

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC
Hanover Junction Rail Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Route 616

NOT FOR PUBLICATION

CITY, TOWN
Hanover Junction

CONGRESSIONAL DISTRICT
19th

STATE
Pennsylvania

VICINITY OF
CODE

COUNTY CODE

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME
County of York

STREET & NUMBER
28 E. Market St.

Pa. 17401

CITY, TOWN
York

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. York County Courthouse, Recorder of Deeds Office

STREET & NUMBER
28 E. Market Street

CITY, TOWN
York

STATE
Pa. 17401

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
York County Historic Sites Survey

DATE
March, 1982

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS Historic York, Inc. Pa. Historical & Museum Commission

CITY, TOWN

York, Pa.

Harrisburg, Pa.

7 DESCRIPTION

CONDITION

- EXCELLENT
- DETERIORATED
- GOOD
- RUINS
- FAIR
- UNEXPOSED

CHECK ONE

- UNALTERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Hanover Junction is located in the southwest corner of North Codorus Township, just west of the boundary line of Seven Valleys Borough. It is sited in the bottom of a narrow, north-south trending valley cut by the meander of the Codorus Creek's south branch. The creek flows approximately 200 ft. east of the station building; to the west, a steep slope rises as the easternmost terminus of an irregular ridge system which runs west-southwest toward the boroughs of Jefferson and Hanover. Nineteenth century photographs depict most of that slope as being devoid of cover; presently, it is overgrown and carries an abundance of second and third generation timber. The area immediately by the station remains relatively clear, although some brush and thicket is evident.

The station building, constructed between 1852 & 1854, is sited in the northern portion of the hamlet of Hanover Junction, standing east of, and downslope of, the present Route 616. Originally, the building's longwalls (aligned N-S) were flanked by track lines which converged in an acute angle just south of the station; a simple, raised wooden platform, since removed, extended farther southward into the apex formed by the tracks' junction. The rails west of the station (the Hanover-Gettysburg branch) were removed in 1928 and the bed regraded; a double trackbed, to the east, remains, but only the western set of tracks (those closer to the station) are extant.

Approximately 150 ft. north of the station, a gradient change and a bend in the Codorus necessitated the placement of a large span to carry the railines. At present, only a portion of this once substantial stone bridge remains as, in 1972, after years of redundancy, it was extensively damaged by Hurricane Agnes.

The rectangular station building, six bays long by three bays wide, is constructed in frame. It stands a full three stories high and, in its present form, is severely plain. Pre 1867 photographs show what was most probably the building's original configuration. While its size and form have remained consistent, the structure's appointments were formerly more elaborate. The station once had a flat roof hidden below the castellated tops of the long walls. The wall plate of the gables rose to the level of the merlon tops.

A small, squarish, brick chimney was centered in the south gable, with another larger brick chimney centered near the north gable. The bay frames in the upper stories were thin and plain, with slipsills; the lower story frames were round-moulded, and were flanked by six-panel shutters; the sash configuration throughout was six-over-six panes. A plainly balustered balcony lined the east wall; under this stood a porch supported by four plain, round columns (of no particular style). Just below the centre of the balcony, the long station sign reading: "Hanover Junction Station!" was affixed flat against the porch top.

A small, one story extension was centered in the south gable end. This element, of vertical board and batten construction, possibly served as a ticket booth; flanking this, aligned below the extension's hip roof just at lintel height, was a cantilevered shed roofline extending to the long walls. This roofline, and the extension's roof were both decorated with a scalloped fasciaboard.

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While no known photographs record the station's other walls, it remains probable that a one-story porch extended the length of the west wall; also it is possible that the north wall had a porch or some type of extension attached to it. It is evident that the building was painted a very dark colour and that its trim was very light. Given York County's pedestrian approach to colour treatments, it is possible that the station was painted a deep red and that its trim was white.

An 1896 photograph marks some exterior change. The east wall's porch was replaced and the balcony removed. The new porch had a shed roofline and had thin, square posts with fairly simple, open, scroll-sawn bracket supports. The one story extension on the south wall had been modified to a simple rectangle of verticle board and batten siding which extended the full width of the wall. It appears to have been pierced by a single, central window with six-over-six sash. This addition had a plain shed roof which returned onto the porch of the west wall. The photograph also suggests that the station had been repainted a lighter colour - possibly a cream tint of either white or yellow.

Alterations occurring during the 20th century have been few. The castellated roofline has been replaced by a flat roof which extends beyond the wall lines; it slopes slightly downward from south to north. The chimneys are extant but the one at the south gable is in ruins. The building's fabric, frames, sashes, and bay openings have not been altered excepting the removal of the lower story's shutters, and the conversion of one bay on the east wall from a door to a window.

The extension along the south gable had its walls pierced by three additional windows and two doors; the bay frames for these being wide, plain boards and having shallow-peaked, lipped lintels. Additionally, a tall, square, brick chimney was butted against the extension's long wall, just west of its middle window.

The porches which lined the east and west long walls are decaying, especially the east porch. No porch brackets remain. A small two bay, one story addition was affixed to the north gable; its shed roofline connects to both long wall porches. Although not visible in the 1896 photograph, this addition was probably erected sometime during the last quarter of the nineteenth century. Thus, the station has retained much of its integrity. Presently, it stands abandoned and is rapidly deteriorating.

8 SIGNIFICANCE

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

SPECIFIC DATES _____ BUILDER/ARCHITECT _____

STATEMENT OF SIGNIFICANCE

Abstract

The station building at Hanover Junction is the only extant portion of a once important rail and communications center. While its existence was instrumental to regional development, the station is primarily significant for its involvements in the Gettysburg Campaign, and its association with Abraham Lincoln's November, 1863 journey to Gettysburg. The station was also the center of an intense controversy during the 1950's after the rediscovery of a photographic series reputedly depicting Lincoln on the station platform. Therefore, the station stands not only as an historic structure, but also as an important piece of documentary evidence.

Statement of Significance

Hanover Junction served as the rail and telegraph link for the entire western portion of south-central Pennsylvania. Throughout the second half of the 19th century, the station connected a number of feeder lines to the major transportation corridor of the Northern Central Railroad. Subsequently, this linkage provided strong stimulation for local population growth, and for the economic and industrial development of the region, particularly Hanover Borough. The Junction's station also served as a major telegraphic relay point, and once housed a school for telegraphers.

Hanover Junction gained a special importance during and shortly after the 1863 Gettysburg Campaign. As it was positioned along a major Union supply line, and as it fell within the avenue of Confederate invasion, the station was a target for raiding cavalry. Being Gettysburg's sole rail link, the Junction received a high priority for repairs; in turn, it became a supply depot for other regional repair efforts. More importantly, the station played a primary role in the evacuation of the thousands of Gettysburg wounded.

On November 18-19, 1863, Abraham Lincoln and a train of dignitaries travelled through Hanover Junction to and from the dedicatory ceremonies for Gettysburg's National Cemetery, during which Lincoln presented his now famous Gettysburg Address. Throughout the post-War years, other dignitaries, including Presidents Grant and Cleveland, also passed through on their way to battlefield visits.

The station continued to service the region until the 1920's, after which the building stood in quiet redundancy. In 1952, the re-examination of an obscure set of photographs thrust the Hanover Junction station into a controversy which eventually came into debate on a national level; these photographs were thought to show President Lincoln standing on the station's platform. At the time, these photos were thought to be the only ones which depicted Lincoln at the time of the Gettysburg Address. While it is highly unlikely that Lincoln was thusly recorded, & while the issue currently lies dormant, the controversy has not yet been publicly resolved through either thorough research or accurate analysis.

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Communications

The station building served as one of the region's first and most important telegraph centers. A private Hanover-based telegraph company was organized in 1858 and the line running to the Junction was completed in April, 1860. On 27 June, 1863, these lines were ripped down by White's Virginia cavalry; these troops also destroyed the telegraph offices in the station and in Hanover Borough. Due to prudent actions of the telegraphers (about which local stories and legends abound), and to the prompt aid of some local citizens, communications were jury-rigged almost immediately after the cavalry passed.

During the battle of Gettysburg, Hanover Junction's apprentice telegrapher and the key he saved from destruction relayed all the messages between a beleaguered Gen. George G. Meade and an anxious White House and War Department. In this instance, the station played an important role in one of the Nation's most critical moments. In the post-War decades, the station was used as a telegrapher's school, with H. J. Glatfelter as instructor. While details of this school are not known, its existence is documented (Gibson, 1885 Vol. I. p. 966) and it is mentioned in newspaper accounts. Given the relative scarcity of such institutions, and given Hanover Junction's rather obscure rural setting, the position of this school also alludes to the prominence which the station once enjoyed.

Military

When Lee initiated his second invasion of the North in June, 1863, he did so with a complete and accurate set of maps. The importance of Hanover Junction had been assessed before the first Confederate crossed the Potomac. As the invasion spilled northward, and as the Junction fell within striking distance, it received immediate attention. On 27 June, the 35th Battalion of Virginia Cavalry, commanded by Col. Elijah White, raided Hanover Junction after first passing through McSherrystown, Hanover, and nearby Jefferson. In Hanover, they created general havoc and also destroyed the telegraph station and a portion of the line to the Junction.

About 2:00 p. m., White's unit arrived at the Junction's station. They set fire to the bridge immediately to the north and destroyed the telegraph office; they then set off to destroy other bridges. A separate command under Col. French, working north to south, succeeded in burning all the railway bridges between the mouth of the Conewago Creek and Hanover Junction.

Union Gen. George G. Meade, pursuing Lee from the southeast, also knew of the Junction's importance. He had included it in his marching orders as a concentration point. Meade expected to reach the station by July 2, reopening his communications with Baltimore and using the railroad to renew his supplies. (O. R. pt. I, p. 68-69). Had the armies' troop concentrations taken place in York County rather than Adams County, Hanover Junction would have played a decidedly greater role in the whole campaign.

Meade did use the station as an important relay point for all his messages to and from Washington. It is reported that the station's apprentice telegrapher remained at his key throughout the battle, and later received thanks and praise for his efforts.

Immediately after the battle, local parties were organized to rebuild the

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tracks leading to Gettysburg. The line was tenuously opened on July 5, but while the locals' exertions were noble, they were also inadequate; some of their bridges collapsed under the weight of rolling stock. Eventually, Brig. Gen. Hermann Haupt, in charge of the Military Railway Department, arrived to facilitate the situation. Haupt designated the Junction's station as a depot for men and supplies for the extensive repair work which was needed. Known for his expertise and efficiency, Haupt was able to reopen all railines by July 7. In that time, his men had to rebuild more than 20 bridges.

Once Gettysburg's link with the Northern Central was secure, badly needed supplies and equipment were rushed into the town. At the same time, the first wounded were able to be evacuated. For this endeavor, the station at the Junction was used as an aid station. Here wounds were checked and the casualties were refreshed and fed by the Christian Commission (a non-military organization which followed the army for just such purposes). During the 15 day period between July 7-22, 53 trainloads, carrying more than 11,000 wounded were processed through Hanover Junction as they passed to hospitals in York, Harrisburg, Baltimore and New York (O. R. pt. I pp. 25-28). Herein lies Hanover Junction's most significant contribution to the Nation and its citizens.

Politics

On November 18, 1863, President Abraham Lincoln and a trainload of other dignitaries passed through Hanover Junction en route to Gettysburg and the dedication of the National Cemetery. Lincoln is thought to have arrived at the station late in the afternoon. It has not yet been clearly established if Lincoln remained on the train, or if he and his party had to change trains for the Gettysburg Branch. It is known that Lincoln returned through the Junction during the night of 19 November; it is also known that he was lying ill with the preliminary symptoms of an attack of smallpox. An accurate study of Lincoln's journey to Gettysburg has not yet been pursued.

Social

In 1952, a York Countian noticed a set of photographs believed to be of Civil War vintage. This set was labeled as being Hanover Junction, Va. Having lived near the station of Hanover Junction, Pa., the gentleman recognized the inaccuracy and generated a crusade to have them properly identified. The point became elaborated when it was maintained that these photographs depicted Lincoln standing on the station platform. The controversy which ensued ran for more than a year. It reached national attentions and involved the National Archives, local citizens, Lincoln scholars, and "historians" and "experts" of varying degrees of proficiency.

The Lincoln-Hanover Junction debate made excellent press, with each charge, counter-charge, and new bit of "proof", given an abundance of coverage. National dailies ran the stories, and magazines like "Newsweek" also gave coverage. Either an examination of the controversy or an examination of the press coverage of the controversy would provide an excellent sociological study.

While the controversy presently lies dormant, it has never been resolved through an academic examination. It can be assured that the set of photographs in question were taken at Pennsylvania's Hanover Junction station, although it is highly improbable that President Lincoln was actually

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represented in them. Because of the controversy, the station building has become a regional focal point for Lincoln folklore and for other Civil War related stories. The station stands as a very important primary resource for the Lincoln controversy and represents one of the state's most important buildings having a documented association with the campaign and battle of Gettysburg.

Transportation

In 1846, citizens of Hanover met to decide the merits of a rail connector to the Baltimore and Susquehanna Railroad, which passed twelve miles east of their borough. This line was one of the nation's oldest, its first section opening in 1828. Eventually, it became a portion of the Northern Central Railroad, and its corridor stretched between Baltimore, Md. and Niagara, N. Y. The Hanover Branch Railroad Company was chartered in 1847, with trackwork commencing at nearby Jefferson in 1851. The first train between Hanover and Hanover Junction ran on September 29, 1852.

Almost immediately, the line was responsible for an influx of new citizenry and an increase in the area's burgeoning economy. As the whole area near the Junction was rich in high-grade iron ore, the railroad and its station facilitated the movement of thousands of tons of this material to foundries and trade markets. Thus, the Junction's existence helped to reshape the region's economic makeup which heretofore had been agriculturally derived. The Junction also served as the connector for the Hanover and Littlestown Railroad (1858), the Bachman Valley Railroad (1872), the eastern extension of the Western Maryland Railroad (1873), and the Berlin Branch Railroad (1877).

The station building was built by the Hanover Branch Railroad sometime between 1852 and 1854. While the structure is not presently architecturally significant, it should be noted that the castellation and decorative bargeboard of its original form would have appeared "avant-garde" when measured against the region's somewhat lackluster Germanic vernacular. Until 1877, the station also served as a hotel; it housed a post office between 1854 and 1876. In its prime, the Hanover Junction station once handled 22 passenger stops a day as well as a constant stream of goods traffic.

The station became the focal point for a small hamlet which developed along the intersecting tracks. During the latter portion of the 19th century, this hamlet also contained a number of private dwellings, a general store, an ice cream factory, a cigar factory, and a second hotel. The station complex itself consisted of an enginehouse, a turntable, a coal chute, and a 30 horsepower, motor-driven engine which forced water from the nearby Codorus to the waiting locomotives. Of this complex, only the station remains.

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