

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

GOLDSBORO HISTORIC DISTRICT

historic N/A

and/or common

2. Location

Bounded by North St.—North; Third St.—West; Fraser St.—South;
Railroad St.—East

street & number

not for publication

city, town Goldsboro (Etters P.O.)—vicinity of

state PA.

code

county York

code 133

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"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	n/a in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	n/a being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple (See accompanying list)

street & number

city, town _____ vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. York County Courthouse

street & number 28 East Market St.

city, town York

state PA.

6. Representation in Existing Surveys

title York Historic Sites Survey has this property been determined eligible? yes no
Determination of eligibility was requested by HUD/CD Carroll H. Leppo on 1/16/79 for
date 1981 the Goldsboro Historic District federal state county local

depository for survey records 1. PA. Hist. & Museum Comm. 2. Historic York, Inc., 3. York County

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

Goldsboro lies on the west bank of the Susquehanna River in northern York County. The town is laid out on a Philadelphia type grid plan, with two wide streets meeting at right angles in a center square. The bulk of Goldsboro's building stock dates from the 1850 to 1930 period. The houses are generally small and frame, and many feature vernacular Greek Revival era motifs. Most of the major mid 19th to early 20th century styles are represented in the district, including Greek Revival, Italianate, Mansard, Queen Anne, Richardsonian Romanesque, Gothic Revival and Georgian Revival. The integrity of the district is generally good, with the streetscapes of 2½ story houses largely intact. The worst of the intrusions are trailers, although a few of the historic buildings have been altered to near intrusion status. There are 86 major buildings within the 23.2 acre Goldsboro Historic District, of which 11 are significant, 68 are contributing and 7 are intrusions.

Goldsboro is situated on the west bank of the Susquehanna River in the Triassic Lowlands region of northern York County. The elevation of the town is about 300 feet above sea level, and just to the west of the Borough wooded hills rise in a relief of 100 to 200 feet. Fishing Creek flows west to east through these hills and separates the northern two thirds of the town from the southern third. The proposed historic district lies entirely in the northern sector.

Skirting the river's edge to the east are the Conrail tracks, and beyond these the mile-wide Susquehanna is divided into three major channels by Shelley Island, closest to Goldsboro, and beyond, Three Mile Island, site of the now-famous nuclear power plant.

Goldsboro is laid out on a Philadelphia style grid plan, with a large center square and two main streets which meet at right angles in the center of this square. The north-south artery is York Street, and the east-west is Broadway. The major route through Goldsboro is state route #262, which follows South York Street and West Broadway. South York Street leads to York Haven, three miles to the south-east, and West Broadway leads to the Susquehanna Trail and Inter-state 83, four miles to the west.

Goldsboro's building stock reflects the town's initial period of development, 1850-1930. The majority of houses are frame, 2½ stories in height, and are relatively small in scale. Some of these are joined in rows, particularly on East Broadway, the first area of Goldsboro to develop. Many are also paired into duplexes and others are grouped into units of three. These houses are interspersed with somewhat larger brick, frame, and in one case brownstone freestanding houses. Seventeen structures in Goldsboro, fourteen of them originally dwellings, exhibit either attic frieze windows, or transoms with sidelights, or both. These structures constitute about 20% of the buildings within the Goldsboro district. Frieze windows and side-lights, which tend to go along with Greek Revival influence, do occur in other York County towns of this scale and era, but generally not so frequently.

Three of the four quadrants of Goldsboro's square are anchored by structures of commercial origins. The southeast quadrant has the 3½ story frame, Italianate, Oddfellow's hall, with an intact late nineteenth-early twentieth century wooden storefront on the South York Street elevation. The south elevation of this structure has been damaged by fire. Adjacent to the Oddfellows' hall on the west is a 2½ story, frame Greek Revival-influenced structure, formerly the National Hotel. Across West Broadway on the northwest quadrant of the square is a three story slated mansard roofed structure, also with an intact wooden storefront. The southwest quadrant has a frame, three story mansard roofed structure extensively modernized, and a 2½ story frame Greek Revival-influenced structure. The

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northeast quadrant is entirely residential in character, with Queen Anne and Greek Revival style dwellings. Other commercial and public buildings of note within the district include a brownstone Richardsonian Romanesque-influenced bank dating from 1908, a brownstone Gothic Revival church built in 1914, a 1½ story, brick Queen Anne-influenced two room school building, dating from 1898, a brick Georgian Revival fire hall dating from the late 1920's, and a large frame, 2½ story Greek Revival/Queen Anne structure, formerly the Eagle Hotel, along the Conrail tracks. The railroad station and all of the buildings associated with the lumber industry, have been lost. These areas have not been included in the district.

There are seven intrusions within the Goldsboro Historic District. The most glaring of these are trailers on North York Street and at the rear of East Broadway. Also included are a ranch-type house, and three concrete block garages. Two of these garages share parcels with contributing structures, but are substantial enough to be considered intrusions, and one occupies its own parcel. Unfortunately, a few of the historic buildings have been so drastically altered that they are very nearly intrusive. One historic building, however, must be considered intrusive, This is the structure at the corner of Zeigler and Railroad streets. Nearly all of the windows on this large 2½ story structure have disappeared under aluminum siding.

Goldsboro has changed little since the first quarter of the twentieth century. The decline of the railroad & rise of the highway has taken Goldsboro off the main north-south corridor in York County, and as a consequence, the later development which characterizes more advantageously located communities has not occurred in Goldsboro. There are no gas stations on the square, nor are there convenience stores and large parking lots to interrupt the streetscapes of 2½ story houses. In its scale, layout, and homogeneity, the Goldsboro Historic District conveys the sense of a mid nineteenth to early twentieth century rail town and agricultural service center.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

N/A

Builder/Architect

N/A

Statement of Significance (in one paragraph)

Goldsboro is important as a well preserved example of a planned rail community of the mid nineteenth century which developed into a locally important service and manufacturing center. The district shows significance in the areas of transportation, community planning, industry, and architecture between 1850 and 1930. Goldsboro became an important stop on the York and Cumberland Railroad after the line was completed in 1851, and was the only water station on the route. Goldsboro was the first planned rail community in York County, and was the last town in that county to be laid out on a Philadelphia type grid plan with a center square. Soon after 1851 Goldsboro became the site of industries, of which saw and planing mills were the most important. Goldsboro's architecture displays most of the major styles of the mid 19th to early 20th centuries, and is notable for its high concentration of vernacular Greek Revival motifs.

Before 1851, when the York and Cumberland Railroad was completed between York and the west shore of Harrisburg, Goldsboro, then called Martinsville, had fewer than half-a-dozen houses, a store, and a grist mill. The area around the mouth of Fishing Creek had been the terminus of a ferry by 1738, and with the coming of a turnpike between York Haven and Harrisburg in 1838 two exchange stables were established near what would become Goldsboro. However, not until the construction of the railroad was the town formally surveyed.

The York and Cumberland Railroad was chartered in April 1846 to build a line from York to Bridgeport (now Lemoyne) on the Susquehanna River opposite Harrisburg. This company soon became affiliated with the Baltimore and Susquehanna Roadroad which planned to use the new line as a link between its York-Baltimore route and the Pennsylvania Railroad's proposed line between Harrisburg and Pittsburgh. The new link in the Baltimore system was to preserve and if at all possible expand Baltimores' commercial interests in the Susquehanna Valley and points west.

In a speculative venture during the construction of the new line in 1849, a York physician, Dr. Alexander Small, hired Daniel Ettinger to lay out the new town of Goldsboro, named for the civil engineer of the York and Cumberland line.* Goldsboro was the first planned rail community in York County, and the last county town to be laid out on a Philadelphia grid plan with a center square. Of the other York County towns which were laid out during the mid to late 19th century, none were planned quite so formally as Goldsboro; in many of these later towns, modified grid plans were simply imposed over an existing spider web of roads.

When the railroad opened in 1851, Goldsboro became the only water stop on the line. Because of this, and because of its favorable location at the mouth of the productive Fishing Creek Valley, Goldsboro soon developed into a locally important shipping point and commercial center. Much of the business of the Fishing Creek Valley passed through Goldsboro, and with this interaction, the standard array of small town businesses sprang up in part to serve Goldsboro, but more importantly to serve the rural hinterland. The coming of the railroad brought several industries to the area as well. The Goldsboro vicinity had had a grist mill since cir.1750, which by the mid to late nineteenth century, under the P. A. & S. Small Co., had grown to process most of the grain produced by the Fishing Creek Valley. A brownstone quarry near the site of Goldsboro had been operating since

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the 1810's, and had produced the columns and steps for the state Capitol building at Harrisburg, as well as stone for the Cumberland county jail at Carlisle. However, the railroad, in conjunction with the large amounts of raw lumber moving down the Susquehanna during much of the nineteenth century made river towns such as Goldsboro ideal spots for sawmills.

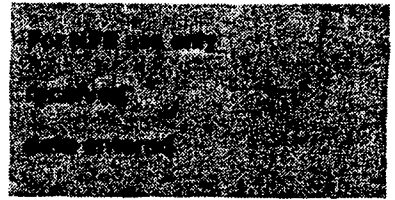
Goldsboro is described in the 1856 York Gazette and Business Directory as "...a flourishing village...doing a large business in lumber and produce. There are two steam saw-mills in the place! One manufacturing upwards of three millions of feet of sawed lumber, of various kinds, annually. It has two upright saws, one slitting saw, and a gang slitting saw for manufacturing siding, and six circular saws, set in operation by a "80" horsepower steam engine, owned and conducted under the firm of Small and Stair and Co." (Life and Times of Goldsboro, p.18-19) The other mill mentioned was begun by Isaac Frazer in 1853. Frazer became over the next 35 years, the dominant business force in Goldsboro. In addition to his sawmill, he operated a Wholesale business, and in 1873 took over the Small and Stair Sawmill, which had become known as the Atlantic Sawmill by that time. "In the lumber trade he did on an immense business, supplying not only supply orders of purchasers of the surrounding country, but even those of other towns and cities." (The Life and Times of Goldsboro, p.39) Frazer was the major employer in Goldsboro through much of the late nineteenth century. "It was mainly through his industry and thrift that the town prospered".(p.39) Other industries in the town included cigar factories, box factories, and more recently, a sewing factory. A small garment factory still operates in the former school building.

Essentially all of the major contributing and significant buildings within the Goldsboro Historic District, date from the 1850 to 1930 period. The row and semi-detached frame houses of the workers, as well as the larger frame, brick, and stone detached houses of the more well-to-do make up the bulk of Goldsboro's housing stock. As in most towns of this scale, the smallish, otherwise plain houses are given identities through the use of decorative features. In Goldsboro there is a fairly high concentration of features generally associated with the Greek Revival style. These features are attic frieze windows and rectangular transoms with sidelights, singly and in combination. These do occur in other York County towns of this size and era, but generally not so frequently. Other domestic styles in Goldsboro include Italianate, Queen Anne, and "Princess Anne." Styles of public and commercial buildings also include Greek Revival, Italianate, and Queen Anne, as well as Mansard, Richardsonian Romanesque, Gothic Revival, and Georgian Revival. Thus many of the most prevalent architectural styles of the mid nineteenth to early twentieth centuries are represented in the Goldsboro district.

Goldsboro exists today essentially as it was in the first quarter of the twentieth century. The town has literally been bypassed by twentieth century development. With the rise of the automobile age, the main north-south corridor in York County, along with the accompanying development, shifted four miles west of the railroad to U.S.111, and later, Interstate 83. The trains no longer stop in Goldsboro, and two of the four tracks have been taken up. The station too has been lost. Most of the stores have closed, and many of the buildings are in need of repair. Between 1970 and 1980 Goldsboro lost 17% of its population, which declined from 576 in 1970 to 477 in 1980. Yet because of this long-term general decline the architectural integrity of Goldsboro remains very good. Few buildings have been lost, and

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Continuation sheet Goldsboro Historic District- Item number 8

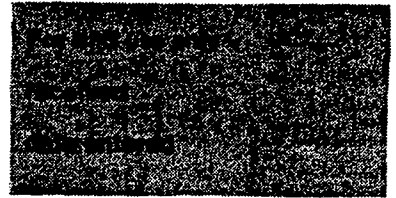
Page 3

little new construction has appeared to compromise the streetscapes of 2½ story frame houses. The Goldsboro Historic District thus serves to represent the cultural and economic climate of a mid nineteenth to early twentieth century York County rail town.

* The post office still retains the name Etters. Henry Etter reestablished a post office in the vicinity around 1838. When the office was moved to Goldsboro "Etters" was retained as its official name.

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Continuation sheet Goldsboro Historic District Item number 9

Page 1

Books

Gibson, John. History of York County, Pennsylvania, Chicago: F.A. Battey Co., 1886
pp. 321,355,624,627-28,630

Goldsboro Historical Association. The Life and Times of Goldsboro. N.P., N.P., 1976
pp.8-12,16-22,25,28,29-42,44,46,52,58,66,79,81,94,96-98,100,105,107,119

Livingood, James Weston. The Philadelphia-Baltimore Trade Rivalry 1780-1860. Harrisburg:
The Pennsylvania Historical and Museum Commission, 1947, pp.135-141

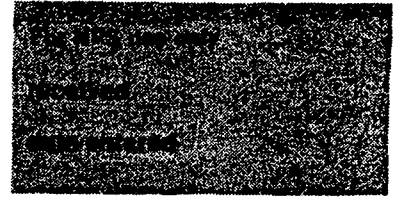
Prowell, George R. History of York County, Pennsylvania. Chicago: J.H. Beers & Co.,1907,VI
pp. 882-883

Maps

Nichols, Beach. Atlas of York County, Pennsylvania. Philadelphia: Pomeroy., Whitman and
Company, 1876. pp. 53-55

Shearer, W.J. & D.S. Lake. Map of York County Pennsylvania. Philadelphia: 1860

Small.D. & W. Wagner Map of York and Adams Counties. N.P., N.P. 1821

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Continuation sheet Goldsboro Historic District Item number 10

Page 2

Verbal Boundary Description

Beginning at a point on the W. side of Railroad Street and thence extending N. 620' to the SW corner of Railroad Street and Pennsylvania Avenue; thence W. 130' to the SW corner of Pennsylvania Avenue and First Avenue; thence extending N. along the W. side of First Ave 350' to the NW corner of First Avenue and Zeigler Street; thence E. along the N. side of Zeigler St. 145' to the SE corner of Zeigler and Railroad streets; thence N. along the W. side of Railroad Street 220' to the NE corner of Railroad and Cherry Streets; thence W. along the S. side of Cherry Street 220' to the NE corner of First Avenue and Cherry Street; thence N. across Cherry Street and along the W. side of First Avenue 90' to a point; thence W. along the N. side of parcel 41A and across North York Street 270' to a point on the W. side of N. York St. thence N. along the W. side of N. York Street 115' to the NE corner of N. York Street and North Avenue.

Continuing from this point W. along the S. side of North Avenue 170' to a point; thence S. along the rear boundaries of parcels 132 and 131, across Cherry Street, and along the rear of parcel 130 375' to a point on the S. side of Shelley Avenue; thence W. along the N. side of parcel 129 35' to a point; thence S. along the rear boundary of parcel 129 62' to a point; thence W. along the N. side of parcel 133 62' to a point; thence South along the W. side of parcel 133 82' to a point; thence E. along the S. side of parcel 133 52' to a point; thence N 10'; thence E. 20'; thence S. along the E. side of Second Avenue 260' to the SE corner of Second Avenue and Pennsylvania Avenue; thence W. along the S. side of Pennsylvania Avenue 375' to the SE corner of Pennsylvania and Third Avenues; thence S. along the E. side of Third Avenue 250' to the SW corner of Third Avenue and West Broadway; thence diagonally across W. Broadway 40' to a point on what was once the W. side of Third Avenue; now the W. side of parcel 148; thence S. along the W. side of parcel 148 205' to a point; thence E. along the N. side of an unnamed alley 225' to a point on the E. side of S. Kister Street; thence S. along the E. side of S. Kister Street 100' to the SW corner of S. Kister Street and Butcher Avenue; thence E. along the N. side of Butcher Avenue 170' to the SW corner of Butcher and Second Avenues; thence S. along the E. side of Second Avenue 250' to the SW corner of Second Avenue and Fraser Street; thence E. along the N. side of Fraser Street 250' to a point; thence SE along the E. side of S. Main St. 115' to a point; thence E. along the S. side of parcel 67 184' to a point on the E. side of First Avenue;

Continuing from this point N. along the W. side of First Avenue 315' to a point on the W side of First Avenue; thence E. across First Avenue and along the S. side of parcel 26 130' to a point on the W side of Railroad St. and the place of beginning.

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Continuation sheet Goldsboro Historic District Item number 10 Page 2

Verbal Boundary Description

Beginning at a point on the W. side of Railroad Street and thence extending N. 620' to the SW corner of Railroad Street and Pennsylvania Avenue; thence W. 130' to the SW corner of Pennsylvania Avenue and First Avenue; thence extending N. along the W. side of First Ave 350' to the NW corner of First Avenue and Zeigler Street; thence E. along the N. side of Zeigler St. 145' to the SE corner of Zeigler and Railroad streets; thence N. along the W. side of Railroad Street 220' to the NE corner of Railroad and Cherry Streets; thence W. along the S. side of Cherry Street 220' to the NE corner of First Avenue and Cherry Street; thence N. across Cherry Street and along the W. side of First Avenue 90' to a point; thence W. along the N. side of parcel 41A and across North York Street 270' to a point on the W. side of N. York St.; thence N. along the W. side of N. York Street 115' to the NE corner of N. York Street and North Avenue.

Continuing from this point W. along the S. side of North Avenue 170' to a point; thence S. along the rear boundaries of parcels 132 and 131, across Cherry Street, and along the rear of parcel 130 375' to a point on the S. side of Shelley Avenue; thence W. along the N. side of parcel 129 35' to a point; thence S. along the rear boundary of parcel 129 62' to a point; thence W. along the N. side of parcel 133 62' to a point; thence South along the W. side of parcel 133 82' to a point; thence E. along the S. side of parcel 133 52' to a point; thence N 10'; thence E. 20'; thence S. along the E. side of Second Avenue 260' to the SE corner of Second Avenue and Pennsylvania Avenue; thence W. along the S. side of Pennsylvania Avenue 375' to the SE corner of Pennsylvania and Third Avenues; thence S. along the E. side of Third Avenue 250' to the SW corner of Third Avenue and West Broadway; thence diagonally across W. Broadway 40' to a point on what was once the W. side of Third Avenue; now the W. side of parcel 148; thence S. along the W. side of parcel 148 205' to a point; thence E. along the N. side of an unnamed alley 225' to a point on the E. side of S. Kister Street; thence S. along the E. side of S. Kister Street 100' to the SW corner of S. Kister Street and Butcher Avenue; thence E. along the N. side of Butcher Avenue 170' to the SW corner of Butcher and Second Avenues; thence S. along the E. side of Second Avenue 250' to the SW corner of Second Avenue and Fraser Street; thence E. along the N. side of Fraser Street 250' to a point; thence SE along the E. side of S. Main St. 115' to a point; thence E. along the S. side of parcel 67 184' to a point on the E. side of First Avenue;

Continuing from this point N. along the W. side of First Avenue 315' to a point on the W side of First Avenue; thence E. across First Avenue and along the S. side of parcel 26 130' to a point on the W side of Railroad St. and the place of beginning.

These boundaries were selected after considering historical and architectural factors. These structures within the district constitute the historic core of the area and about 90 percent of the buildings in the immediate area.

UTM References:

- Zone 18 E. 350 700 N. 4446 000 (A)
- E. 350 840 N. 4446 020 (B)
- E. 350 820 N. 4446 220 (C)
- E. 350 940 N. 4446 340 (D)
- E. 351 000 N. 4446 300 (E)
- E. 351 000 N. 4445 720 (F)
- E. 350 820 N. 4445 740 (G)
- E. 350 720 N. 4445 860 (H)

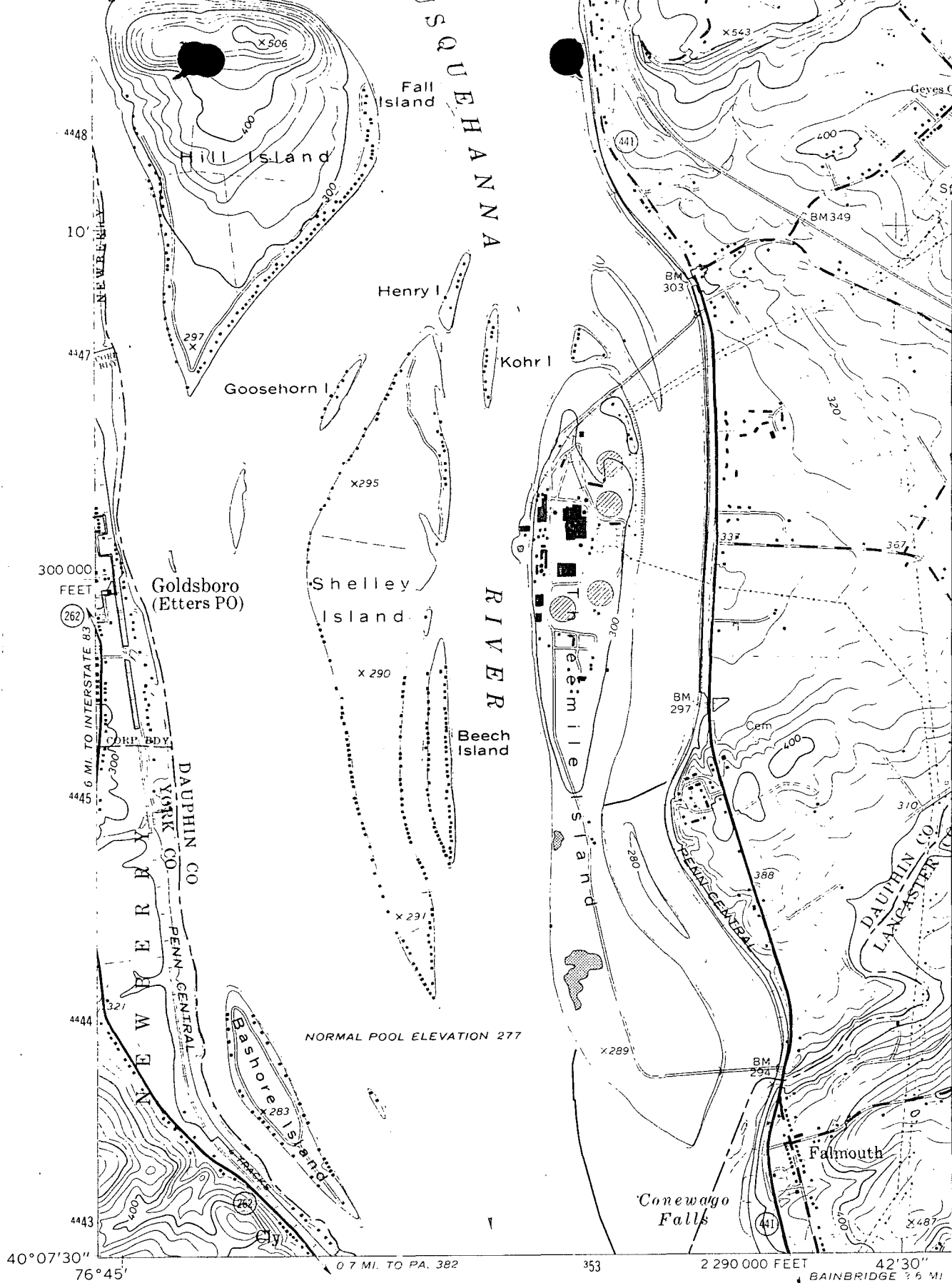


GOLDSBORO HISTORIC DISTRICT
 YORK COUNTY
 STEELTON QUADRANGLE

4443000m. N.

A - 350 - 700	- 4446-000
B - 350 - 840	4446-020
C - 350 - 820	4446-220
D 350 - 940	4446-340
E 351 - 000	4446-300
F 351 - 000	4445-720
G 350 - 820	4445-740
H 350 - 720	4445-860

GOLDSBORO HISTORIC DISTRICT
 YORK COUNTY
 MIDDLETOWN QUADRANGLE



(DOVER)
 5664 III SE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric method, from aerial
 photographs taken 1961. Field checked 1963

Projection 1927 North American datum
 1:60,000

