

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Howard Tunnel, Northern Central Railway
other names/site number N/A

2. Location

street & number _____ N/A not for publication
city, town North Codorus Township N/A vicinity
state Pennsylvania code PA county York code 133 zip code 17360

3. Classification

| | | | |
|--|---|--|------------------------|
| Ownership of Property | Category of Property | Number of Resources within Property | |
| <input type="checkbox"/> private | <input type="checkbox"/> building(s) | Contributing | Noncontributing |
| <input checked="" type="checkbox"/> public-local | <input type="checkbox"/> district | _____ | _____ buildings |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site | _____ | _____ sites |
| <input type="checkbox"/> public-Federal | <input checked="" type="checkbox"/> structure | <u>1</u> | _____ structures |
| | <input type="checkbox"/> object | _____ | _____ objects |
| | | <u>1</u> | <u>0</u> Total |

Name of related multiple property listing:
Railroad Resources of York County, PA

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

DR. BRENT D. GLASS Brent D. Glass 3/23/95
Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is

- entered in the National Register
- See continuation sheet
- determined eligible for the National Register See continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other. (explain) _____

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/rail related

Current Functions (enter categories from instructions)

Transportation/rail related

7. Description

Architectural Classification

(enter categories from instructions)

Other: Tunnel

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other Granite

Brick

Describe present and historic physical appearance.

Located seven miles south of York on the route of the Northern Central Railway is Howard Tunnel. As a result of the route chosen for the line, the railroad was forced to cut the tunnel through more than 300 feet of solid rock. Although functional, the tunnel was not completed until 1840, two years after the line began operation.

In 1868, the tunnel was reworked when a second set of tracks was added to the Northern Central Railway in York County. Because the original tunnel was wide enough to allow space for the new line, the 1868 project centered around renovating the arched entrance ways.

The entrances are made up of rough-faced, coursed ashlar stones. Slightly projecting over the top of the entrance walls is a course of rusticated coping, and above the crowns of the two arches are limestone date stones. The one at the south end reads 1840, while the other has the year 1868. The interior of the tunnel is lined with brick. At the mid-point of the tunnel on the west wall is an arched niche for pedestrians caught in the tunnel when a train passes through it.

Howard Tunnel is in good condition, and it has retained its historic integrity.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Engineering
Transportation

Period of Significance

1840 - 1942

Significant Dates

1840
1868

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

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1995

HISTORIC
PRESERVATION

See continuation sheet

9. Major Bibliographical References

Hart, George (Stewartstown Railroad), Interview, March, 1992.
Hilton, George W., History of the MA and PA Railroad, Columbia.
Historical Society of York County, Manuscript Files, York, PA.
Prowell, George, History of York County, J.H. Beers and Co., Chicago, 1907.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:
Historic York, Inc.

10. Geographical Data

Acreage of property Less than one acre

UTM References

| | | | |
|---|-----------|---------------|----------------|
| A | <u>18</u> | <u>350330</u> | <u>4416920</u> |
| | Zone | Easting | Northing |
| C | | | |

| | | | |
|---|-----------|---------------|----------------|
| B | <u>18</u> | <u>350390</u> | <u>4417010</u> |
| | Zone | Easting | Northing |
| D | | | |

See continuation sheet

Verbal Boundary Description

Beginning at a point on the east side of railroad right-of-way, thence west across the face of the south entrance of tunnel, to a point on the west side of said right-of-way, thence follow right-of-way north to a point even with north entrance of tunnel, thence east across mouth of tunnel to a point on the east side of right-of-way, thence south following railroad right-of-way to place of beginning.

See continuation sheet

Boundary Justification

These boundaries include Howard Tunnel and the railroad right-of-way.

See continuation sheet

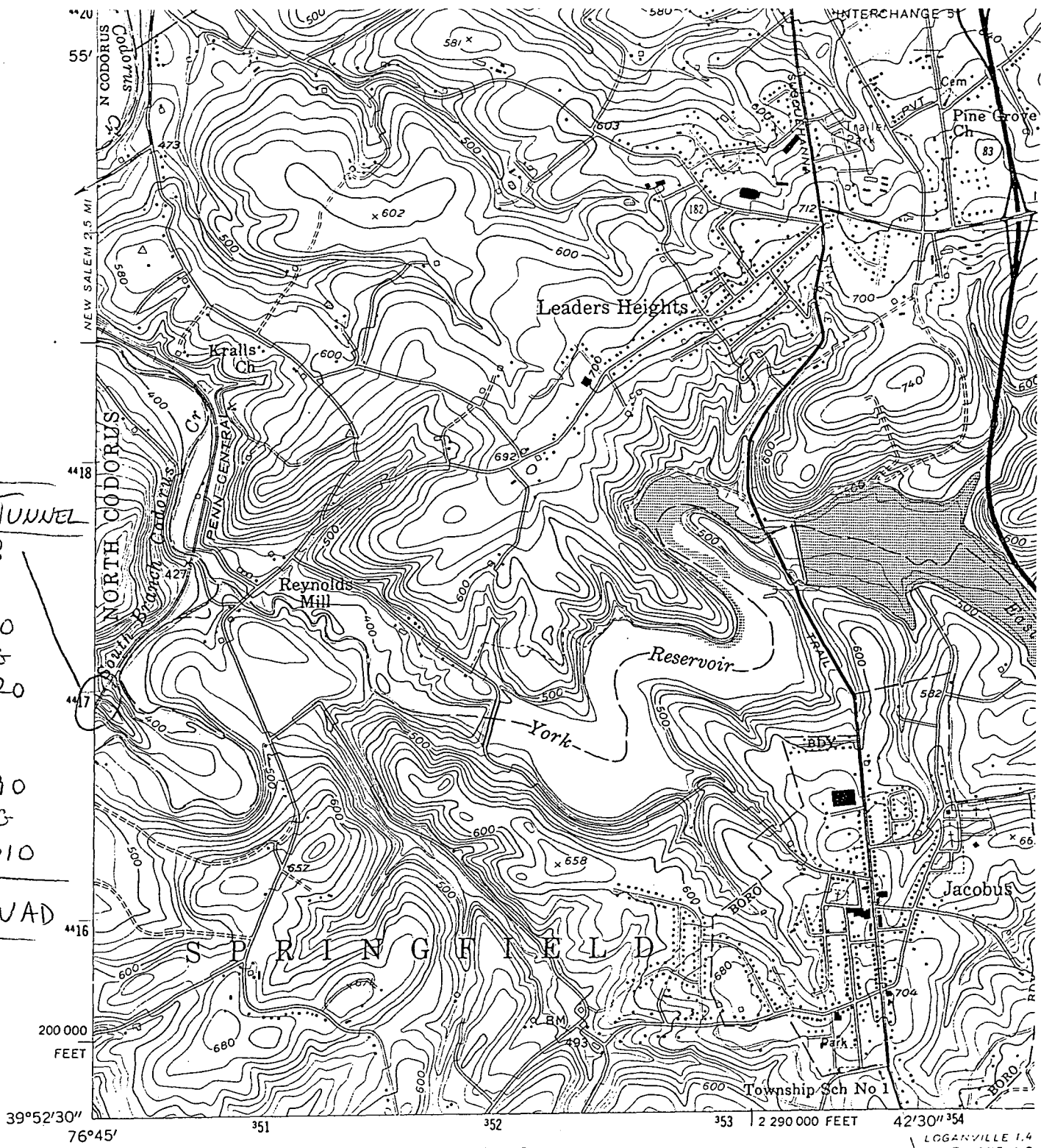
11. Form Prepared By

name/title Thomas N. Shaffer/Architectural Historian
 organization Historic York, Inc.
 street & number P. O. Box 2312 date 6/26/92
 city or town York telephone (717) 843-0320
 state PA zip code 17405

HOWARD TUNNEL
 ZONE 18
 EASTING
 350330
 NORTING
 4416920

ZONE 18
 EASTING
 350390
 NORTING
 4417010

YORK QUAD



Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and USCE

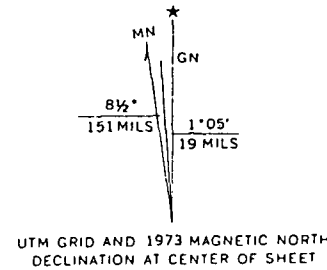
Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
 10,000-foot grid based on Pennsylvania coordinate system,
 south zone

1000 meter Universal Transverse Mercator Grid ticks,
 zone 18, shown in blue

Red tint indicates areas in which only
 landmark buildings are shown

Revisions shown in purple compiled in cooperation with
 State of Pennsylvania agencies from aerial photographs
 taken 1968 and 1973. This information not field checked
 Purple tint indicates extension of urban areas



(SEVEN VALLEYS)
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