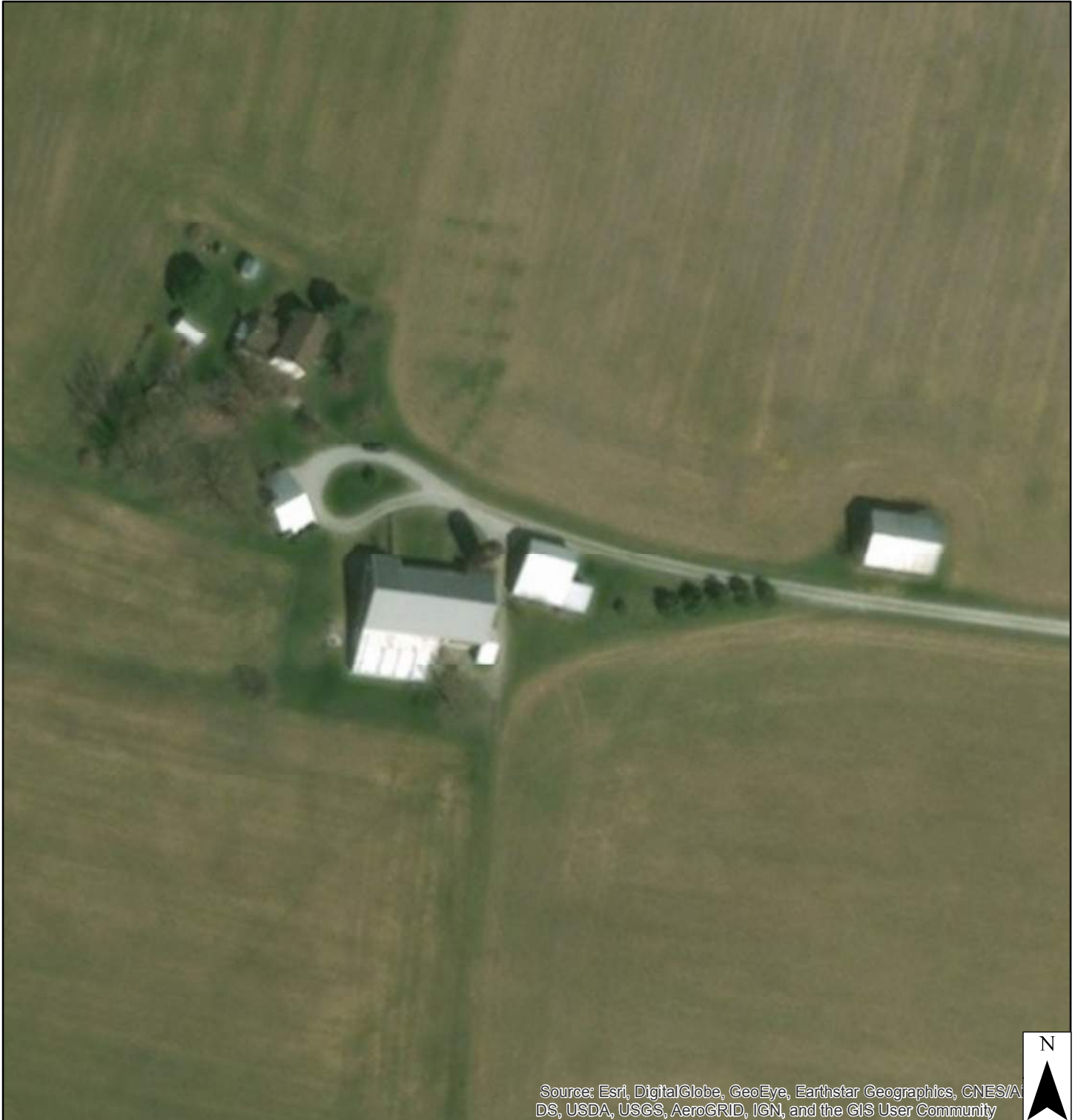


# Henry Hostetter Farm

Conewago, Adams County, Pennsylvania

Key # 001933

ER # 2016-8477-001



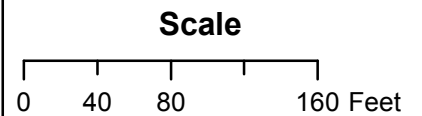
**Figure 10: Henry Hostetter Farm, 2017 (Farmstead)**

**Key:**  
— Tax Parcel Boundary

**Source:** ESRI 2017



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## **HOPKINS MANUFACTURING COMPANY (KEY #077455)**

The Hopkins Manufacturing Company building (Hopkins), located at the southwest intersection of W. Elm Avenue and the Western Maryland Railroad, was documented in a Pennsylvania Historic Resource Survey (PHRS) form in 1984. The information on file at the SHPO includes the 1984 PHRS form and the SHPO staff review sheet, which summarizes the staff recommendation of eligibility. Because the property was last surveyed more than five year ago, it has been reevaluated per SHPO guidelines.

### **Physical Description and Integrity**

#### *1984 Assessment*

Included in the original 1984 PHRS form are detailed architectural descriptions of each of the building sections and a sketched building plan with each of the building sections labeled A through G (the extant building sections are labeled in Figure 2). When it was surveyed in 1984, Hopkins was composed of the ca. 1892 factory building (labeled A), a ca. 1910 wing (labeled B), a ca. 1900 outbuilding (labeled C, no longer extant), two ca. 1910 one-and-one-half-story outbuildings (labeled D, no longer extant, and E), a ca. 1960 cinderblock addition (labeled F, no longer extant), and a ca. 1935 cinderblock addition (labeled G). The ca. 1892 factory building and ca. 1910 wing were identified as contributing while the ca. 1900 outbuilding, ca. 1910 outbuildings, ca. 1960 addition, and ca. 1935 addition were all non-contributing.

Integrity was not discussed in detail in the 1984 PHRS form. However, the author describes Hopkins as “a remarkably intact example of late nineteenth century industrial architecture.” At the time of the original survey, the building retained substantial physical integrity from the historic period of manufacturing. Based on photographs and descriptions, the building in 1984 retained integrity of location, design, setting, materials, workmanship, feeling, and association. Regarding location and setting, Hopkins had not been moved and retained the relationship to both W. Elm Avenue and the railroad, the company’s primary mover of goods. The building also maintained integrity of design, materials, and workmanship despite the additions at the south elevation. The historic building retained the organization of space, massing and proportion, pattern and material of fenestration, and the plain masonry finish, unornamented save for the extant buttressing and painted signage. Consequently, Hopkins evoked late-nineteenth and early twentieth-century industrial design and clearly recalled the historic use, and therefore maintained integrity of feeling and association.

#### *2017 Assessment*

After comparing the physical descriptions and photographs from the 1984 survey to current conditions of the complex, a few major changes have occurred. Notably, the ca. 1960 CMU building (F) was demolished ca. 2013 and the first story of the south elevation of the c. 1892 building has been clad in a ledgerstone-pattern veneer. Removal of this addition also exposed the east elevation of the ca. 1935 addition, which is now clad in metal siding. Outbuildings C and D were also demolished.

All historic, twelve-over-twelve, wood windows on the ca. 1892 and ca. 1910 addition have been replaced with black, vinyl windows with an applied twelve-over-twelve muntin pattern; and the historic twelve-light windows on the c. 1935 addition have been replaced with two-light sashes. The historic beadboard door at the east elevation of the ca. 1892 building has been replaced with a solid metal door and the “large, metal tracks upon which sliding doors of diagonal beaded boards were hung” have been removed from the east side entrance. Finally, the first and last first-floor doors on the north elevation of the ca. 1892 building were restored to windows. They had previously been altered “by extending the opening downward to form a door” and the windows’ upper sashes were sealed with wooden panels (Pennsylvania Historic Resource Survey 1984). The openings have been restored to accommodate the modern, twelve-over-twelve, vinyl windows and the openings below infilled with brick.

The Hopkins Manufacturing Company continues to retain integrity in location, setting, design, feeling, and association, as it:

- is in the same location;

- maintains the relationship to W. Elm Avenue and the railroad;
- retains the organization of space, massing and proportion, fenestration pattern, and the plain masonry finish;
- continues to evoke early 19th-century, industrial architecture; and
- indicates the association to the Hopkins Manufacturing Company through the preservation of historic, painted wall-signage.

However due to the comprehensive loss of original, wood, true-divided-light windows and original, wood doors at the ca. 1892 and ca. 1910 contributing buildings, the Hopkins Manufacturing Company has diminished integrity in materials and workmanship.

## History and Significance

The 1984 PHRS form attributes the significance of the Hopkins Manufacturing Company building to the “remarkably intact” nature of the late-nineteenth-century industrial architecture as well as the historic significance of the “transitional nature of the Hopkins Company’s business. The 1984 PHRS form classifies Hopkins as more significant than other wagon and truck companies in Hanover due to the “prime condition” in which the building remained. The 1984 assessment noted that the Hopkins Company capitalized upon the Hanover area’s fine reputation for vehicle manufacture by extending that craftsmanship into the age of motor vehicles” (Pennsylvania Historic Resource Survey 1984). According to the author, the Hopkins was part of and contributed to a larger history about the transition from horse-drawn vehicles to motorized automobiles. Overall, however, the history and significance discussion of the property in the 1984 PHRS form lacks depth and sufficient contextual analysis.

The PHMC staff review sheet was available in the resource file at the SHPO. Of the staff who reviewed this resource, three were proponents of its National Register eligibility and two were opposed, arguing that the property is better part of a district and does not merit individual listing. Their vote and comments were as follows:

- Yes – “Only if they restore the signage”
- Probably – “Context not real clear – Hopkins Man. Co. seems important. Needs to discuss transition from wagon to motor & Hanover’s place in that transition. This is in district (I think).”
- Yes – [no comment]
- Yes – [no comment]
- Not Individually – “Part of HD”

In the formal review letter to the PHRS author, the SHPO determined that “the resource appears to meet the National Register criteria and to have a nomination priority as established by the Historic Preservation Board.” Their specific evaluation reads:

In the opinion of the Bureau for Historic Preservation the Hopkins Manufacturing Company appears eligible for nomination to the National Register of Historic Places. This late 19th century industrial building is a well-preserved example of its type. The company appears to have been a locally significant industry, with the 1892 building reflecting its 20th century significance in the construction of truck and van bodies.



## Recommendation

Due to the age of the original determination of eligibility, the Hopkins Manufacturing building was re-evaluated for its eligibility to the National Register of Historic Places, per current SHPO guidelines. Although the 1984 PHRS form did not address the National Register criteria specifically, its author concluded that Hopkins was significant historically and architecturally, which suggested eligibility under Criterion A and C.

Based on an analysis of the original reasons for its determination, the building preserves most aspects of integrity and appears to retain eligibility for the National Register of Historic Places.

The Hopkins Manufacturing Company continues to “represent a relatively brief, transitional period in American industrial and technological history” in which means of transportation evolved from horse-drawn carriages to automobiles (Pennsylvania Historic Resource Survey 1984). Consequently, Hopkins is recommended eligible for the National Register under Criterion A.

The Pennsylvania State Historic Preservation Office online inventory of historic and archaeological sites (CRGIS) listed the property as significant under Criteria A and B and noted association with Charles P. Ketterer and George D. Hopkins, although this was not explicitly described in the 1984 PHRS form. Although Hopkins is associated with Charles P. Ketterer and George D. Hopkins, neither of the men appear to have been individually significant to the advancement of the carriage or automobile industry. Neither of the men invented revolutionary technology or proved to be the first, largest, or most successful company within their field. Based on this information and the information presented in the original 1984 PHRS form, the property is not recommended eligible under Criterion B.

The demolition of the ca. 1900 outbuilding, ca. 1910 outbuilding, and ca. 1960 addition did not affect the building’s integrity as none of those buildings were deemed contributing. The cladding in stone veneer of the south elevation, which was installed following demolition of the ca. 1960 building, is not visible from the public right-of-way and, therefore, does not detract from the historic character of the extant building. Additionally, although the historic, wood windows were replaced, the new windows maintain the original twelve-light design and the fenestration pattern is preserved. The Hopkins Manufacturing Company retains the feeling of late nineteenth-century industrial architecture and is recommended eligible under Criterion C.

No archaeological assessment of the site has been made, thus the site cannot be evaluated at this time for National Register eligibility under Criterion D.

## Period of Significance

The recommended period of significance for the Hopkins Manufacturing Company is 1892-1910, the period in which the contributing buildings were constructed. This also covers the early period of change within American history when the means of personal transportation evolved from horse-drawn carriages to automobiles. During this time the design and existing technology of carriages informed the design of automobiles, and the same factories that produced carriages adjusted to accommodate automobile production.

## National Register Boundary

The recommended National Register boundary follows the boundaries of parcels 67000110002A (York County) and 08008-0022---000 (Adams County) and encompasses the extant Hopkins Manufacturing Company buildings, including non-contributing additions.

Starting at the northeast corner of lot 67000110002A, the proposed National Register boundary extends southeast along

**Hopkins Manufacturing Company**  
Hanover, York County, Pennsylvania

Key # 077455
ER # 2016-8477-001

the railroad for approximately 200 feet to the southeast corner of the parcel. The proposed boundary turns west and extends approximately 90 feet, then turns north and extends approximately 60 feet to a point, then turns west and extends 393 feet to the southwest corner of parcel 08008-0022---000. The boundary then turns north and extends approximately 117 feet along Garfield Street to the northwest corner of lot 08008-0022---000. The boundary then turns east and runs approximately 425 feet along W. Elm Avenue to the point of beginning.

## **Photograph List** (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

**Photographer Name:** Sarah Johnson (JMT)

**Date:** October 30, 2017 (JMT)

**Location Negatives / Electronic Images Stored:** JMT, 1600 Market Street, Ste. 520, Philadelphia, PA 19103

Photograph 1: The 1892 factory, showing the east and north elevations (1984). Looking southwest.

Photograph 2: The 1892 factory and c. 1960s addition "F" (right to left), showing the east and south elevations of the factory (1984). Looking northwest.

Photograph 3: The south elevation of buildings "D," "E," and "G" (left to right, 1984). Looking northwest.

Photograph 4: The north and east elevations of the 1892 factory and east elevation of the c. 1960s addition (right to left), c. 2012 (Google Streetview). Note the historic twelve-over-twelve, wood windows in place. Looking southwest.

Photograph 5: Facade (north) of the 1892 factory, showing the historic, twelve-over-twelve, wood windows still in place, c. 2012 (Google Streetview). Looking southeast.

Photograph 6: Facade (north) of the c. 1910 addition, showing the historic, twelve-over-twelve, wood windows still in place, c. 2012 (Google Streetview). Looking south.

Photograph 7: The south elevation of the 1892 factory, showing the replacement windows and new stone veneer at the ground floor (2017). Looking northwest.

Photograph 8: North elevation of c. 1935 addition "G," showing the historic three-over-six-over-three windows still in place, c. 2012 (Google Streetview). Looking west.

Photograph 9: Facade (north) and east elevation of the 1892 factory, as well as the c. 1910 addition to the far right (2017). Looking southwest.

Photograph 10: North elevation of the c. 1910 and c. 1935 additions (left to right, 2017). Looking southwest.

Photograph 11: North elevation of the 1892 factory, c. 1910 addition, and c. 1935 addition (left to right, 2017). Looking southeast.

Photograph 12: West elevation of the c. 1935 addition. Looking east.

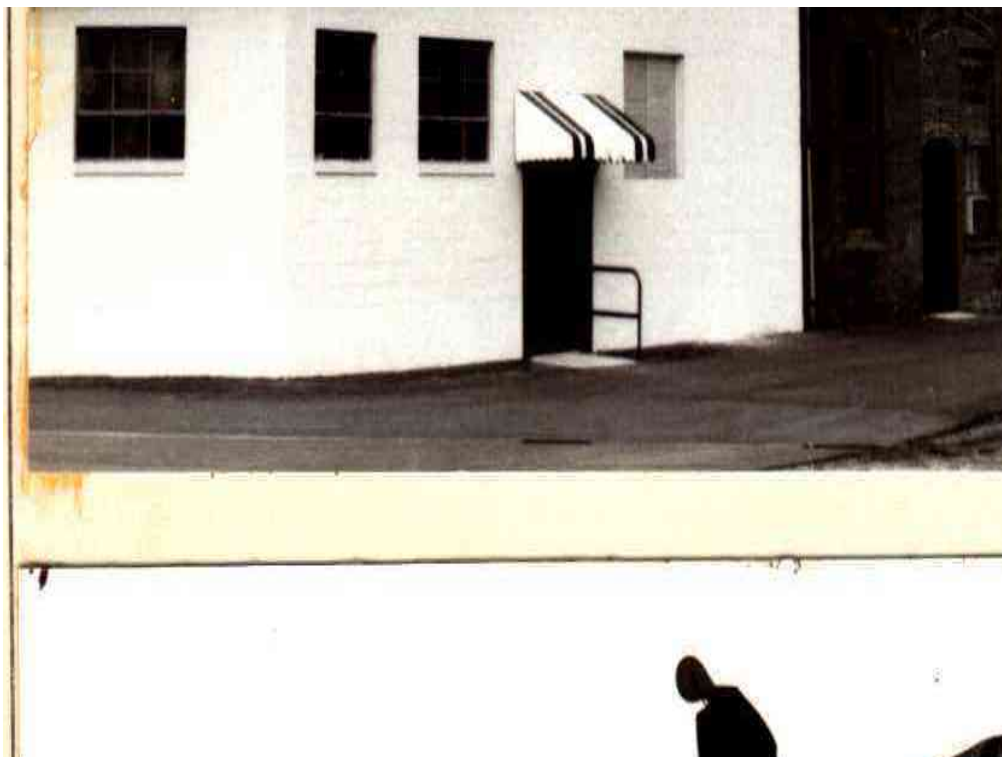
Photograph 13: South elevation of the c. 1935 addition. Looking northwest.

Photograph 14: South elevation of buildings "E" and "G" (c. 1935, CMU addition), which is on either side of building "E" (2017). Looking northwest.





**Photograph 1:** The 1892 factory, showing the east and north elevations (1984). Looking southwest.



**Photograph 2:** The 1892 factory and c. 1960s addition "F" (right to left), showing the east and south elevations of the factory (1984). Looking northwest.



**Photograph 3:** The south elevation of buildings “D,” “E,” and “G” (left to right, 1984). Looking northwest.



**Photograph 4:** The north and east elevations of the 1892 factory and east elevation of the c. 1960s addition (right to left), c. 2012 (Google Streetview). Note the historic twelve-over-twelve, wood windows in place. Looking southwest.



**Photograph 5:** Facade (north) of the 1892 factory, showing the historic, twelve-over-twelve, wood windows still in place, c. 2012 (Google Streetview). Looking southeast.



**Photograph 6:** Facade (north) of the c. 1910 addition, showing the historic, twelve-over-twelve, wood windows still in place, c. 2012 (Google Streetview). Looking south.





**Photograph 8:** North elevation of c. 1935 addition "G," showing the historic three-over-six-over-three windows still in place, c. 2012 (Google Streetview). Looking west.



**Photograph 7:** The south elevation of the 1892 factory, showing the replacement windows and new stone veneer at the ground floor (2017). Looking northwest.



**Photograph 9:** Facade (north) and east elevation of the 1892 factory, as well as the c. 1910 addition to the far right (2017). Looking southwest.



**Photograph 10:** North elevation of the c. 1910 and c. 1935 additions (left to right, 2017). Looking southwest.



**Photograph 11:** North elevation of the 1892 factory, c. 1910 addition, and c. 1935 addition (left to right, 2017). Looking southeast.



**Photograph 12:** West elevation of the c. 1935 addition. Looking east.





**Photograph 13:** South elevation of the c. 1935 addition. Looking northwest.



**Photograph 14:** South elevation of buildings "E" and "G" (c. 1935, CMU addition), which is on either side of building "E" (2017). Looking northwest.

## Hopkins Manufacturing Company

Hanover, York County, Pennsylvania

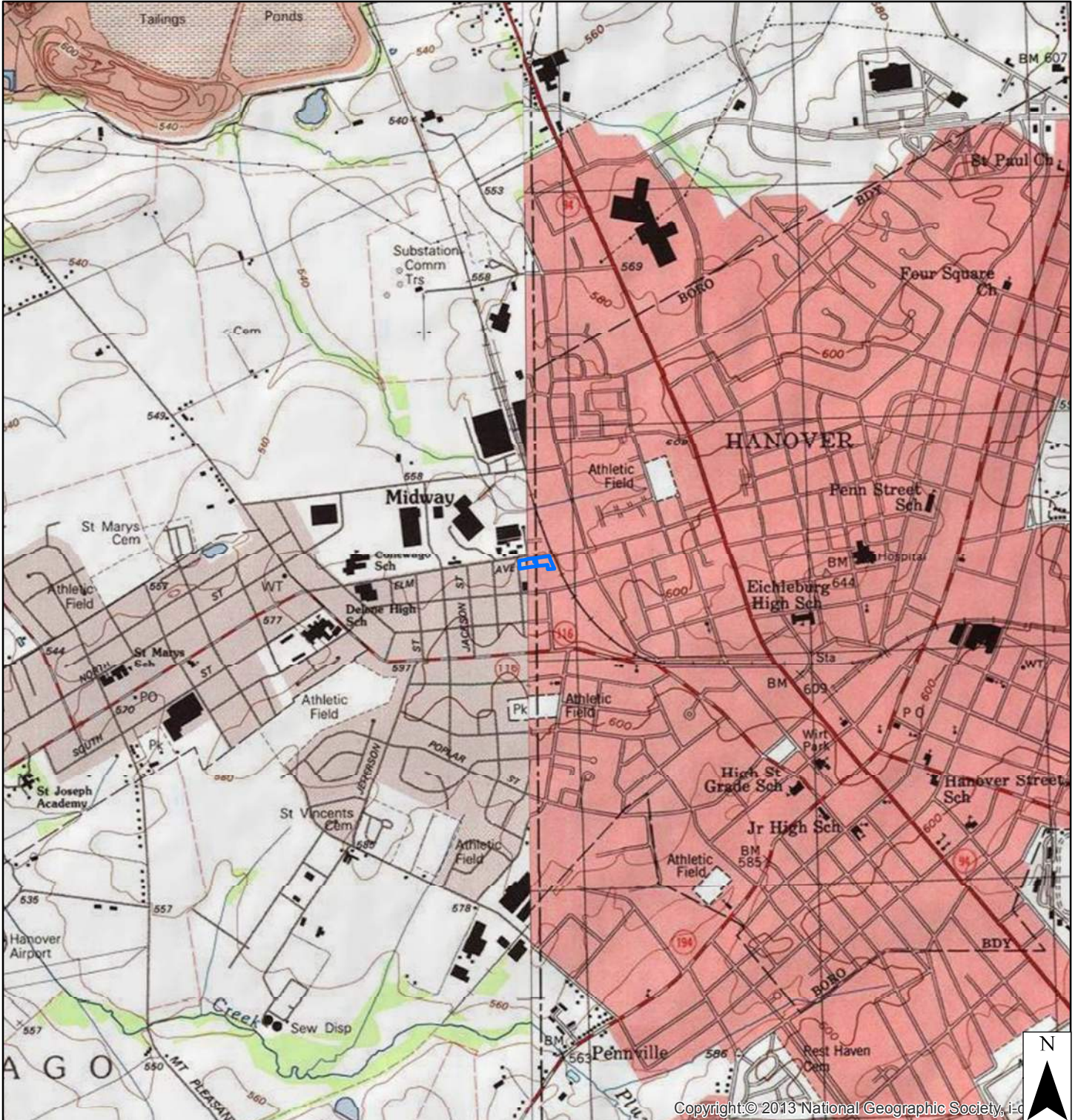
Key # 077455

ER# 2016-8477-001

### Figure List

- Figure 1 – Hopkins Manufacturing Company, Resource Location Map (USGS 1984)
- Figure 2 – Hopkins Manufacturing Company, Site Plan & Photograph Location Map
- Figure 3 – Hopkins Manufacturing Company, 1909 (Sanborn Map 1909)
- Figure 4 – Hopkins Manufacturing Company, 1917 (Sanborn Map 1917)
- Figure 5 – Hopkins Manufacturing Company, 1937 (USDA 1937)
- Figure 6 – Hopkins Manufacturing Company, 1957 (USDA 1957)
- Figure 7 – Hopkins Manufacturing Company, 1971 (USDA 1971)
- Figure 8 – Hopkins Manufacturing Company, 2017 (ESRI 2017)





**Figure 1: Hopkins Mnfg. Co. Resource Location Map**

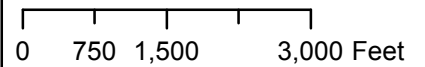
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 Tax Parcel Boundary

**Source:** USGS 1984

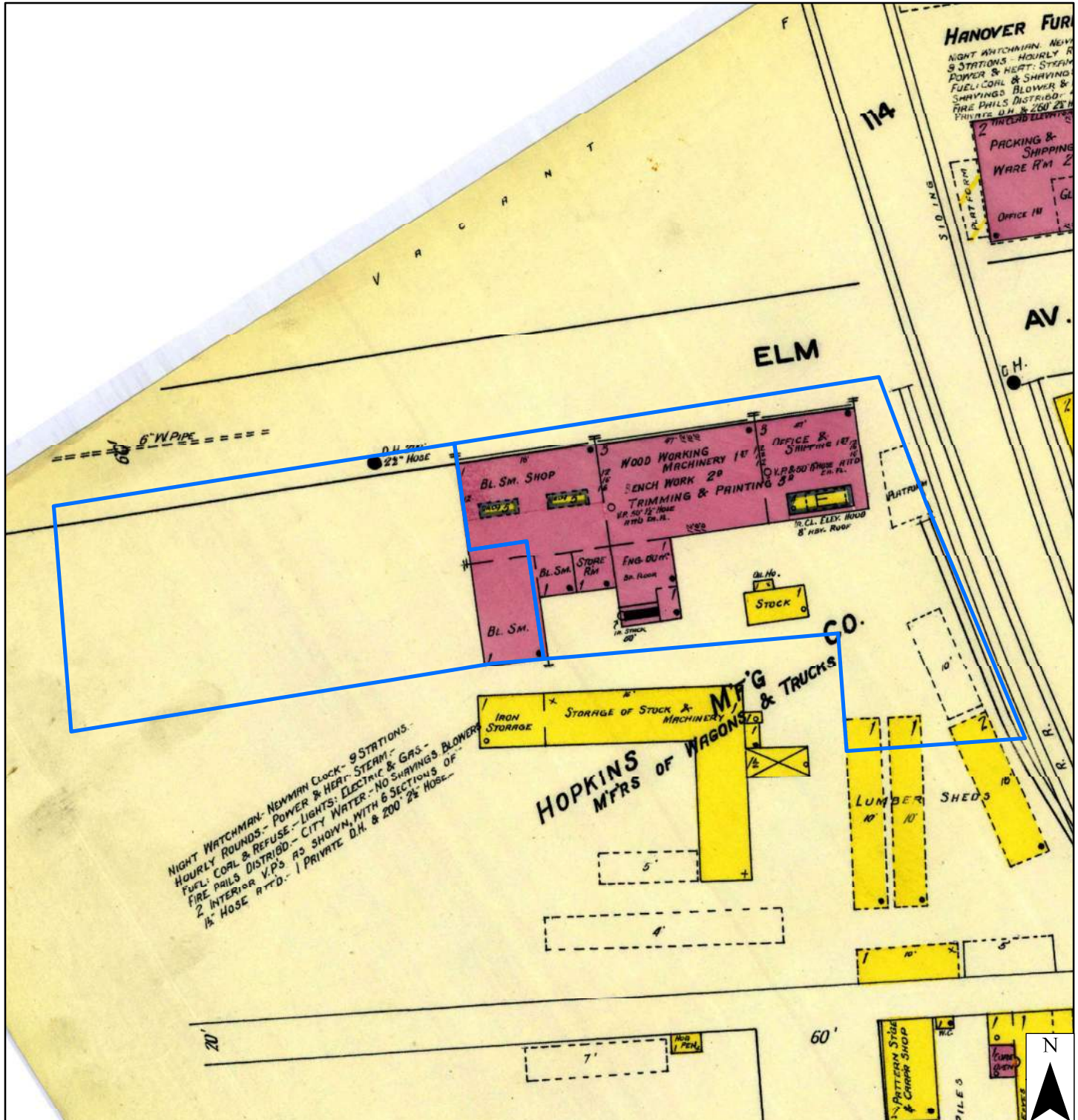


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**Scale**







**Figure 3: Hopkins Mnfg. Co,  
 1909**

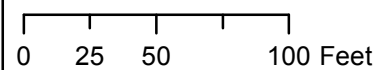
**Key:**  
— Tax Parcel Boundary

**Source:** Sanborn Map  
 1909



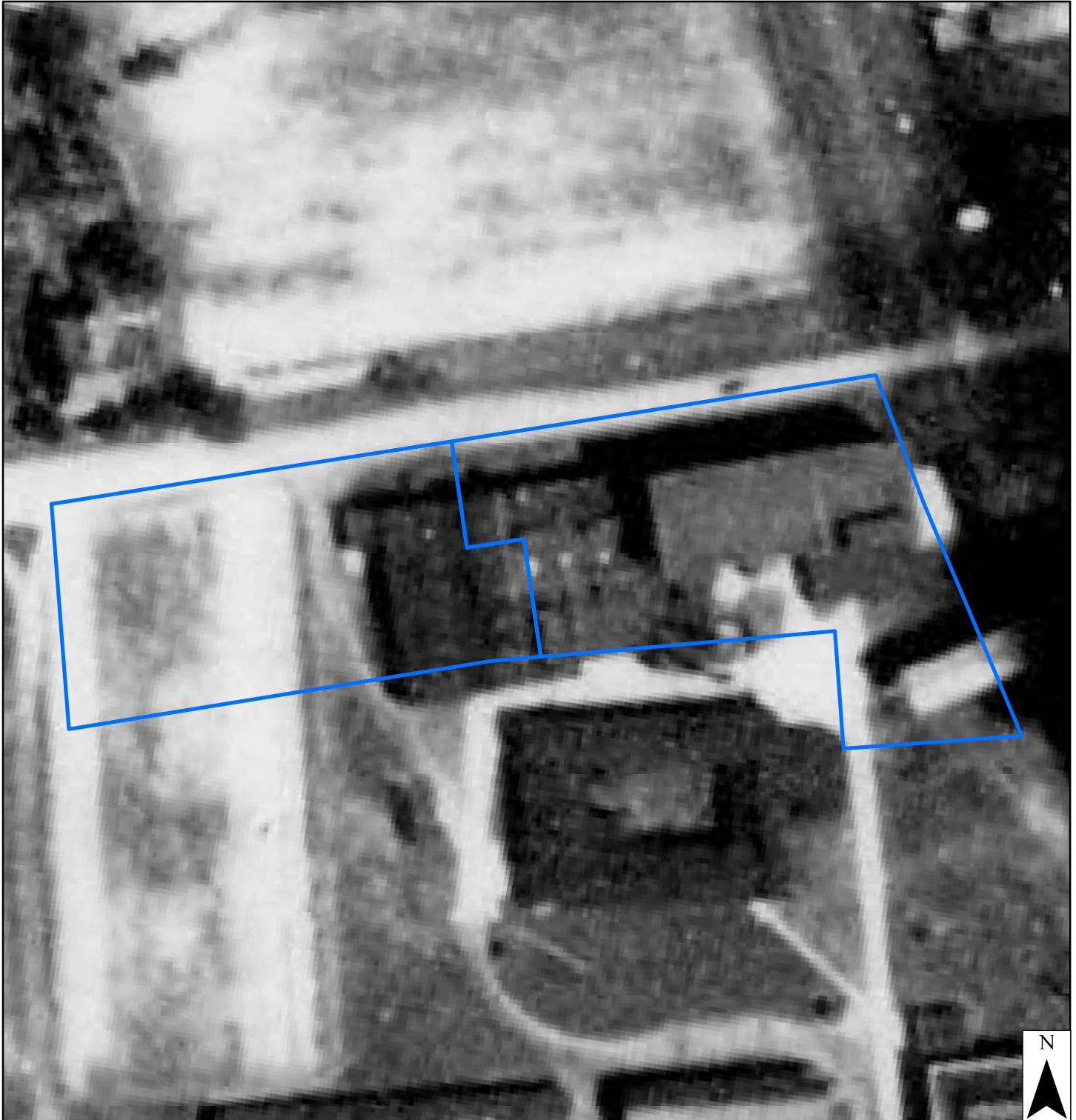
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 Boulevard  
 Extension Project

**Scale**









**Figure 5: Hopkins Mnfg. Co,  
1937**

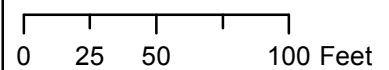
**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1937

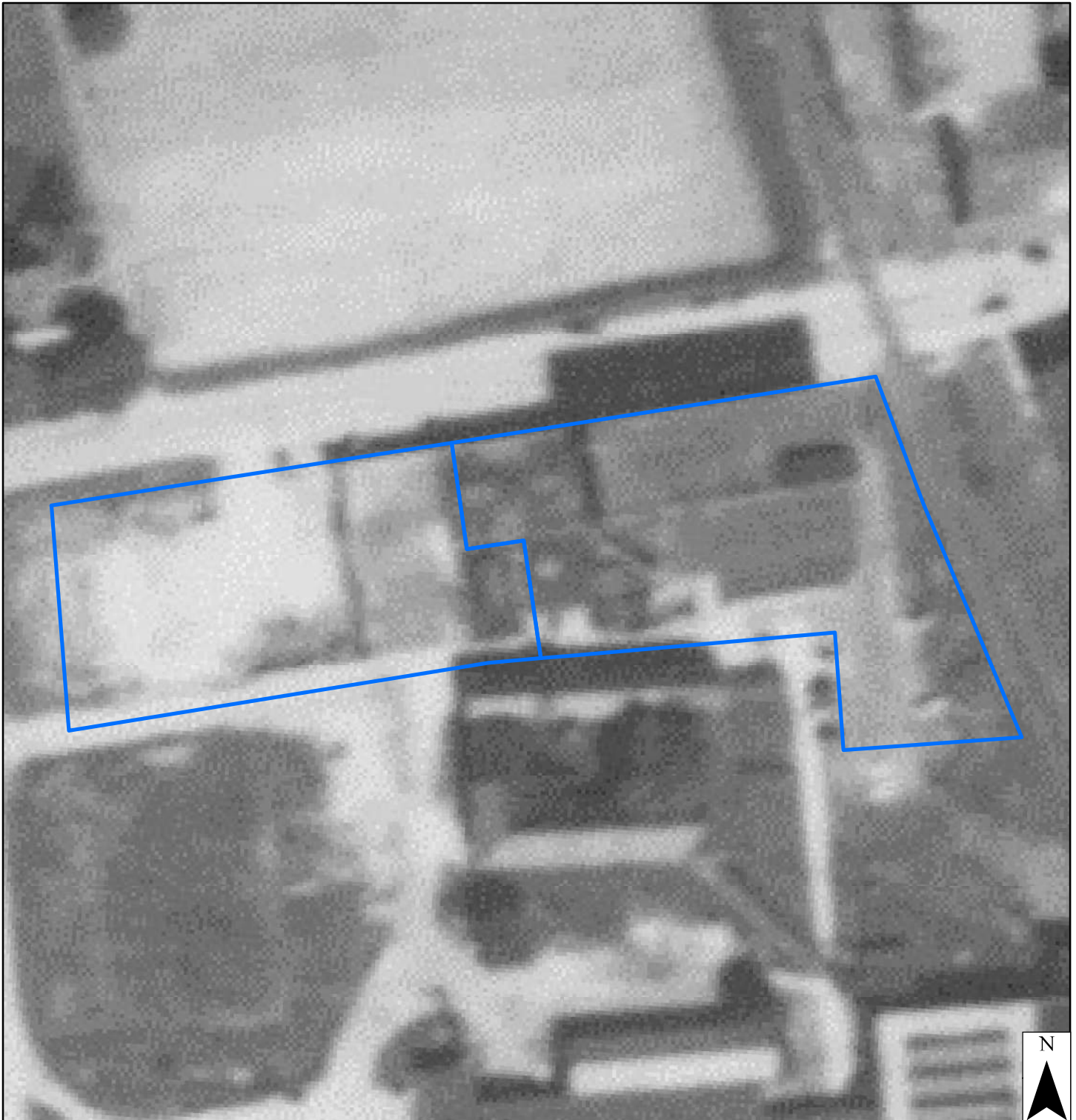


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**Scale**







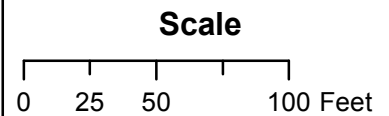
**Figure 6: Hopkins Mnfg. Co,  
1957**

**Key:**  
— Tax Parcel Boundary

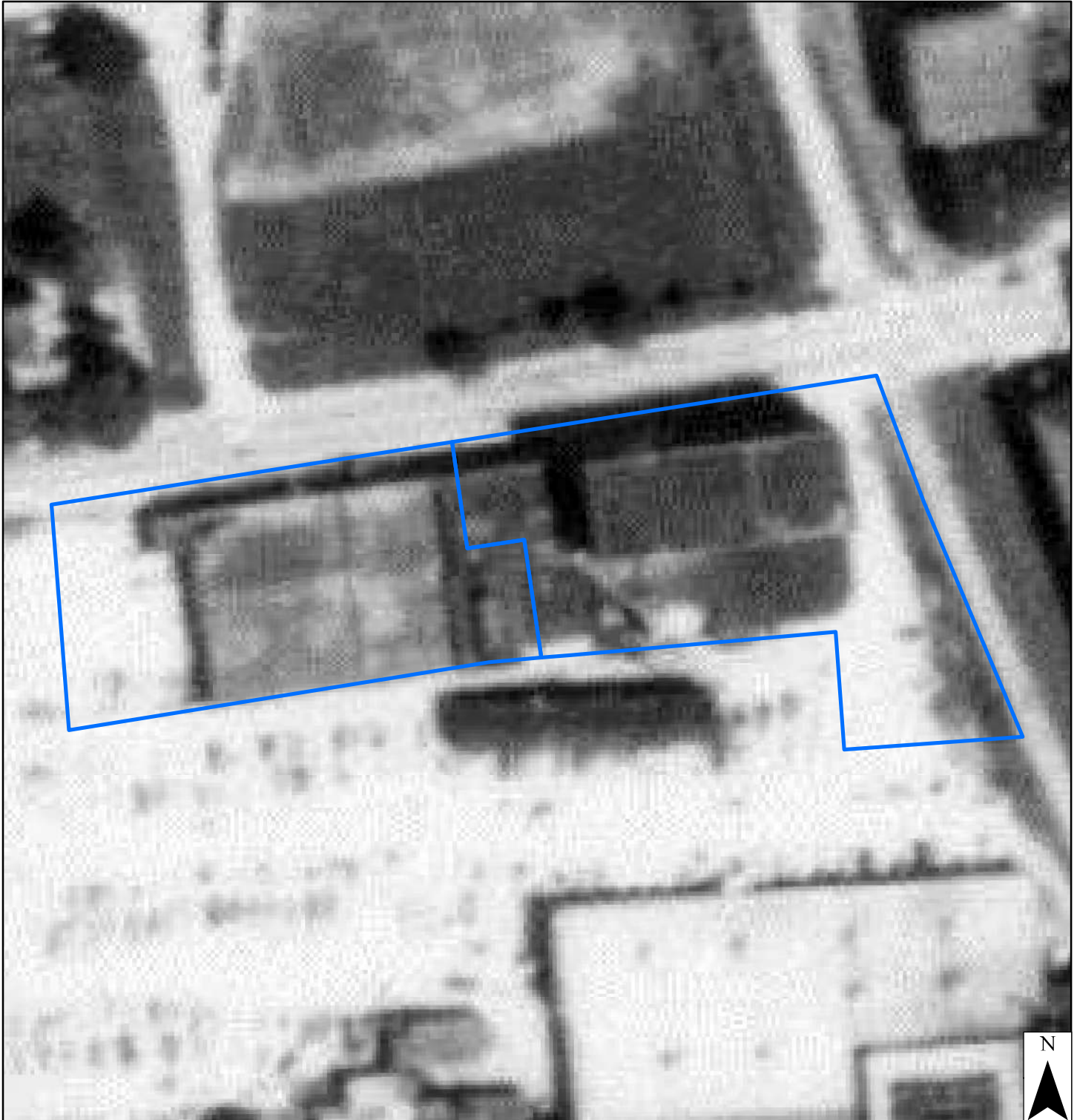
**Source:** USDA 1957



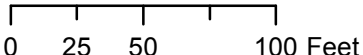


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Key # 077455  
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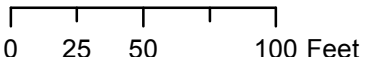


<p><b>Figure 7: Hopkins Mnfg. Co, 1971</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source:</b> USDA 1971</p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 

Key # 077455  
 ER # 2016-8477-001



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

<p><b>Figure 8: Hopkins Mnfg. Co, 2017</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source: ESRI 2017</b></p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 



# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

Key # _____
ER# _____
Date Prepared _____

**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME \_\_\_\_\_

CURRENT/Common NAME \_\_\_\_\_

OWNER NAME/ADDRESS \_\_\_\_\_

TOTAL NUMBER OF RESOURCES \_\_\_\_\_

COUNTY \_\_\_\_\_ MUNICIPALITY \_\_\_\_\_

USGS QUAD \_\_\_\_\_

LOCATION \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR \_\_\_\_\_

**Function** *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Current Function	Subcategory	Particular Type
_____	_____	Potato Chip & Snack Food Store
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**Property Features** *(Items 15-17; see Instructions, pages 7-8)*

Setting \_\_\_\_\_

Ancillary Features

_____	_____	_____
_____	_____	_____
_____	_____	_____

Acreage (round to nearest tenth) \_\_\_\_\_

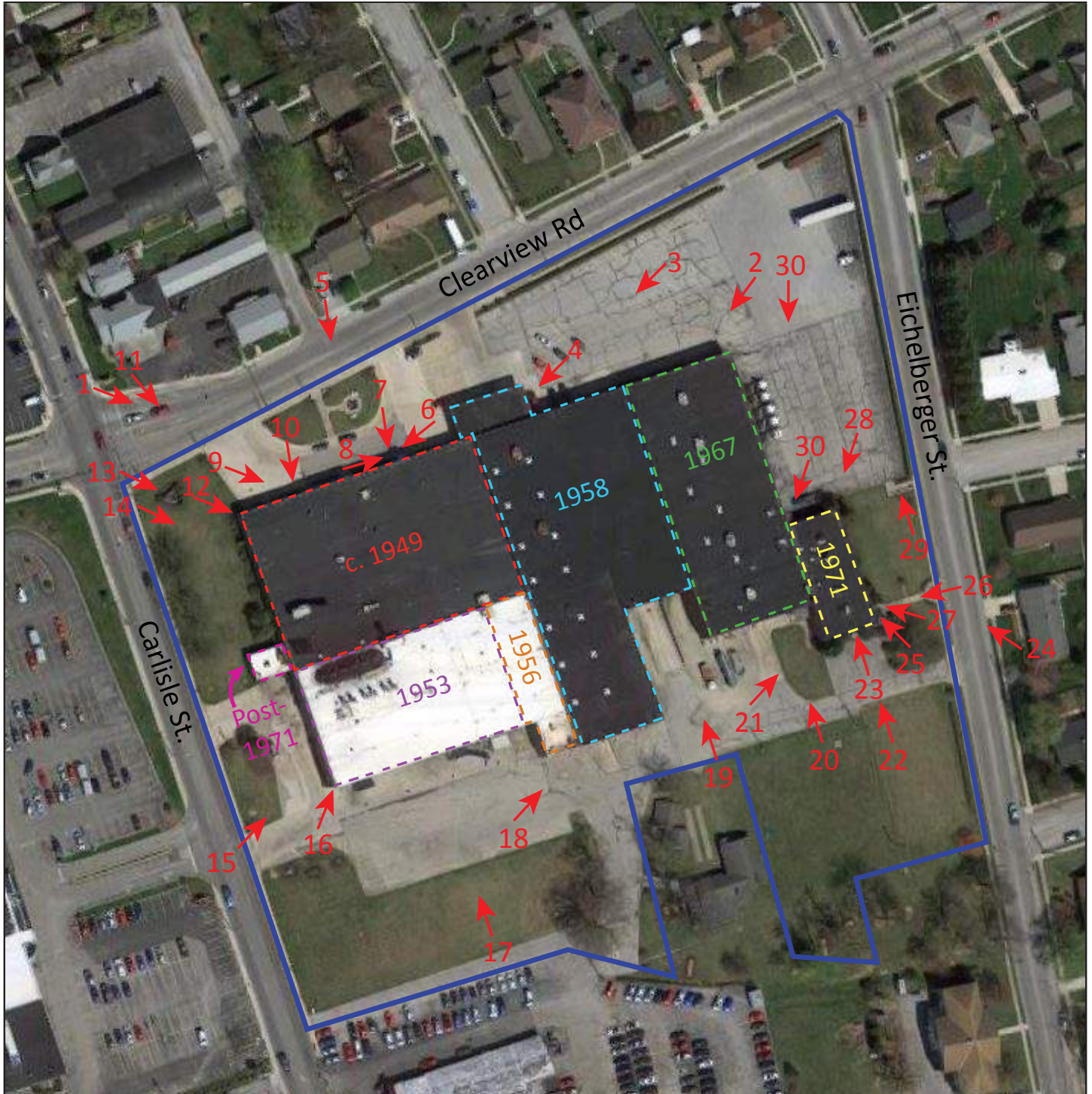













<p><b>Figure 2: Utz Potato Chip Co. Site Plan &amp; Photograph Location Map</b></p>  <p>Eisenhower Boulevard Extension Project</p>	<p><b>Key:</b></p> <p><span style="color: blue;">—</span> Proposed NR Boundary</p>	<p><b>Source:</b> Google Earth 2017</p>
	<p><b>Scale</b> 1:24,000</p>	

## **Photograph List** (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

**Photographer Name:** Lindsey Allen (JMT)

**Date:** October 30, 2017 (JMT)

**Location Negatives / Electronic Images Stored:** JMT, 1600 Market Street, Ste. 520, Philadelphia, PA 19103

Photograph 1: Overview of the Utz Potato Chip Co. Factory Outlet Store showing the c. 1949 building, 1958 addition, and 1967 addition (from right to left). Looking southeast.

Photograph 2: The 1967 addition to the Utz Potato Chip Co. Factory Outlet Store. The 1958 addition is to the far right. Looking southwest.

Photograph 3: The 1958 addition at center. Looking southwest.

Photograph 4: The stylized, aluminum canopy at the 1958 addition. Looking west.

Photograph 5: The original, c. 1949 Utz Potato Chip Co. building, showing the entrance to the Outlet Store (at the left) and the stylized, white brick façade (at right). Looking south.

Photograph 6: View of the Factory Store entrance below the blue awning and display window at left. Looking west.

Photograph 8: View of the Factory Store entrance vestibule, showing the glazed brick and original wooden door system. Looking south.

Photograph 7: View of the custom-made handrails containing the Utz name within the balusters. Looking east.

Photograph 9: The highly stylized, white brick façade at the original c. 1949 factory building. Looking southeast.

Photograph 10: Detail view of the entrance at the white brick façade, showing the original door system and masonry detailing. Looking south.

Photograph 11: View of the northwest corner of the Utz Potato Chip Co. factory building, showing the truck-loading door and glass block glazing.

Photograph 12: Detail view of the curved glass block glazing and metal fascia at the northwest corner. Looking southeast.

Photograph 13: The V-shaped, polished aluminum signage, located at the northeast corner lawn. Looking southeast.

Photograph 14: The west elevation of the c. 1949 building, showing the band of glass block glazing with interspersed steel windows. Looking southeast.

Photograph 15: The west elevation of the 1953 addition, showing continuation of the window fenestration, gradation change, and rooftop signage. Looking northeast.

Photograph 16: Detail view of the southwest corner, showing the curved glass block and original light fixtures. Looking northeast.

Photograph 17: The 1953 and 1956 additions (from left to right), differentiated by the termination of the glass block. The 1956 addition includes the ell with the lower roofline at the far right. Looking north.

Photograph 18: The 1956 ell (left), 1958 ell (center), and 1967 addition (far right), at the south side of the complex. Looking northeast.



Photograph 19: The 1958 addition, showing the ell to the left, a central truck entrance, and truck-loading docks. Looking north.

Photograph 20: The south elevation of the 1967 addition, showing the west elevation of the 1971 addition to the far right. Looking north.

Photograph 21: The 1967 and 1971 additions (from left to right). Looking northeast.

Photograph 22: The south elevation of the 1971 addition from the adjacent parking lot, showing the stone-clad retaining wall and steps at the far right. Looking north.

Photograph 23: Detail view of the pyramidal concrete panels and coarse-aggregate concrete opening infill at the south elevation of the 1971 addition. Looking north.

Photograph 24: The 1971 corporate office addition, showing the retaining wall at the left, half-circle path from the sidewalk, and east elevation. Looking west.

Photograph 25: Detail view of the stylized light fixture located at the north corner of the retaining wall, showing the double-height entrance behind. Looking northwest.

Photograph 26: Detail view of the double-height entrance at the east elevation of the 1971 addition. Looking west.

Photograph 27: Detail view of the stylized railings and granite steps at the 1971 addition entrance. Looking northwest.

Photograph 28: The east and north elevations of the 1971 addition. Looking southwest.

Photograph 29: The retaining wall on the east side of the complex north, located northwest of the 1971 addition. Looking north.

Photograph 30: View of the intersection of the 1971 addition (the north elevation at left) and 1968 addition (the east elevation at left), showing the metal canopy at the corner. Looking west.

Photograph 31: The east elevation of the 1968 addition. Looking southwest.



**Photograph 1:** Overview of the Utz Potato Chip Co. Factory Outlet Store showing the c. 1949 building, 1958 addition, and 1967 addition (from right to left). Looking southeast.



**Photograph 2:** The 1967 addition to the Utz Potato Chip Co. Factory Outlet Store. The 1958 addition is to the far right. Looking southwest.



**Photograph 3:** The 1958 addition at center. Looking southwest.



**Photograph 4:** The stylized, aluminum canopy at the 1958 addition. Looking west.





**Photograph 5:** The original, c. 1949 Utz Potato Chip Co. building, showing the entrance to the Outlet Store (at the left) and the stylized, white brick façade (at right). Looking south.



**Photograph 6:** View of the Factory Store entrance below the blue awning and display window at left. Looking west.



**Photograph 7:** View of the custom-made handrails containing the Utz name within the balusters. Looking east.



**Photograph 8:** View of the Factory Store entrance vestibule, showing the glazed brick and original wooden door system. Looking south.



**Photograph 9:** The highly stylized, white brick façade at the original c. 1949 factory building. Looking southeast.



**Photograph 10:** Detail view of the entrance at the white brick façade, showing the original door system and masonry detailing. Looking south.





**Photograph 11:** View of the northwest corner of the Utz Potato Chip Co. factory building, showing the truck-loading door and glass block glazing.



**Photograph 12:** Detail view of the curved glass block glazing and metal fascia at the northwest corner. Looking southeast.



**Photograph 13:** The V-shaped, polished aluminum signage, located at the northeast corner lawn. Looking southeast.



**Photograph 14:** The west elevation of the c. 1949 building, showing the band of glass block glazing with interspersed steel windows. Looking southeast.





**Photograph 15:** The west elevation of the 1953 addition, showing continuation of the window fenestration, gradation change, and rooftop signage. Looking northeast.



**Photograph 16:** Detail view of the southwest corner, showing the curved glass block and original light fixtures. Looking northeast.





**Photograph 17:** The 1953 and 1956 additions (from left to right), differentiated by the termination of the glass block. The 1956 addition includes the ell with the lower roofline at the far right. Looking north.



**Photograph 18:** The 1956 ell (left), 1958 ell (center), and 1967 addition (far right), at the south side of the complex. Looking northeast.



**Photograph 19:** The 1958 addition, showing the ell to the left, a central truck entrance, and truck-loading docks. Looking north.



**Photograph 20:** The south elevation of the 1967 addition, showing the west elevation of the 1971 addition to the far right. Looking north.





**Photograph 21:** The 1967 and 1971 additions (from left to right). Looking northeast.



**Photograph 22:** The south elevation of the 1971 addition from the adjacent parking lot, showing the stone-clad retaining wall and steps at the far right. Looking north.





**Photograph 23:** Detail view of the pyramidal concrete panels and coarse-aggregate concrete opening infill at the south elevation of the 1971 addition. Looking north.



**Photograph 24:** The 1971 corporate office addition, showing the retaining wall at the left, half-circle path from the sidewalk, and east elevation. Looking west.



**Photograph 25:** Detail view of the stylized light fixture located at the north corner of the retaining wall, showing the double-height entrance behind. Looking northwest.



**Photograph 26:** Detail view of the double-height entrance at the east elevation of the 1971 addition. Looking west.





**Photograph 27:** Detail view of the stylized railings and granite steps at the 1971 addition entrance. Looking northwest.



**Photograph 28:** The east and north elevations of the 1971 addition. Looking southwest.





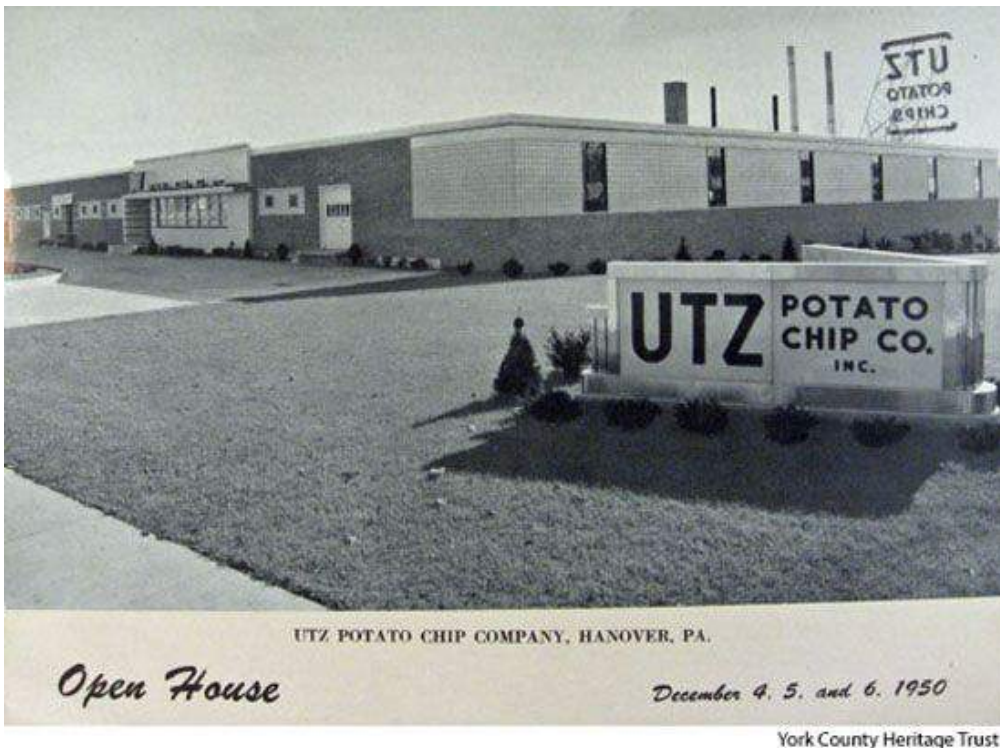
**Photograph 29:** The retaining wall on the east side of the complex north, located northwest of the 1971 addition. Looking north.



**Photograph 30:** View of the intersection of the 1971 addition (the north elevation at left) and 1968 addition (the east elevation at left), showing the metal canopy at the corner. Looking west.



**Photograph 31:** The east elevation of the 1968 addition. Looking southwest.



**Photograph 32:** The Utz Potato Chip Co. factory, circa 1950. Source: York County Heritage Trust

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## Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how/why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)



## PHYSICAL DESCRIPTION AND INTEGRITY (ITEM 38)

### Physical Description

The Streamline Moderne industrial complex at 861 Carlisle consists of the original c. 1949 brick building and five additions. The complex runs roughly east-west and is located in the northern half of the 9.8-acre parcel. Located on the west side of Hanover Borough, the parcel is bound by Clearview Road to the north, Carlisle Avenue to the west, Eichelberger Street to the east, and a commercial property to the south. The façade faces north.

The Utz Potato Chip Factory Outlet Store was constructed in six campaigns. The original building, located at the northwest corner, was built circa 1949 after the ten-acre tract of land was purchased by the company in 1947. An ell on the southwest side was constructed in 1953 and then expanded to the east in 1956 as is seen in the 1957 aerial (*Figure 3*). The remainder of the extant building on the eastern side of the complex, identified by different roof heights on the north façade, were constructed between 1958 and 1967. Finally, the smallest addition, located at the southeastern corner of the building was constructed in 1971 to serve as corporate offices (“Timeline” 2017; Aerial Photographs 1957, 1971).

The extant building is constructed primarily of red brick in common bond pattern capped with a metal-clad coping, rises one story in height at the north side of the complex and one-and-one-half to two-stories on the south side (due to grade change), and has a flat roof at all sections.

### North

The 1967, 1958, and c. 1949 sections (east to west) compose the north façade and are distinguished by vertical expansion joints and stepped rooflines (*Photograph 1*). Unless otherwise noted, all sections of the façade feature original glass block openings surrounding a central, single-light, operable window. A continuous concrete header, sill, and central band span the width of the building sections and connect the glass block openings, creating a clear horizontal axis.

#### **1967 Addition**

The eastern-most portion of the façade has the tallest roofline, eight windows, and two, original, utilitarian light fixtures (*Photograph 2*). No other openings or details are present on this elevation of the 1967 addition.

#### **1958 Addition**

The roofline of the 1958 addition steps down from the 1967 addition. This central section has one set of four and one set of two windows. A large, stylized aluminum canopy likely dating to the 1958 addition extends over two, metal truck-loading doors at the west side of the 1958 addition. Three metal doors with wire-mesh glass flank the truck-loading doors, one on the east side and two on the west side. The concrete header, sill, and central band span this addition but break at the truck-loading doors. The height of the aluminum canopy is lower than that of the 1958 addition and aligns with the roofline of the c. 1949 building (*Photographs 3 and 4*).

#### **Original c. 1949 building**

The façade of the c. 1949 building has eight glass block window openings (*Photograph 5*). An updated, metal, projecting display window with standing seam roof and an adjacent entrance to the outlet store characterize the eastern half of the c. 1949 building (*Photograph 6*). The recessed entrance has concrete and brick steps with black-painted iron railings, custom-made to include the Utz name within the balusters, and a half-circle, blue and white awning with the Utz name and logo (*Photograph 7*). The shallow entrance vestibule has beige and red ceramic tile cladding and features a nine-light-over-double-panel wood door flanked by three-light-over-single-panel wood sidelights and topped with a five-light wood transom. The vestibule is lit by a single recessed fixture (*Photograph 8*).

The western portion of the c. 1949 building features the original, highly stylized, white-glazed-brick commercial entrance (*Photograph 9*). The white brick is proud of the red brick façade by one brick wythe. Low concrete and red brick steps

lead to a covered vestibule and entrance, which is characterized by original thin-framed, aluminum and glass double doors with hexagonal push-plates and minimalist handles, single-light sidelight, and transom. Surrounding the entrance, every sixth or seventh row of the common-bond white brick is interrupted by six parallel rows of concrete, aligning respectively with the top of the transom; the door header; and adjacent window muntin, mullion, and sill (*Photograph 10*). The façade features a strip of aluminum windows composed of seven vertical units separated by mullions, with the center unit flanked by double-wide mullions. Each window unit has a one-over-two-over-one configuration in which the upper sashes are fixed and the lowest is a hopper style. A streamlined, aluminum canopy extends the length of the white-brick cladding and provides a platform for aluminum-framed, red tube-lighting signage reading “UTZ Potato Chip Co. Inc.” The white-brick is capped by metal-clad coping that rises slightly above the roofline.

A truck-loading door is located on the west side of the commercial storefront. A band of solid glass block extends approximately ten feet to the corner, which features curved glass block units. The glazing is capped by a metal fascia and supported by a concrete sill (*Photographs 11 and 12*).

A V-shaped, aluminum-framed sign is located near the corner of the parcel surrounded by landscaping and lawn (*Photograph 13*).

### **West**

The c. 1949 building and 1953 addition (north to south) compose the west elevation of the Utz building. The two sections connect almost seamlessly, but a small, windowless, red brick addition is located approximately at the connection. The 1957 aerial photograph clearly shows the division between the two sections, evident in differing roofing materials (*Figure 3*; Keystone Mapping 2017).

The band of glass block glazing and metal fascia that begins at the west corner of the façade turns the corner, continues across the west elevation, and runs the entire length of the west wall. The glass block is punctuated in ten locations by original two-over-four-over-four-over-two-light steel windows. The upper sash of four lights is operable. Three of the openings within the glass block at the 1953 addition are modified to include mechanical ventilation louvers (*Photographs 14 and 32*).

#### ***Original c. 1949 building***

The west elevation of the c. 1949 section contains only one opening in addition to those located in the glass block band along the top half of the wall. The opening, located at ground level adjacent to the windowless red brick addition, is a four-over-two steel window wherein the upper four-light sash is operable.

#### ***1953 Addition***

Due to the decline in grade moving southward, the 1953 addition rises two stories and has, in addition to the glass block glazing at the now upper floor, five windows at the lower floor. Three of these windows have a two-over-four-over-two configuration and are roughly aligned with the upper story steel windows set within the glass block. Two of the first-floor openings have louvered infill. The lower floor also has a metal door with louvers above (*Photograph 15*). Curved glass block wraps the southwest corner and continues on the south elevation. Three historic flood-lamp fixtures remain at the west elevation, and original rooftop signage is visible reading “UTZ Potato Chips” (*Photograph 16*). A paved concrete area adjacent the west side of the 1953 addition allows truck access to the building.

### **South**

The south elevation includes portions of all building campaigns except for the original c. 1949 structure. Moving west to east, the building sections date to 1953, 1956, 1958, 1967, and 1971 (*Photographs 17-21*). The southern elevation is also almost entirely utilitarian in design and intended for truck loading.

### **1953 Addition**

The second-floor band of glass block and steel windows from the west elevation continues at the south elevation of the 1953 addition (*Photograph 17*). The first story has five window openings, two of which retain the original two-over-four-over-two configurations. The other three openings have been modified to accept louvers or infill. The first story also has three metal, truck-loading doors; one, metal door; and two metal canopies suspended from steel cables. Four original flood-lamp fixtures remain. The band of glass block and metal fascia end shortly before the expansion joint between the 1953 and 1956 additions.

### **1956 Addition**

The 1956 addition essentially expanded the 1953 addition to the eastern edge of the 1949 building and has a small, almost square ell at the southeastern corner (*Photographs 17 and 18*).

The second floor of the south elevation of the 1956 addition has three steel windows of two-over-four-over-four-over-two light configuration that match those at the second floor of the 1953 addition. The ground floor has a cantilevered metal canopy covering mechanical equipment, a small prefabricated storage shed, a nine-light-over-double-panel door, two-over-one window, and a louvered opening.

The west and south elevations of the 1956 ell each have a glass block window at the second floor and a louvered opening at the ground floor. The west elevation also has an original floodlight fixture at the north corner.

### **1958 Addition**

The south side of the 1958 addition has three visible elevations due to the L-shape of the footprint. The roofline steps up in height from the 1956 addition (*Photographs 18 and 19*).

The south elevation of the 1958 ell has two large, louvered openings and one large, glass block opening at the second floor and two smaller, louvered openings and one solid metal door at the first floor. An original flood-lamp fixture remains in place over a bricked-in, truck-loading opening. The east elevation of the ell has only one glass block opening at the second floor.

The south elevation of the 1958 addition has two concrete ramps and truck-loading, roll-up doors on either side of a larger opening for truck entrance at the lower level. The second story has one infilled opening and two windows with a one-over-two-over-one configuration, within which the middle sash is operable.

### **1967 Addition**

The west and south elevations of the 1967 addition are exposed on the south side of the complex (*Photographs 19 and 20*). All windows are at the second story and match the one-over-two-over-one windows at the 1958 addition. The ground floor on the south elevation has a large truck entrance, solid metal door, and metal canopy at the corner where the 1967 addition connects to the 1971 addition.

### **1971 Corporate Office Addition**

The 1971 addition has elevations exposed on all four sides (*Photographs 21-28*). The west elevation continues the use of red brick, but the other elevations are constructed of green fieldstone, precast concrete panels, and concrete coping. The formation of the south, east, and north elevations follows a traditional façade composition with a base or watertable, body, and cornice. The base and cornice of these elevations are fieldstone and the concrete panels constitute the body. The concrete panels alternate between pyramidal panels with openings and flat panels without openings. Those concrete panels with openings either have one-over-one, vinyl, casement windows or are infilled with a coarse aggregate concrete painted black. This same concrete material also fills small, rectangular notches at the top and bottom of each joint between the concrete panels.

The design of the addition is a late Streamline Moderne style, maintaining the emphasis on horizontality except for the



entrance (as typical for the style) but reveals design aspects that developed over the course of the Modern Movement including using exposed concrete as a primary building material and treatment of windows as “voids in the solids of walls” (Wiffen 1969, as cited in “Brutalist” 2017).

The west elevation, which connects to the 1967 addition, is largely undesigned, composed of red brick in common bond with one infilled opening at the upper level and one door at grade beneath the canopy. The roofline steps down from the 1967 addition (*Photograph 21*).

The south elevation has four concrete panels with inset openings of which the interior two are infilled with the black, coarse aggregate concrete (*Photographs 22 and 23*). The elevation is bordered by a planting bed and adjacent a paved parking area. Mechanical equipment (HVAC) sits in the plant bed and connects to the building at the base.

## **East**

### ***1971 Corporate Office Addition***

A stepped retaining wall constructed of the same green fieldstone turns the corner to the east elevation and features a stylized light fixture (*Photographs 24 and 25*). From the street, a paved half-circle path and surrounding landscaping transects the main sidewalk and leads in a straight path to the grand entrance near the southeast corner of the building. The entrance is characterized by a double-height, aluminum-framed, glass wall surmounted by a cantilevered, scalloped overhang (*Photograph 26*). Three rectangular cannister light fixtures attach to the underside of the canopy. The entrance is framed by shallow, concrete-clad walls; and simple granite steps with slender, stylized railings (*Photograph 27*). The door has been replaced with a solid, six-panel door. The east elevation features nine concrete panels with openings, three of which are infilled. Specifically, the first, second, and fifth openings are infilled (south to north).

The grade inclines moving northward on the east side; consequently, the north elevation of the 1971 addition has the green fieldstone only at the cornice level above the precast concrete panels (*Photograph 28*). The concrete panels terminate at grade, and the elevation has four panels with windows and no infilled openings.

Due to the change in grade, another retaining wall, constructed of red brick with concrete coping, and concrete steps connects the sidewalk to the parking lot on the north side of the 1971 addition (*Photograph 29*).

### ***1967 Addition***

The east elevation of the 1967 addition has a small, metal overhang sheltering a glass door at the corner of the 1971 and 1967 additions (*Photograph 30*). This elevation features two, large vehicle entrance doors and four one-over-two-over-one metal windows (*Photograph 31*). The lowest sash of the windows is awning style. A solid, metal door is located at the northernmost corner.

## **Statement of Integrity**

The Utz Potato Chips building has changed very little from the period of development, approximately 1949-1971, and retains integrity in all aspects - location, design, setting, materials, workmanship, feeling, and association. It remains in the original location and retains integrity of setting as the surrounding hardscape and landscape have not been significantly altered. Although the surrounding neighborhood has evolved and developed since the beginning of construction in 1949, the complex has the same setback from the surrounding streets on the north, east, and west, and landscaped buffer from the properties to the south. The design of the building remains intact as neither additions nor demolition have occurred since the final 1971 addition, and the Utz company has consistently used the spaces for industrial and commercial purposes. Alterations have been limited to the addition, removal, or alteration of doors, windows, and mechanical ventilations primarily at the secondary, south side of the complex. The complex retains original

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materials, including exterior cladding, most windows, and details such as light fixtures. The integrity of workmanship, evident in the Streamline Moderne design, is intact, especially at the highly stylized 1949 façade and 1971 corporate office addition where even small, designed details, such as handrails, door hardware, and light fixtures, are still in place. The complex retains integrity of feeling and association, as the aesthetic and sense of time-period in which this complex was developed is still fully conveyed and the complex has remained intact.

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## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

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(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)



## **HISTORY AND SIGNIFICANCE (ITEM 39)**

### **History and Significance**

The Industrial Revolution impacted the development of the United States, and Hanover was no exception. Around the turn of the twentieth century, Hanover's industrial businesses grew in number so much so that the city "enjoyed a growth spurt like it had not seen before" (Dellosso 2003). One area of industry achieved notable and lasting success, that of Pennsylvania Dutch influenced food production. Hanover is the self-proclaimed "Snack Food Capital of the World" and Utz Potato Chip Co. was one of the first and most successful "snack" businesses to rise in the first half of the twentieth century (Maloy 1990).

William (Bill) David Utz worked as factory worker for the Hanover Shoe Company, one of Hanover's first notable industrial businesses started in 1899. He and his wife Salie Utz saved \$300, purchased a fryer, and in 1921 started making fried potato chips out of their summer house ("Timeline" 2017). Salie cooked and Bill delivered the packaged chips to local grocers and markets, primarily in Baltimore, Maryland. With that fryer, Salie could produce 50 pounds of chips in an hour. They named their new business "Utz's Hanover Home Brand Potato Chips" (Utz "Potato Chip Story": 2).

Business grew in the 1930s and a large production space was needed, so the Utz's constructed a concrete block "plant" in the lot behind their home. In 1936 when automated machinery for the food production industry was new, the Utz company was among the earliest in their industry to use it. Their production increased to 300 pounds per hour (Utz "Farmer's Market Fresh": 1). In 1938, their CMU plant totaled 13,167 square feet (Utz "Potato Chip Story": 2). By 1941, the Utz's again needed to expand the plant behind their home. The expansion to 22,230 square feet accommodated new technology including conveyor lines, packaging machinery, and the industry's largest fryer that could produce 500 pounds per hour (Utz "Potato Chip Story": 2).

The company acquired the Hanover Home Brand in 1947 and purchased a ten-acre site between Carlisle Street, Clearview Road, and Eichelberger Street, north of the city center in a relatively undeveloped part of town. On March 1, 1949, they broke ground and began construction on a 67,000 square foot factory ("Timeline;" "Potato Chip Story": 3).

The existing complex at 861 Carlisle Street was the first large-scale Utz factory and office building. They had two fryers that together could produce 1,500 pounds of chips an hour. By 1953, the Utz fleet of delivery trucks had grown to 28 and the company needed larger garage facilities. An ell was constructed on the southwest side of the original factory in 1953 and was then expanded to the east in 1956 to accommodate truck parking. The post-war era proved to be a profitable time for snack-foods, and the Utz company continued to grow. In 1957, the factory was expanded to 118,820 square feet to accommodate additional potato storage, garage area, and production space with a new fryer, increasing production to 2,500 pounds of potato chips per hour (Utz "Potato Chip Story": 3).

In 1967, the factory expanded yet again to increase production space to 235,000 square feet. The two original fryers were replaced with new 1,200-pound-per-hour cookers ("Timeline"). The fleet had ballooned to 80 delivery trucks serving a 75-mile radius from Hanover. Utz also operated a local farm in order to experiment in potato growing, though the location of the farm was not identified during research ("Industry on Parade" 1968). Upon the death of Bill Utz in 1968, the company passed to the second generation of the Utz family under new President F. X. Rice, husband of Bill and Salie's daughter Arlene Utz Rice. Bill Utz's obituary noted that at the time, the company was the "largest, independent, privately held snack company in America" ("William David Utz" 1968).

The 1970s brought growth to the company and diversification to the Utz product. They purchased the Tasty Baking Company on Broadway in Hanover in 1970 and began production of pretzels. In 1971, a new, corporate office wing was added to the original factory at the southeast corner. That year marked the company's 50th anniversary. Production needs surpassed the abilities of the original factory and a new 50,000 square foot factory was opened in 1975 on High Street to supplement production of potato chips and cheese curls. The Carlisle Street factory continued production. Popcorn was added to the products manufactured at the Broadway factory in 1978. That same year, F.X. Rice retired as President and his son Mike Rice, third generation of the Utz family, became President and Chief Executive Officer

("Timeline").

In 1982, both the Broadway plant and High Street factory expanded, the latter to 300,000 square feet to handle the production of all potato chips, corn tortilla chips, and cheese curls. The Carlisle Street factory appears to have become the main distribution center at this time. Production capacity grew to 12,000 pounds per hour at the High Street factory alone and over the course of the decade the company began sales in Virginia, Philadelphia, and Delaware with shipping worldwide ("Timeline;" "Farmer's Market Fresh:" 3).

Mike Rice became Chairman of the Board in 1992, and Dylan Lissette, Rice's son-in-law and fourth generation of the Utz family, joined the business. In 1997, the company constructed the World Distribution Center at their High Street facility. The Carlisle Street complex has since served as the Utz Factory Outlet Store. Since the year 2000, Utz built a new facility on Kindig Lane, expanded north to upstate New York and Massachusetts, south to Georgia and Louisiana, and west to California. They have acquired seven companies with plants all over the United States and have kept the company in the Utz family for four generations. The complex on Carlisle Street operates tours, serves as a shipment hub, and provides office space and a factory outlet for customers ("Timeline;" Shea 1996: A-6)

Over the course of the twentieth century, the Utz Potato Chip Company evolved from a two-person business at home to national company shipping to locations around the world. The Utz company is part of a statewide industrial tradition and was an early leader in the local and regional "snack food" industry.

## **National Register Evaluation**

The Utz Potato Chip Co. complex was evaluated for the National Register of Historic Places based on criteria described in the National Register Bulletin, How to Apply the National Register Criteria for Evaluation (National Park Service 1997).

It is recommended eligible for the National Register under Criterion A for its association with the twentieth-century industrial development of Hanover and primary role in the "snack-food" industry of the region. The "snack-food" industry proved to be one of the most significant and lasting business sectors for the south-central Pennsylvania region, producing some of the biggest names in snacking including Utz, Snyders, Wege, Revonah, and Hershey (Dellosso 2003: B-6; Maloy 1990: B8; Weaver 2012). Established in 1921, Utz was the second snacking company in Hanover (behind Hanover Pretzel Co., which was founded in 1909) and has become one of the most successful potato chip companies in the region (Sellers 2015). The original large-scale Utz factory on Carlisle Street retains all aspects of integrity and its series of building campaigns is evidence of the company's continual growth and success.

The Utz Potato Chip Co. complex is not associated with persons significant in history, and is therefore recommended not eligible under Criterion B. Although William D. and Salie Utz founded the company, their association with the Carlisle Street factory lasted only fifteen years before both of their deaths. Consequently, their significance and legacy may best be associated with their home and first, CMU factory where they began and initially expanded the Utz Potato Chip Company.

The complex has changed very little from its period of development, roughly 1949 – 1971 and retains substantial physical integrity. The architectural design and style of the complex, although constructed over the course of twenty years, is consistent. The complex is a significant representation of the Streamline Moderne style in a region with few other intact examples. The utilization of this modern style is significant and apropos for the building and company type. As part of the Modern Movement, the Streamline Moderne style reflects a shift in ideals including looking to the future rather than the past and a focus on industrialization, standardization, and technological innovations. The Utz Potato Chip Co. was one of the first innovative food industries in the Hanover region, among the earliest users of modern equipment and food processing technology, and one of the earliest, if not the first, to build in a modern style in the region ("Potato Chip Story": 2). Most of the complex is characterized by a simplified Streamline Moderne design, highlighted by the emphasis on horizontality, lack of decorative features, and glass block ribbon windows and curved corners. The complex features

two specific sections of intact, highly stylized Streamline Moderne design – the white-glazed-brick portion at the façade and the 1971 office addition. The 1971 addition, which maintains the sense of horizontality, reflects late Streamline Moderne design considering the use of standardized precast panels, concrete as an aesthetic choice, and repetition of form, all of which were popularized from the 1950s to the 1970s. Due to the integrity of the complex and regional rarity of the Streamline Moderne style, the Utz Potato Chip Factory Store Outlet is recommended eligible under Criterion C. No archaeological assessment of the site has been made, thus the site cannot be evaluated at this time for National Register eligibility under Criterion D.

### ***Period of Significance***

The recommended period of significance for the Utz Potato Chip Factory Store Outlet is 1949-1971, the period in which the original factory and all subsequent additions were constructed.

### ***National Register Boundary***

The recommended National Register boundary encompasses the entire extant Utz Potato Chip Factory Outlet Store complex and the surrounding landscape and hardscape.

Starting at the northwest corner of tax parcel 67000160108, containing the Utz Potato Chip Factory Outlet Store, the proposed National Register boundary extends east along the southern edge of Clearview Road, for approximately 732 feet to the northeast corner of the parcel. The proposed boundary turns south and extends approximately 676 feet along the western edge of Eichelberger Street, then turns southwest and extends approximately 117 feet to a point, then approximately 84 feet to the south, then southwest approximately 57 feet. The boundary then turns north and extends approximately 196 feet to a point, then southwest approximately 94 feet to a point, then south approximately 172 feet to a point. It then turns northwest and extends approximately 109 feet. The boundary then pivots southwest and runs approximately 258 feet to the southwest corner of the parcel. The boundary then turns north and runs approximately 517 feet along the eastern edge of Carlisle Street to the point of beginning.

The boundary includes the entire Utz Potato Chip Factory Outlet Store and surrounding landscape and hardscape.

### ***Bibliography***

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**UTZ POTATO CHIP CO.**  
HANOVER, YORK COUNTY, PENNSYLVANIA

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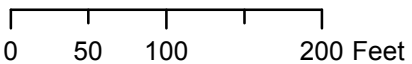
Key # _____
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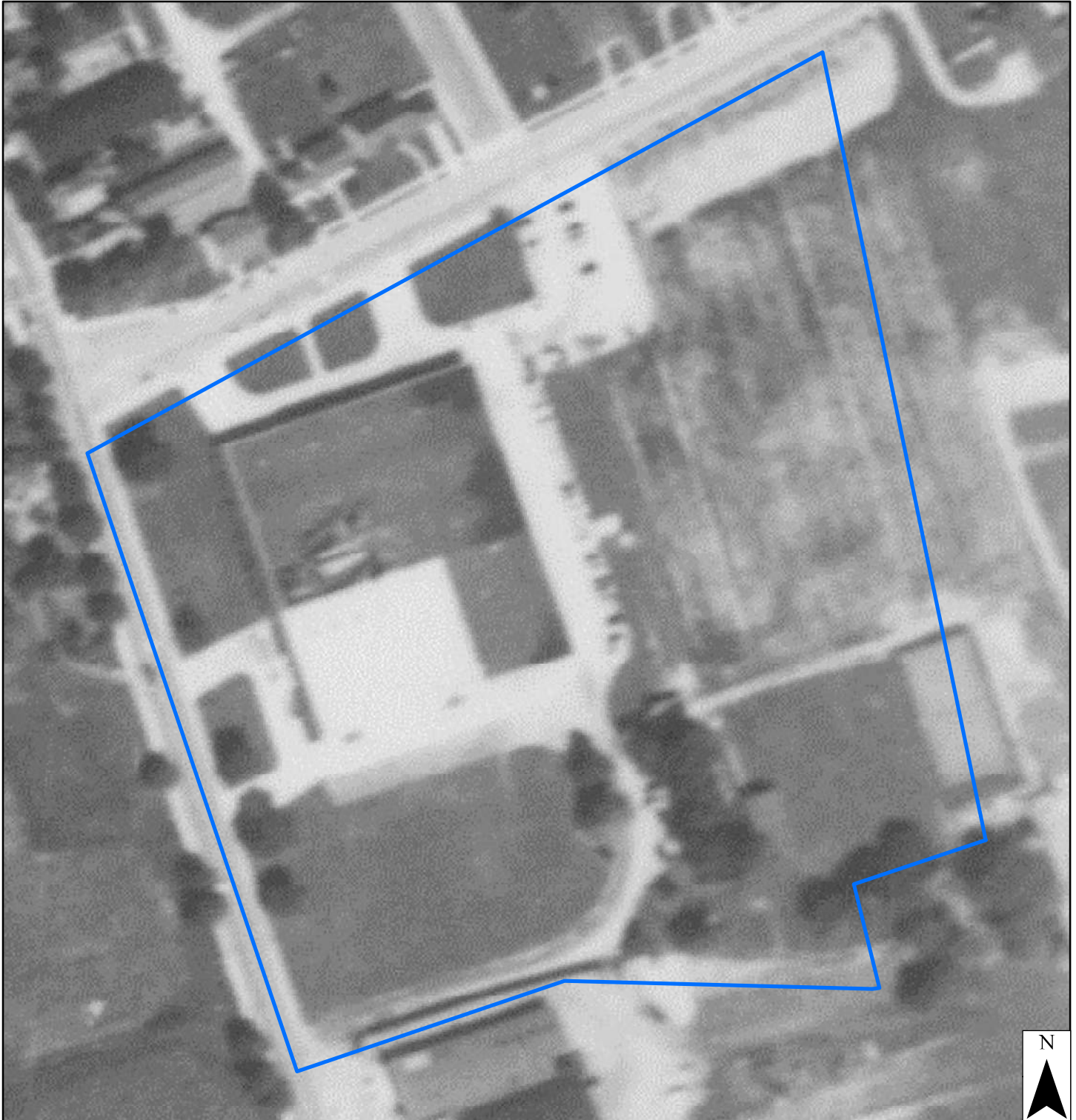
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<p><b>Figure 3: Utz Potato Chip Co., 1937</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source:</b> USDA 1937</p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 



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**Figure 4: Utz Potato Chip Co.,  
1957**

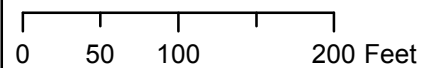
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— Tax Parcel Boundary

**Source:** USDA 1957

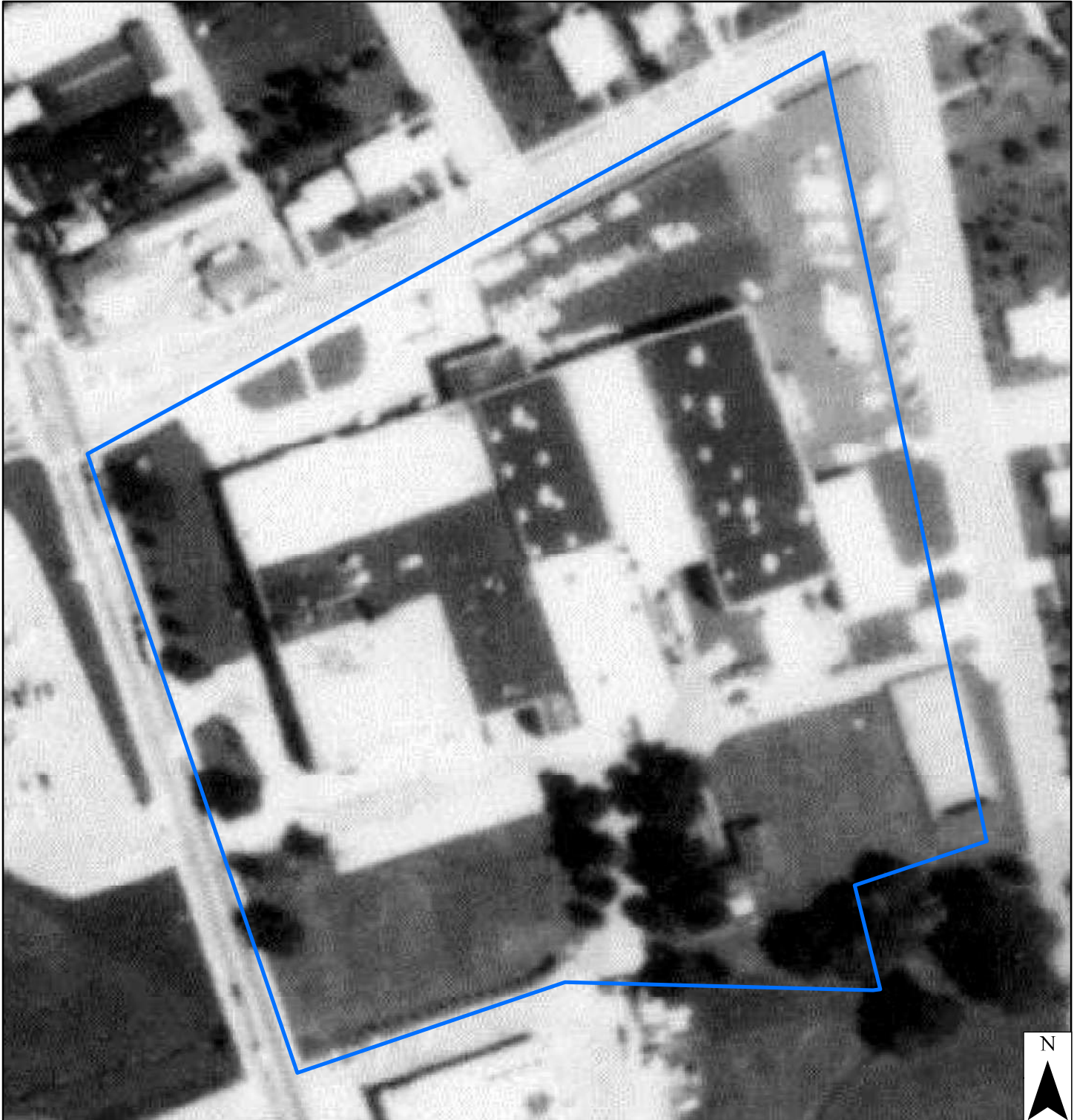


Eisenhower  
Boulevard  
Extension Project

**Scale**



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**Figure 5: Utz Potato Chip Co.,  
1971**

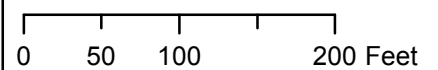
**Key:**  
— Tax Parcel Boundary

**Source:** USDA 1971



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Boulevard  
Extension Project



**Scale**







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, USDA, USGS, AeroGRID, IGN, and the GIS User Community

<p><b>Figure 6: Utz Potato Chip Co., 2017</b></p>	<p><b>Key:</b>   Tax Parcel Boundary</p>	<p><b>Source: ESRI 2017</b></p>
 <p>Eisenhower Boulevard Extension Project</p>		<p><b>Scale</b></p> 