

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Shippensburg Historic District

and/or common

2. Location

West-Spring Street North-Fort Street  
street & number South-Lutz Avenue East-Borough Boundary N/A not for publication

city, town Shippensburg N/A vicinity of

state Pennsylvania code 042 county Cumberland code 041

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name See Survey Cards and Inventory

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_

5. Location of Legal Description

courthouse, registry of deeds, etc. Cumberland County Courthouse

street & number 3 South Hanover Street

city, town Carlisle state Pennsylvania

6. Representation in Existing Surveys

title Shippensburg Historic Sites Survey has this property been determined eligible?  yes  no

date July 1981 - July 1983  federal  state  county  local

depository for survey records

city, town \_\_\_\_\_ state \_\_\_\_\_

# 7. Description

## Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

## Check one

unaltered  
 altered

## Check one

original site  
 moved      date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

Shippensburg is a small town in the rolling foothills of the Appalachian Mountains. The proposed historic district is located in the central portion of the town and combines both residential and commercial useage. Laid out in a grid pattern, the town has a major thoroughfare, King Street, which runs northeast to southwest in line with the valleys. Along this road much of the town's commercial building is found. Earl Street, the other major street in Shippensburg, intersects King near the western end of the proposed district. Secondary streets parallel the two primary thoroughfares and a railroad bisects the town. North of the district is Shippensburg University, to the west is relatively recent residential housing and to the south and east is farmland.

The eastern end of the district is the oldest portion of Shippensburg & is characterized by mid-eighteenth century log and stone structures. The buildings in this portion of town are primarily two story, three bay structures with gable roofs. Vernacular Georgian architecture predominates, but some Federal features are also common. Among the more important structures in the east end is the "Widow Piper's Tavern," which is also known as the "Old Courthouse." One of the earliest buildings in Shippensburg, the tavern served as the Cumberland County Courthouse for a brief time. Near the western end of the proposed district at the intersection of King and Earl Streets, a second town commercial center developed. The structures at this second focal point resemble those at the eastern end of King Street. Aside from the buildings in the two commercial areas and along King Street, most town structures are residential.

Residential structures in Shippensburg span a wide range of architectural styles. The earliest buildings are mid-eighteenth century log and stone dwellings. Perhaps the best example from this early period is the Widow-Piper's Tavern at the intersection of King and Queen Streets. During the late eighteenth and early nineteenth centuries, a number of vernacular Georgian style dwellings were built along both sides of King Street. The Rippey house and William Brookins house are two good examples of Georgian style architecture in Shippensburg. The Federal style which followed is seen in the Steward-Goodhart house at 110 East King. Most Federal style structures in Shippensburg are comparatively small, two story unadorned buildings.

Greek Revival and Italianate style architecture become popular in Shippensburg during the ante-bellum period. Some of the best Greek Revival structures are found along the first block of North Earl Street. These buildings feature accentuated architrave cornices and elegant doorways. The Italianate style replaced Greek Revival in the 1850's. The commercial structures along West King Street offer the best examples of the Italianate style in Shippensburg. Incorporating double bracketed cornices and either stilted or rectangular arches, the Italianate design was used on some mid-nineteenth century dwellings. One exception to the Greek Revival and Italianate styles is the Classical Revival style church building, originally the home of the Methodists, at East Orange.

The late nineteenth century brought a number of architectural styles to Shippensburg. The Queen Anne style was the most popular and vernacular examples can be found throughout the town along secondary streets. Perhaps the most outstanding Queen Anne structure is the H.R. Hawke mansion at the intersection of Penn and Orange Streets. Though not as popular Second Empire elements are also apparent along secondary streets. The best Second Empire building is at 33 North Penn Street. Eastlake elements, especially porches, are also common throughout the town. Other examples of late nineteenth century styling includes an Italianate building at 213 North Prince Street and a vernacular Chateausque structure at 115-117 East King. Though there are few high style buildings in Shippensburg, the late 19th century exceptions are the Gothic Revival style Lutheran Church building at Penn and Orange and the Victorian Gothic Presbyterian Church building at the corner of King and Prince.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" 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 checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates N/A Builder/Architect N/A

## Statement of Significance (in one paragraph)

Shippensburg offers an interesting insight into the architectural development of a small town and important back country trade and transportation center. The town's expansion over two centuries was ordered and steady. Because Shippensburg was able to avoid many of the problems associated with modernization and industrialization, its growth remained constant through the early twentieth century. As a result, Shippensburg retains a wide range of architectural styles and types characteristic of small town development.

Pennsylvania's second settlement west of the Susquehanna River, Shippensburg was first occupied by Scots-Irish families from Lancaster and Chester counties. Situated at the intersection of two Indian paths, the South Mountain Trail and the Virginia Path, the settlement became a western trade center during its early years. A tavern, now known as the Widow Piper's Tavern, was built at the intersection of these two paths and helped establish an early commercial role for the settlement.

In 1737 Edward Shippen, after whom Shippensburg was named, enhanced the settlement's commercial potential. Upon gaining possession of over 1300 acres in the area, Shippen began building an entrepreneurial base in the settlement. Promoting the growth of trade and transportation, Shippen encouraged a young merchant, Francis Campbell, to set up a new general store with Shippen involved, the town grew steadily during the 1740's.

As with other other western Pennsylvania settlements, the third quarter of the eighteenth century was not kind to Shippensburg. Problems with local Indians and the threat of attacks discouraged additional settlement. However, the troubles did have some positive effects upon the community. A fort was built in Shippensburg during the 1740's which offered local residents protection against roving bands of Tuscarora Indians. The fort helped solidify the town's social and economic roles within the region. Also, the hostilities brought about the creation of the Forbes-Burd Road. Surveyed by James Burd, the road provided the first reliable overland route to western Pennsylvania.

In the late eighteenth century Shippensburg again experienced growth and expansion. After the Revolutionary War new settlers enhanced the town's commercial activity. As a result, a second town center developed at the intersection of King and Earl streets, thus giving Shippensburg two focal points. Because of these two centers, the town became an elongated, one street town reminiscent of the German strassendorf on "street city." With few exceptions, the buildings in this late eighteenth century town were common examples of the Georgian and Federal styles of architectural. Log, stone, and wood frame one and two story dwellings lined either side of King Street by 1800. Though not elaborate, the buildings reflected a well established, growing town.

During the first half of the nineteenth century, Shippensburg's population steadily expanded. The new town center at King and Earl Streets underwent considerable commercial and residential growth. The most notable development was along North and South Earl, where structures were built to accomodate business from the Cumberland Valley Railroad. Commercial buildings of the period were often three and four story brick buildings, Italianate in style and characterized by large double bracketed cornices. Ante-bellum residential expansion was most evident along Penn Street and along a portion of East Orange, paralleling King Street. Residential structures in this area included vernacular examples of Greek Revival and later Gothic Revival styles. Perhaps the most important structure of the period was Shippensburg's original Methodist Church building. Built in 1825, the structure is Classical Revival and is the oldest extant church building in the town

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Continuation sheet Shippensburg Historic District number 8, 10

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During the last half of the nineteenth century the steady and orderly town expansion continued, especially to the north of King Street. The only significant exception was Orange Street, which, by the late nineteenth century, was recognized as one of the borough's most desirable residential streets. Most of the new buildings were frame. The principal style was vernacular Queen Anne with street facing gable ends. These structures were often enhanced by Gothic gables and Eastlake porches. The commercial core of the town remained along King Street, around the two traditional business centers.

Much of the frame construction during the late nineteenth century is the legacy of John Hosfeld. Born in Shippensburg, Hosfeld was a builder, a real estate magnate, who probably had as great an effect on Shippensburg as had Edward Shippen. Hosfeld was able to attract new business and new labor. It was also during his years of prominence that some of the town's most outstanding structures, including a massive Eastlake duplex at the corner of South Prince and Orange Streets, were constructed. However, Hosfeld and other builders did not concentrate on high style architecture. Instead, their building incorporated the simpler qualities of the Queen Anne and Eastlake styles.

Shippensburg moved into the twentieth century with its two town centers and a wide range of architectural styles still intact. A number of factors helped to preserve the town's integrity. Because of the availability of land for expansion around the core of the town and because of the development of new highway and rail routes, Shippensburg was able to avoid some of the changes brought elsewhere by industrial growth. Although the town experienced some commercial development early in the century, including a large Classical Revival department store and a second Renaissance hotel, Shippensburg's commercial architecture remained much as it had been. Residential growth during the period was, as before, limited to a few streets and was compatible with earlier residential buildings.

As a result of the ordered growth which, by the twentieth century, came to characterize the town, Shippensburg today offers a good example of more than two centuries of architectural development. The town also provides an insight into local adaptations of formal architectural styles.

Verbal Boundary Description:

Beginning at a point at the northeast corner of King and North Spring Streets and traveling along the east side of North Spring Street to West Martin Avenue; then, along the south side of W. Martin to Seneca Street; then, along the east side of Seneca to Fort Street; then, along the south side of E. Fort to Weaver, then along the east side of Weaver to the railroad tracks; then, northeast along the railroad tracks to Prince Street; then, along the west side of Prince to Richard Avenue, then, along the rear property lines of those structures fronting Prince between Richard and Fort Street; then, along the west side of Prince to Burd; then, along the south side of Burd to Book Alley; then along the west side of Book Alley to Martin; then, the north side of Martin to N. Walters Avenue; then, the east side of N. Walters to Burd; then, along the south side of Burd to the alley east of N. Queen Street; then, along the west side of the alley to Martin; then, along the south side of Martin to Kenneth; then, along the west side of Kenneth to E. Neff Street; then, to the alley along the north side of E. Neff to the alley east of Queen; then, along the west side of the alley to Orange; then, along the north side of Orange to Queen St; then, along the west side of Queen to Lutz; then, along the north side of Lutz to the rear property line of the structure at the southwest corner of Lutz and S. Penn; then, along the rear property lines of those structures fronting S. Penn between Orange & Neff; then, along the north side of Neff to S. Locust; then, along the east side of Locust to King; then along the north side of King to the starting point.

# 9. Major Bibliographical Reference

See Continuation Sheet

## 10. Geographical Data

Acreeage of nominated property 76

Quadrangle name Shippensburg, PA

Quadrangle scale 1:24,000

UTM References

A 

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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

## 11. Form Prepared By

name/title John R. Schein, Jr. / Paul E. Doutrich

organization John R. Schein Association/BHP

date September, 1983 - February, 1984

street & number P.O. Box 2404/ P.O. 1026

telephone /717 783-8946

city or town York/Harrisburg

state Pennsylvania

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national     state     local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Larry E. Tise, State Historic Preservation Officer

date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Continuation sheet Shippensburg Historic District Item number 10

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Boundary Justification:

The boundaries for the Shippensburg Historic District were selected after considerations of the pattern of growth in the town. To the south and east of the district is farm land. The structures north and northeast of the district have, in some cases, been significantly altered. Also, a new high rise has changed the character of what was once an area of workers homes in the northeast corner of the town. West and northwest of the district is recently constructed housing. The building within the proposed boundaries reflect the original town centers and expansion through the early twentieth century.



SHIPPENSBURG Historic District  
 SHIPPENSBURG and Zone  
 Cumberland County

(WALNUT BOTTOM) STOUGHSTOWN & A  
 CARLISLE 10 MI  
 5966 III SW  
 437  
 436  
 2'30"  
 435  
 2 MI. TO INTERCHANGE 10  
 CARLISLE 22 MI.  
 433  
 432