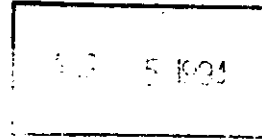


United States Department of the Interior  
National Park Service

RECEIVED

FEB 21 1995



National Register of Historic Places  
Registration Form

HISTORIC  
PRESERVATION

NATIONAL HISTORIC PRESERVATION SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Harris Switch Tower, Pennsylvania Railroad

other names/site number "HG" Tower, Harris Tower

2. Location

street & number 637 Walnut Street N/A  not for publication

city or town Harrisburg N/A  vicinity

state Pennsylvania code PA county Dauphin code 043 zip code 17101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Donna Williams 7/11/94  
Signature of certifying official/Title Date  
Assistant Executive Director  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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

Patrick Adams

8/30/94

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| 1            |                 | buildings  |
|              |                 | sites      |
| 1            |                 | structures |
|              |                 | objects    |
| 1            | 0               | Total      |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/Rail related

Current Functions

(Enter categories from instructions)

Social/Clubhouse

7. Description

Architectural Classification

(Enter categories from instructions)

Colonial Revival

Tudor Revival

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick

roof Asphalt Shingle

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Park Service

National Register of Historic Places Continuation Sheet

Harris Tower, Harrisburg, Dauphin County

Section number 7, Page 1

INTERAGENCY RESOURCES DIVISION  
NATIONAL PARK SERVICE

Harris interlocking tower, commonly known as a "switch tower" or simply "tower", is a two story, 27' x 37' brick structure situated just north of the Harrisburg railroad station along the west side of the tracks. The tower is located to the southeast of Pennsylvania's Capitol Complex, and immediately south of the west end of the Soldiers and Sailors Memorial Bridge. The tower, built in mid-1929 for the Pennsylvania Railroad, was put into full use on April 26, 1930. Its architectural design incorporates elements from various styles. The integrity of the structure is excellent, as it was well maintained while in use by the railroad, and alterations to the original structure are minimal.

The building's Flemish bond brickwork rests upon a partially exposed concrete foundation, which has windows on all facades and a basement entrance in the west facade. The division between the first and second stories are defined by a soldier course of brick, also used on the end gables above the second story. With the exception of a projecting bay window on the second story east facade (overlooking the tracks), a series of banded windows directly below, and west elevation second story windows, most are topped with concrete keystones. The first story windows are 4/4 light sash and the larger second story windows are 6/1. North and south gable ends have parapets with concrete coping. The east and west eaves are deep, and are supported by brackets. Asphalt shingles cover the gable roof. A small concrete stoop, three steps high, provides entry through a door at the center of the north facade.

Inside, a small corridor along the north wall accesses a lavatory at the northeast corner, steps to the second floor at the northwest corner, and entry to a large room in which three rows of wood and metal shelving extend the length of the room and from the floor to the 14'7" high ceiling. Originally, the shelves housed the electrical relays that operated the switches. Though the shelves remain, the electrical equipment was removed when the railroad (Amtrak) closed the building in 1991. The walls are of exposed brick, the floor is concrete, and the ceiling is the underside of the concrete second story floor. All the windows on the first floor are positioned high, closer to the ceiling than the floor.

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Harris Tower, Harrisburg, Dauphin County

Section number 7, Page 2

Access to the second floor is by the cast iron stairs that ascend from the northwest corner along the north and west walls. The second floor is a single large room with the exception of a small lavatory in, the northwest corner over the stairway. Walls are plastered and painted and all window trim and wall moldings are which is painted. The ceiling, 10'6" high, is of lath and plaster. The floor covering is a modern vinyl/asbestos tile.

In the center of the room is the interlocking machine, a green metal box 6'6" wide, by 24'10" long, and by 4'4" high. The machine contains the mechanical equipment that was needed to operate switches which controlled the track sections that lies just east of the building. The front of the machine (east side) has 115 levers that used to control the settings of the machinery inside the box.

Approximately 1'6" to the west of the interlocking machine, mounted on pipes that run from floor to ceiling, made to be easily visible to an operator of the machine, is the "model board". It is as long as the interlocking machine, about 4'4" high, and nine inches in thickness. On the surface of the board is a representation of track sections in the Harrisburg yard that were controlled from the building. The board also incorporates colored lights that indicate the status of signals and switches as well as occupancy of different tracks by trains. The track representation on the board has been revised to reflect modifications of the railroad's track layout.

To the east of the interlocking machine is a long wooden desk. Communications equipment is mounted on the desk, some original and some more modern. The front of the desk faces the machine, and behind the desk is the projecting bay, which is comprised of three windows on its east elevation, and on its north and south sides. The bay, projects about four feet from the building and affords an easy view along the tracks in all directions.

Although the tower was utilitarian, the building was designed with stylistic elements. Colonial Revival buildings, often symmetrical, inspired the Harris Tower design. Though each facade is different, all are symmetrical. Colonial Revival

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National Register of Historic Places Continuation Sheet

Harris Tower, Harrisburg, Dauphin County

Section number 7, Page 3

features also include brickwork in the Flemish bond pattern, windows topped with flat brick arches and concrete keystones, and the use of a soldier course between the stories. The projecting bay, detailed with wood and sheathed with copper parapets at the gable ends, and of banded windows, are elements of Tudor Revival style, popular during the 1920s and 1930s. Use of these stylistic elements, including paired brackets at the eaves, give the building the distinctive appearance and style that was similarly used in many other Pennsylvania railroad switch towers.

The building's integrity is excellent, being compromised slightly by the addition of a stucco chimney on the south facade necessitated when the heating system was changed from city steam to its own oil-fired heating system. Other changes or additions are the wooden closures of two track side (east elevation) basement windows and the use of aluminum storm windows on the second story windows. The original roof slates have been replaced by modern asphalt roofing. While the copper gutters are still intact, the copper downspouts have been replaced with aluminum.

Changes to the building's interior have also been minimal. The second floor's original red painted concrete floor has been covered with vinyl/asbestos tile. While the walls on the second floor still retain the original plaster, they, along with the original oak room and window moldings, have been painted green. It is believed that the moldings were originally varnished. The radiators remain from the heating system which was installed after the city steam services discontinued. Of the equipment and furniture used when the switch tower was in operation, all that remains is the long oak desk, which has some of the old communications equipment upon it, the interlocking machine, and the "model board", which shows the modifications made as the track layout dwindled. The relays which occupied the shelving on the first floor have been removed. Also, the original electric light fixtures have been replaced by more modern lighting, a fluorescent fixture has been added to the ceiling of the projecting bay area on the second floor, and the clock has been removed from the wall.

A granite block retaining wall, which is part of the approach to the Sailors and Soldiers Memorial Bridge, runs

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Harris Tower, Harrisburg, Dauphin County

Section number 7, Page 4

through the north edge of the property. The wall is made of large blocks approximately two feet thick by five to ten feet in height, and serves to retain the upper parking area. Since this feature is part of a much larger structure which predominantly lies outside the nomination boundary, it is not included in the resource count.

Harris Tower  
Name of Property

Dauphin, Pennsylvania  
County and State

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

#### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### 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 # \_\_\_\_\_

#### Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

#### Period of Significance

1929-1944

#### Significant Dates

1929

#### Significant Person

(Complete if Criterion B is marked above)

N/A

#### Cultural Affiliation

N/A

#### Architect/Builder

Unknown

#### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Harrisburg Chapter of the National  
Railway Historical Society

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National Park Service

National Register of Historic Places Continuation Sheet

Harris Tower, Harrisburg, Dauphin County

Section number 8, Page 1

The Harris Switch Tower's transportation significance is based on its role in the operation of the Pennsylvania Railroad yards at Harrisburg from 1930 through 1944. The completion of the Pennsylvania Railroad main line from Philadelphia to Pittsburgh came on February 15, 1854. From that date until well into the twentieth century, east-west rail traffic from New York to Chicago, freight and passenger, was channeled through the Pennsylvania Railroad Station in Harrisburg, with Harris Tower controlling the movement through the station. The tower still has much of the original switch interlock machinery intact, and is a fine example of the technology used during the railroad's "golden age". Constructed in 1929, the 2-1/2 story brick building is also significant for architectural quality reflecting several architectural styles, primarily Colonial and Tudor revival. The building shows the company's desire to make its buildings attractive despite utilitarianism. It is also an excellent example of railroad switch towers, of which comparatively few survive.

Upon completion of the main line of the Pennsylvania Railroad across Pennsylvania, passengers could cross the state in 12 hours. The railroad's commercial and financial success allowed it to expand and annex numerous connecting railroads. By the 1870s, it had achieved what would become its ultimate contours: New York to Washington in the east, New York to Chicago and St. Louis in the west. Freight and passenger traffic movements from New York, Philadelphia, Baltimore and Washington arrived at Harrisburg for shipment west across the Allegheny Mountains. This historic traffic expanded in volume through the 19th century.

Harris Switch Tower was put into service on April 26, 1930, replacing an earlier tower. Despite the interlocking machine's earlier development (patented in 1914), the tower was considered among the most modern facilities of its type on the Pennsylvania Railroad. This type of interlocking machine, "model 14" was used continually in towers until at least 1953, when the last one was installed in the switch tower at Pittsburgh. The tower was originally referred to as "HG" tower, a throwback to the days when



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Harris Tower, Harrisburg, Dauphin County

Section number 8, Page 2

railroad communications were handled by telegraph. The HG tower never used telegraph, however, as its communications were first sent by "telautograph" machine, later replaced by the teletype, and finally by radio communications in the early 1960s. By 1938, HG Tower's name was changed to Harris Tower. The opening of the Harris Tower allowed the Pennsylvania Railroad to close two older nearby interlocking towers, "FB" Tower, located a block to the south, and an old HG Tower, located a block to the north. Both older towers had been built in 1889. Consolidation of the buildings meant that 12 employees instead of 21 could control train movements through the station and rail yard on 3,300 feet of frontage with 15 separate tracks spread between Pennsylvania Station and Herr Street.

The function of an interlocking tower is to provide control over a junction of track switches and lineside signals, the former, controlling course and direction, and the latter controlling speed. In 1946, there were almost 550 switch towers lining the Pennsylvania Railroad's vast network of tracks, and 4,400 in the nation. The majority of America's interlocking towers in the United States controlled a small number of switches and signals, but Harris handled all east-west traffic on the Pennsylvania Railroad, thus it was busier than most. The trackage that it controlled necessitated a large interlocking machine (115 levers), making it one of the largest of the railroad towers. During Harris Tower's busiest times, the 1930s and 1940s when more than 100 passenger trains, and about 20 freight trains passed in each 24 hour period, necessitating switching work as they came through Harrisburg. At this level of activity, with 59 switches and 43 signals to control, the tower's staff was rarely idle. In the tower, a "controller" received communication regarding train arrivals and departures. He relayed that information to the "leverman" who controlled the levers on the interlock machine. The "model board" above the interlocking machine, with its representation of the yard's trackage, would light up when the tracks were occupied. The tower's controller also announced arrivals to the Pennsylvania Station through the public address system.

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Harris Tower, Harrisburg, Dauphin County

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In 1938, the electrification of track from Philadelphia to Harrisburg was completed by the Pennsylvania Railroad. Locomotives now needed to be switched from electric to steam, and later diesel, for the trip further west. A locomotive servicing facility was built just north of the Harris Tower. Much of the track controlled by Harris was affected by this change. Harris now had less trackage to be controlled, and the "model board" was changed to represent the modifications to the yard. Following this major change, Harris Tower saw little change until the late 1950s, when both a decline in passenger and freight traffic resulted in the discontinued use of much of the remaining track under its control. The declining need for the switch process and reduced trackage continued steadily through the 1960s. The merger of the Pennsylvania and New York Central Railroads, into the Penn Central, did little to stop this decline, and finally, in 1972, Amtrak took over most U.S. passenger train operation, as well as physical ownership of the trackage and facilities that comprised the Northeast Corridor which included the Philadelphia to Harrisburg route. Harris Tower, which marks the western most terminus of the Northeast Corridor, was included. Harris Tower continued to control Amtrak's passenger and Conrail's freight trains through the station. In 1976, Consolidated Rail Corp. (Conrail) took over operation of Penn Central. In 1989 Conrail embarked on a modernization program which consolidated control of its trackage at a single facility in the Harrisburg Station. As a result, Harris Tower controlled little more than the passage of four trains per day. On November 15, 1991, the last Amtrak train came under Harris' control, with the function then being transferred to the State Tower, located in the Harrisburg Train Station, which controls all traffic through the station. On July 24, 1992, the Harrisburg Chapter of the National Railway Historical Society purchased Harris Tower, and the majority of its contents, from Amtrak.

Harris Tower is important for its role in the operation of the Pennsylvania Railroad. Unlike passenger stations, the highly visible faces of the railroad, interlock/switch towers were more often in out of-the-way locations, with their function/purpose unknown to the traveler. Each tower, however, played a vital role in maintaining the continuity of the traffic on the railroad, and

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Harris Tower, Harrisburg, Dauphin County

Section number 8, Page 4

in preventing mishaps. Harris Switch Tower is a symbol of the day-to-day operation of a railroad, and is a monument to the railroad employees who manned it nearly sixty years. At the time the Harris Tower was built, in 1929, and for several decades after, the Pennsylvania Railroad was one of the largest railroads in the world and one of the largest employers in the nation. At Harrisburg, the Pennsylvania Railroad's tracks stretched the length of the city. With the both the Pennsylvania and Reading Railroads servicing Harrisburg, railroading was the largest industry in town, with some 8,000 employees of the 21,000 potential wage earners of the city's 80,000 population. The town of Enola, just across the Susquehanna River, was dominated by the largest railroad yard in the world. The railroad's importance to the area in the early part of the century, was apparent from the coverage railroad news got in all the Harrisburg newspapers.

Harris Tower remains an excellent example of the function of an interlocking tower using railroad technology as it was in the early part of this century. The term "interlocking" was derived from a safety feature of the equipment whereby the line signals and track switches, controlled by the tower, were interlocked in such a way that an operator could not route a train on a course which conflicted with that of another. Conflicting routes were automatically locked out. The term "interlocking" quickly came to describe not only this process, but the building itself. The switch tower, thus became the "interlocking" tower.

The earliest of these switching mechanisms consisted of shoulder-high levers that moved along rods connected to the track switches, physically governing the position of rails and thus controlling the direction of train movement. The size of the track area that could be controlled by one of these systems was restricted by friction in the linkage and the limitations of human strength. Later systems were power-assisted electro-pneumatic, in which small levers changed the flow of air in pipes that moved the track switches, and electro-mechanical, in which small levers caused electric motors to perform the same function. These power assisted systems allowed the control of larger areas, since the limiting element--human strength--was mostly removed from the physical linkage.

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Harris Tower, Harrisburg, Dauphin County

Section number 8, Page 5

Centralized traffic control (CTC), developed in the 1930's, came into common use by the end of the 1950's. With CTC, in which linkage to controlled tracks was electrical, control over a much larger territory could be consolidated into one location. This advance in technology jeopardized the future of all interlocking towers. Two factors now contribute to the decline of interlocking towers, the first is the decline of the passenger train as a mode of travel and the use of the railroad to move freight. The tasks that once took place at Harrisburg, changing locomotives, and adding or removing cars in trains, now take place at only a few locations, so complicated track layouts and their attendant interlocking plants are rarely needed. The second factor is that CTC has now been successfully transferred to computer control/operation enabling the safe control of even complicated track layouts using fewer people. The use of computers by CTC has hastened the phaseout of interlocking control from local, individual, lineside buildings. Of the 29 towers that stood along the Pennsylvania Railroad main line between Philadelphia and Pittsburgh as recently as 1980, only five remain.

Harris Tower, while it cannot be categorized as a representative of a single architectural style, reflects the railroad company's concern in making its buildings distinct. While many of the large railroad stations were designed by architects, the majority of smaller stations, utility buildings, and ancillary structures such as switch towers, were designed and built by the railroad's engineering department, as appears to be the case with Harris Tower.

Harris Tower is an example of a large switch tower, though its interlocking is bigger than most. All towers, however, had certain similarities. Whether constructed of brick or wood, switch towers were two stories with many windows to afford a view of track activity. A projecting bay window on the track-side second story, was a common feature. Deep, bracketed cornices, used extensively on the railroad stations to provide protection from the elements, were also a design feature used on these utilitarian buildings. Use of

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Harris Tower, Harrisburg, Dauphin County

Section number 8, Page 6

these cornices, considered by some to be a hallmark of the railroad buildings' design on a utility structure, helps to give the towers a distinct appearance which affirms their relationship to usually more stylistic passenger stations.

Elements which Harris Tower shares with other railroad structures, include multipane windows, copper sheathing on the projecting bay, cornice and original spouting. Also masonry features, such as Flemish bond brickwork, belt courses, parapets, and the use of keystones are evident.

Harris Tower, along with other railroad buildings, reflected the wealth of the railroad industry itself, by continuing the use of stylistic features. Harris Tower is a significant representative of American railroad building types, and as an example of railroading's "Golden Age".

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Harris Tower, Harrisburg, Dauphin County

Section number 9, Page 1

Anon. "Depression Family," Fortune Magazine, Vol. 13, no. 2,  
(February, 1936), page 64.

"Automatic Switch Control Installed," The Patriot, Harrisburg,  
PA, April 29, 1930.

Burgess, George H. and Kennedy, Miles C. Centennial History of  
the Pennsylvania Railroad Company, 1846-1946, Philadelphia,  
PA: Pennsylvania Railroad, 1949.

Bye, Ranulph, The Vanishing Poet, Wynnewood, PA: Livingston  
Publishing Company, 1973.

Oral Interviews conducted by Matthew Loser. Loser is a resident  
of Hershey, PA.

Burnett, Abe. Burnett worked in Harrisburg as a rules examiner  
for Conrail. Telephone interview September 20, 1989; notes  
in Loser's possession.

Conte, Jim. Conte served as an engineer for the Harrisburg Steam  
Works, oral history interview, January 22, 1990; notes in  
Loser's possession.

Cramer, Ray D. Cramer is a former leverman and Train Director of  
the Harrisburg Tower. Oral History interview, September 21,  
1989, tapes in Loser's possession.

Cupper, Dan. Harrisburg railroad affeciendo. Oral history  
interview with Matthew Loser, August 14, 1989; notes in  
Loser's possession.

Long, Daryl. Long served as an Amtrak train director in  
Harrisburg. March 20, 1990; notes in Loser's possession.

Lynch, James. Harrisburg railroad affeciendo. Interview with  
Matthew Loser, September 24, 1992; notes in Loser's  
possession.

McKnight, Robert to Matthew Loser, correspondence dated December  
10, 1990, in possession of Matthew Loser.

Harris Tower  
Name of Property

Dauphin, Pennsylvania  
County and State

**10. Geographical Data**

Acreege of Property .11

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 18 340170 4458680  
Zone Easting Northing  
2         

3           
Zone Easting Northing  
4           
 See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Matthew Loser, et al

organization 1993 Historic Preservation Class date December 7, 1993

street & number HISTPR 711, Harrisburg Area telephone     
Community College

city or town Harrisburg state PA zip code 17110-2999

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Harrisburg Chapter of the National Railway Historical Society

street & number P.O. Box 3423 telephone   

city or town Shirestown state PA zip code 17011

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Harris Tower

Section number 10 Page 1

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VERBAL BOUNDARY DESCRIPTION

Beginning at P.K. nail at the northwestern corner of the terminus of Walnut Street (52.50"); thence along the lands now or formerly of the Commonwealth of Pennsylvania, north 35 degrees, 11 feet, 20 inches east, 94.44 feet, to a steel reinforcing bar at the line of lands now or formerly of Amtrak;

thence, along the aforesaid lands the following two courses and distances,

- 1) south 17 degrees, 59 feet 37 inches east, 59.47 feet, to a steel reinforcing bar,
- 2) south 05 degrees, 38 feet, 43 inches east, 77.71 feet, to a steel reinforcing bar;

thence, along the lands of the northern terminus of Walnut Street, north 54 degrees, 48 feet, 40 inches, 98.42 feet, to a P.K. nail, the place of beginning.



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National Park Service

# National Register of Historic Places Continuation Sheet

Harris Tower

Section number 10 Page 2

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## BOUNDARY JUSTIFICATION

The boundary includes the entire city lot that has historically been associated with the property.

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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94001056 Date Listed: 8/30/94

Harris Switch Tower, Pennsylvania Railroad Dauphin PA  
Property Name: County: State:

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrus  
Signature of the Keeper

8/30/94  
Date of Action

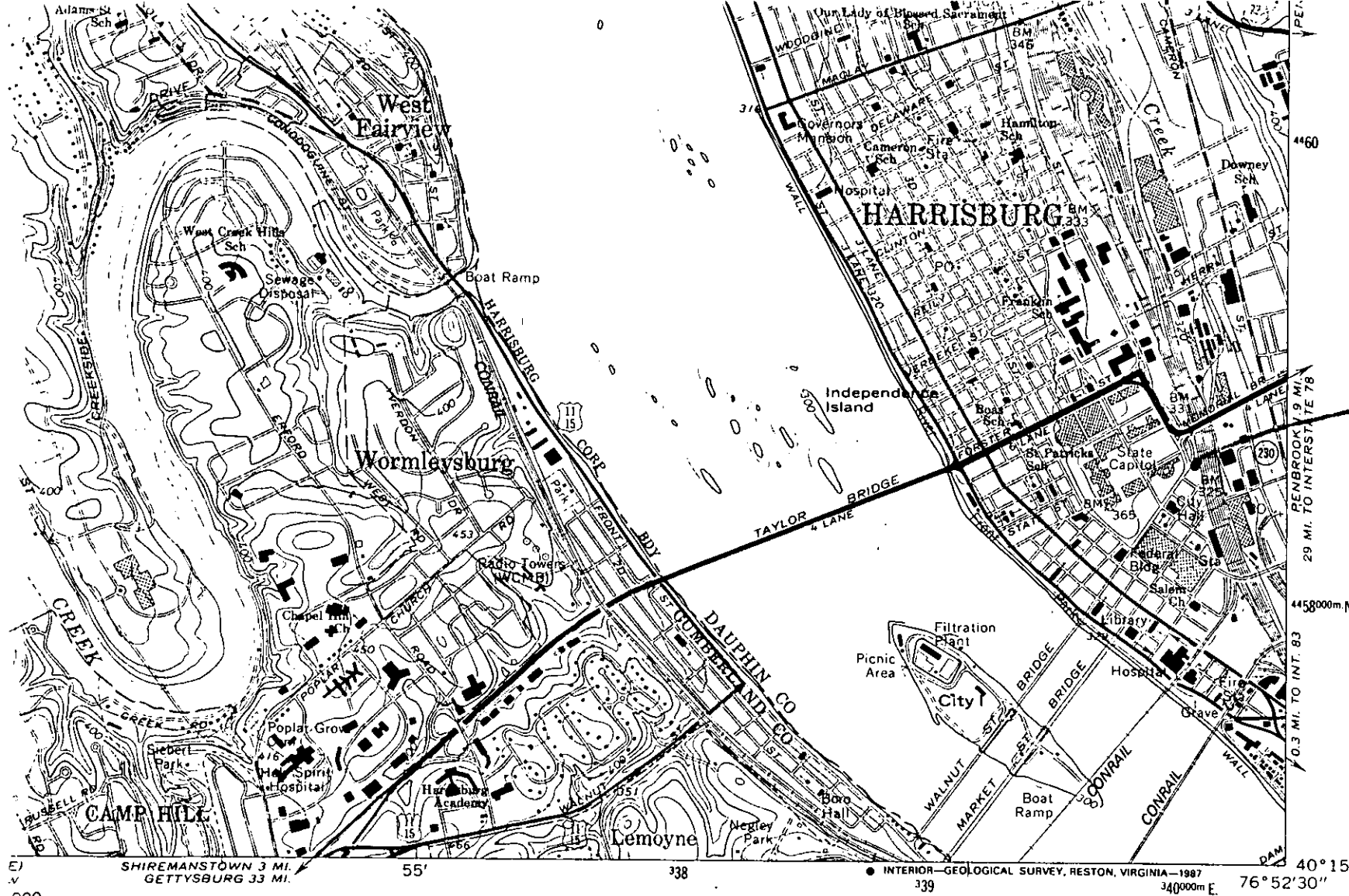
=====  
Amended Items in Nomination:

The nomination form does not indicate the Level of Significance of this property; the State has clarified that it is of State significance. The form is officially amended to include this information.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

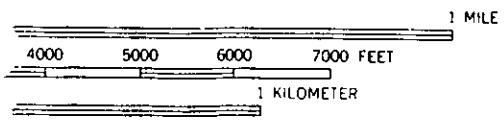
SEP 23 1994  
HISTORIC PRESERVATION



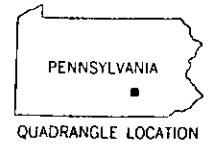
Harris Tower

CAMP HILL ENGINEERS  
 331 MARKET STREET  
 LEMOYNE, PA 17043  
 TEL: (717) 747-6161

(STELLTON)  
 566 III NE



VERTICAL DATUM OF 1929



- ROAD CLASSIFICATION**
- Primary highway, hard surface
  - Secondary highway, hard surface
  - Light-duty road, hard or improved surface
  - Unimproved road
  - Interstate Route
  - U. S. Route
  - State Route

MAP ACCURACY STANDARDS  
 GEOLOGICAL SURVEY  
 RESTON, VIRGINIA 22092  
 ALL SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with Commonwealth of Pennsylvania agencies from aerial photographs taken 1984 and other source data. This information not field checked. Map edited 1987

**HARRISBURG WEST, PA.**  
 SW/4 HARRISBURG 15' QUADRANGLE  
 40076-C8-TF-024

1969  
 PHOTOREVISED 1987  
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