

EXPLORE THE HISTORY OF

YORK

YOUR GUIDE TO A WALK THROUGH *HISTORY*

York's story began nearly three centuries ago, and it has often been home to pivotal moments in the history of the United States. Founded in 1741, York began as a frontier town of German immigrants on the edge of British Colonial America. It became the county seat when York County was carved out of Lancaster County in 1749. During the American Revolution and after the British capture of Philadelphia, the Continental Congress fled here for safety and York served as a temporary capital for the young United States.

Congress remained in York from the fall of 1777 to the late spring of 1778. During this time, it adopted the nation's first constitution, the Articles of Confederation, and in 1778 formally established an alliance between the United States and France that brought the French into the war.

During the Civil War, York became the largest Northern city to be occupied by rebel forces when Confederates under Jubal Early arrived a few days before the battle at Gettysburg. After the war, York became an important regional industrial city and was home to many large factories. Companies like S. Morgan Smith (today under the Voith Hydro Umbrella), York International, A. B. Farquhar, and George F. Motter & Sons were just some of the companies that flourished here for nearly a century.

During World War II, industrialists led by York Ice Machinery's William S. Shipley adopted the York Plan to pool local production capabilities and secure major defense contracts. Their efforts helped York's smaller businesses compete for contracts against larger national firms. In the 1960s, York, like many American cities, entered a period of slow economic decline. Since the beginning of the 21st Century, however, York has undergone a major economic and cultural revitalization. The city has become a hub for technology and healthcare firms. In addition, its downtown retail and cultural venues have become regional draws. This is perhaps best represented by the return of baseball to downtown York with the construction of the York Revolution's new baseball stadium in the mid-2000s. As York continues to push forward and reinvent itself, the future looks bright for the old White Rose City.



YorkCountyTrailTowns.com



YorkHistoryCenter.org



York Revolution Stadium/ Railroad warehouses *5 Brooks Robinson Way*

As you near the North George Street bridge, it would be hard to miss one of York's more recent and prominent features: WellSpan Park, home of the minor league baseball team The York Revolution. Ever since the old York White Roses team folded in 1969, Yorkers had hoped to bring baseball back to the city. Beginning in 1995, the effort to create a new team and stadium came to fruition in 2007 with the team's inaugural season. The York Revolution have been drawing crowds of people to the downtown area for years now and have been a major driving force in York's revitalization. With three Freedom Division and three Atlantic League championships as well as frequent visits to the playoffs, the team has proven itself.

The Revolution has come to symbolize the revolution York has been undergoing in recent years with a bustling downtown as well as new industries and institutions moving into the area. The construction of the stadium cost over \$30 million and required the demolition of twenty buildings in the Arch Street neighborhood. These included the three-story, 65,000 square foot space leasing building as well as the York Rail Company's Hay Street transloading facility. York Rail's sale of the latter building was critical to the future of the stadium and their refusal could have doomed the project. The York Rail property, as part of a public utility, was not subject to eminent domain proceedings. The remaining historic railroad buildings just

south of the stadium were not in any danger of demolition due to the already high cost of the project. The most prominent of these buildings is the old railroad station, which now serves as a stop for Greyhound buses. The railroad that bisects York from east to west is still quite active, as many commuters and locals are well aware.



Sovereign Bank Stadium in York begins to look more like a baseball stadium, in this photo taken last Thursday. But there is still much work to be done at the construction site, and York Revolution officials announced Monday that the first home game at the new stadium will not be played until June 15.

York Revolution Stadium near completion, from York Daily Record newspaper



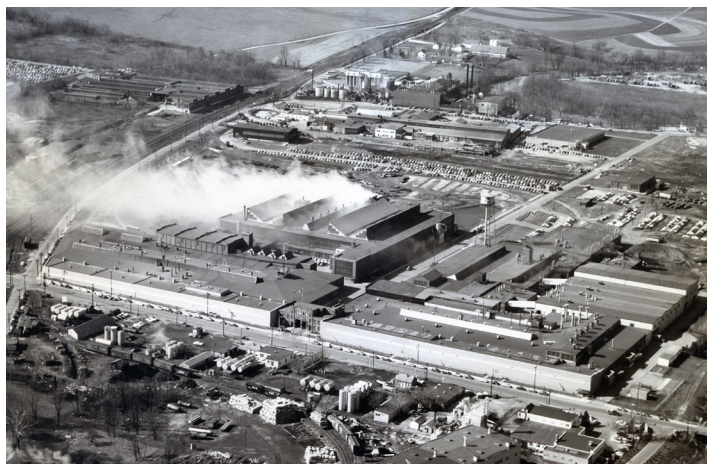
York International *144 Roosevelt Avenue*

In 1874, famed York industrialist S. Morgan Smith invited Jacob Loucks, Oliver J. Bollinger, George H. Buck, Robert L. Shetter, and H. H. LaMotte to join him as investors in a new venture called the York Manufacturing Company. Smith and Bollinger

were patented inventors as well as investors and provided initial leadership to the firm. Smith's Success Washing Machine and the Bollinger Turbine Water Wheel were the first products produced, but others soon followed. By 1880 all but one of the six founders left, forming their own businesses. The remaining founder, Jacob Loucks, provided the finances to keep the York Manufacturing Company machine shop operating, through family and acquaintances such as Henry Smyser, who introduced a line of stationary steam engines.

In 1883, Jacob Loucks hired 25-year-old engineer George Jarman to direct YMC's entry into the emerging mechanical refrigeration field. Loucks used much of his savings to expand the Penn Street factory and tool up for making the ice machines, which were showcased in a 1884 Company Catalogue. In 1885, the Water Valley Ice and Cold Storage Company, in Mississippi, took delivery of the first ice machine manufactured by YMC. The ice machine business had a rocky start, and in 1888, it took a major investment by Jacob Loucks' brother-in-law, P. H. Glatfelter, to save the York Manufacturing Company from demise. Phillip Henry Glatfelter, an established papermaker, became owner and manager of YMC. Glatfelter oversaw YMC's emergence as an ice machinery and refrigeration company and directed its 1896 move from Penn Street to a new mammoth location between West York (Roosevelt) Avenue and lines of the Western Maryland and Pennsylvania (Frederick Division) railroads. In 1897, Glatfelter hired Thomas Shipley to manage the company. Under Shipley's direction, the struggling firm became an industry leader. For over a decade in the early 1900s, Shipley fought union organization at the plant, ultimately signing an agreement with an AFL affiliate to represent YMC workers. More importantly, Shipley focused on technological improvements and providing customer service that stressed converting older equipment as well as new sales.

In 1925, the Grantley Plant of the York Manufacturing Company was established and continues to produce YORK products; the plant borders the Rail Trail between Richland Avenue and Grantley Road. In the late 1920s, YMC merged with seven of its eight loosely connected sales companies and three other related firms to form the York Ice Machinery Company. The name change reflected the importance of its main product, but executives recognized that refrigeration, and especially air conditioning, were the future. In 1942, the company renamed itself simply the York Corporation. By then, Thomas' younger brother, William S. Shipley, had established the York Plan to coordinate local businesses to secure defense contracts. York Corporation produced various equipment for the war effort, but its efforts in gas compression and rapid cooling were critical contributions. It provided everything from refrigeration systems to keep food fresh for the troops to the largest water cooling system in the world at the time for use in the Manhattan Project in Washington State. After the war, York Corporation was well positioned to take advantage of pent-up consumer demand for air conditioning, as well as lucrative



York International, Grantley Road

Cold War defense contracts. Yet, in 1956 the company joined Borg-Warner as a subsidiary to stabilize its finances, which were always troubled by seasonal fluctuations. The relationship lasted for thirty years, but in 1986 corporate restructuring led Borg-Warner, primarily an automotive parts supplier, to cut its York division loose. By the 1990s, York International was the largest American company dedicated to manufacturing air conditioning, refrigeration, heating, and ventilation equipment. In 2005, Johnson Controls bought out YI and continues to operate in York County, continuing a tradition begun nearly 150 years ago.

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York County History Center **N. Pershing Ave. and Philadelphia St.**

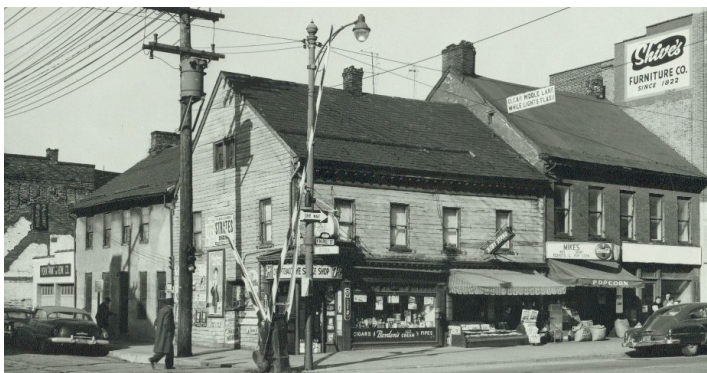
In September 1882, Thomas Edison turned on the lights in New York, beginning the electric age in the United States. By 1885, electricity came to York through the efforts of Adam F. Geesey and the chartering of the Edison Electric Light Company (EELC). The company began operating a newly-built generation station at Gas Avenue and Water Street (now Pershing Avenue). Coal-fired boilers produced steam that turned Edison Bi-Polar Generators. The initial output was 75 kilowatts, but the company regularly expanded its output as the demand grew. In 1887, EELC won a coveted contract to replace York City's gas streetlights with electric ones. In 1892, EELC signed an agreement to provide electricity to York Railways Company for streetcars. Although EELC used direct current (DC) in accordance with Thomas Edison's original systems, by 1895 the local company had switched over to AC generation, spurred on in part by its acquisition of the competing Westinghouse Electric Light Company on South Pershing. In 1898, the thoughtful Geesey helped found the York Steam Heating Company, which channeled steam exhaust underneath York's streets. By 1904, the steam plant's output was outmoded by the new York Haven hydro station and the old plant soon became a subsidiary of the streetcar company. Yet, as York's power demands increased in the 1910s, the steam plant saw new expansion to meet the need. The steam

plant continued producing electricity until 1959, when it officially changed from the Metropolitan Edison York Generating Station to the York Steam Heating Plant. The steam plant continued operations until 1977, when the company shut down and turned the underground steam mains over to the city.

In 2015, the York County Heritage Trust (soon to be renamed the History Center) purchased the site as the future location of a centralized, modern museum and research center. Since then, staff, contractors, community members, and donors have worked collaboratively to develop plans and raise money for the new center, scheduled to open in 2024.

4 Colonial Complex 157 W. Market St.

The York County History Center's Colonial Complex comprises four distinct sites, each with a unique history. They have been key to remembrance and interpretation of the city's colonial past.



Gates House & Plough Tavern Cigar Shop and Mike's Nut Shop, Northeast corner of West Market Street and Pershing Avenue, c1954

The Golden Plough Tavern

In 1741, Martin Eichelberger claimed land at the corner of Market and Pershing and built the first floor of his home. In 1745, he added a second floor, and the building is a good example of the German Colonial style, with its exposed timbers reminiscent of buildings in Eichelberger's Black Forest homeland. The Eichelbergers lived on the second floor and conducted a tavern on the first. In most accounts of the period, it was called Eichelberger's tavern, but was known as the Golden Plough as early as 1830. The Eichelbergers lived at the site until 1751, when Joseph Chambers bought the lot.

The Gates House

In the mid-to-late 1750s, Joseph Chambers constructed (or had constructed) the stone Pennsylvania Georgian-style "Gates House." He built his new home without a kitchen, apparently intending to have all the cooking done next door in the adjoining tavern. Chambers owned the lot until 1771 when wealthy merchant George Irwin purchased the lot. The fine house then became a rental property. In the winter of 1777-8,

General Horatio Gates took up residence in the house during his stay in York. From here, he could easily meet with and entertain members of the Continental Congress in his role as President of the Board of War. You will notice the statue of the Marquis de Lafayette standing before this building, holding aloft a toast. A widely circulated, but largely debunked, legend holds that Lafayette had dinner here with Gen. Gates and a number of other officers and congressmen. Lafayette supposedly defused a cabal against Washington's leadership of the Continental Army with a well-phrased toast to the Virginian. True story or not, the Gates House undoubtedly witnessed many interesting conversations during a critical period of the Revolutionary War.



Colonial Court House decorated for 250th anniversary of York County

The Colonial Courthouse Replica

The significance of the Gates House, of course, depended upon the importance of a structure that existed just a few blocks to the east. In 1754, the original York County Courthouse was built in the center of the Market and George Street intersection, variously known today as Continental or Centre Square. From September 1777 to June 1778, the Continental Congress met in the courthouse during its York sojourn, avoiding the British forces occupying Philadelphia. While some members expressed dismay at their time in a 'backwater' like York, Congress did significant work here, adopting the nation's first constitution, the Articles of Confederation, printing money to fund the war effort, and resolving to keep Washington in his critical position as Commander-in-Chief during a bleak period of the war. In 1976, the York County Bicentennial Commission built the replica Colonial Courthouse in celebration of the nation's bicentennial. The commission took pains to replicate the dimensions of the original and based its appearance on surviving artwork.



Postcard of the Barnett Bobb Log House

The Bobb Log House

Dating to about 1812, this two-story rarity originally stood at Pershing and College avenues before the York City School District pushed for its relocation in 1968. Concerned locals, including members of Historic York, moved it to the emerging Colonial Complex to save it from being demolished. German weaver Johann Bernhard Bupp (Barnett Bobb) built the structure, which features four rooms on the first floor and a large second-floor room. Log houses, notable for their squared-off timbers (as opposed to the rounded timbers of log cabins), were usually one-story affairs. The house has two entrances, which became a standard feature in many Pennsylvania farmhouses in the 1800s.

5 Market Street/Jubal Early's march into York

Rail Trail and Market St. crossing



Reenactment of Confederate soldiers on Market Street

Although the best-known Civil War event in Pennsylvania was the pivotal battle at Gettysburg, York would witness the war directly. In June of 1863, Robert E. Lee's Army of Northern Virginia invaded the north and spread out across the southern region of Pennsylvania to take the war out of ravaged Virginia, dislodge the Union Army of the Potomac, and lure it into a decisive battle on Northern soil. In response to hearing about the Confederates entering Pennsylvania, prominent Yorkers

created the Committee of Safety to create a plan to safeguard the city if the Rebels came their way. Amongst them was Arthur Briggs Farquhar, who is best known as a prominent industrial leader for his agricultural equipment business. Mr. Farquhar had attended a school in Virginia and knew several men who had now become generals in the Confederate Army. One such man was general John B. Gordon, who was commanding a brigade of Georgians as part of Jubal A. Early's division. Using his previous connection, Mr. Farquhar and other town leaders were able to secure terms that would spare York and its people for a price. The terms of surrender required the withdrawal of local militia from the town, no resistance offered, and a "ransom" of \$100,000 as well as supplies for Early's men.

On a sunny Sunday afternoon, June 28, 1863, Early's 5,000 men marched via West Market Street over the Codorus Creek and into the downtown area. General Gordon led his brigade to Wrightsville to cross the massive covered bridge over the Susquehanna, but locals burned the bridge on orders from a militia leader and forced Gordon to return to York. By this time the supplies General Early had demanded had been furnished to his men, but only \$28,000 had been raised by the citizenry. Satisfied with his results, Early refrained from sacking the town and marched back west to link up with General Lee. York was the largest northern city to be occupied during the Civil War. The part Farquhar and other town leaders played in "surrendering" York to the Confederates is controversial to this day; some say their action spared York from burning and looting, but more recent historians have concluded that such rough treatment was unlikely and that Farquhar's entreaty reflected the ambivalent, if not outright pro-Confederate, sentiments of many locals.

6 AIM/George F. Motter & Sons

217 W. Princess St.

Currently the site of the Agricultural & Industrial Museum of the York County History Center, this complex of buildings was witness to the golden age of industrial York. The story of what became the George F. Motter Company starts in 1848, when Frederick Baugher purchased the Davis & Gardner machine shops at King and Newberry streets. At that site, famed inventor Phineas Davis built the first coal-powered steam locomotive engine for the Baltimore & Ohio Railroad. Baugher and Enos Frey established the Fairmount Steam Engine & Boiler Works on the site. In 1874, Baugher and Frey joined new partners George F. Motter and Jacob Reichley to form Frey, Motter & Company here on West Princess Street. Over its lifetime, the new firm would manufacture a wide variety of heavy machinery. By 1888, the company had expanded its machine shop to the north and was now known as Frey & Motter Steam Engine & Boiler Works. Just before Frey's death in 1891, George Motter and his sons assumed control of the

company, which would be known for many years as George F. Motter & Sons. In 1892, Motter acquired a neighbor in Westinghouse Electric Light, Heat and Power, which built a generating station off of Newton and Pershing avenues. In 1894, the better-financed Edison Electric Light Company bought out its competitor, which nonetheless continued operating for another decade. By 1908, the Motter firm had expanded to fill the Westinghouse properties and in the 1910s and 1920s built and rebuilt a number of structures on the property. In 1925, Motter won a contract to install a heating system in a new City Hall addition. The Motter firm continued operating until a 1956 bankruptcy led to complete closure in 1958. Some Motter descendants, John F. and his sons, had left the firm in 1953 to found the Motter Printing Press Company, which closed in 1991.

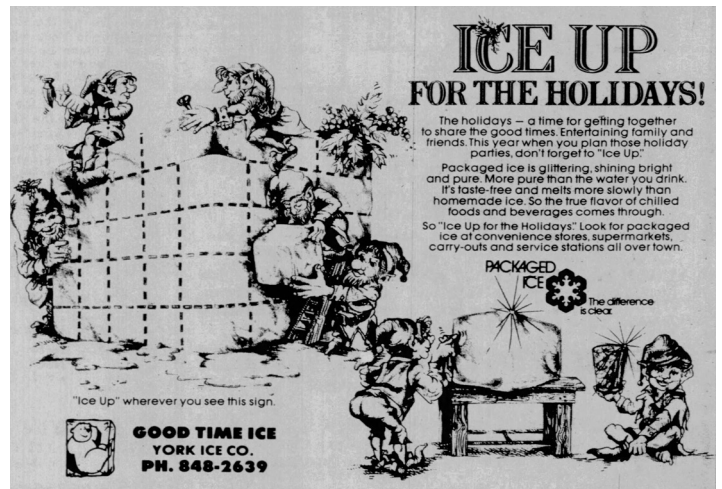


West Princess Street view, formerly G. Motter and Sons

The old Motter complex passed through the hands of various firms, including air conditioning manufacturer Therm-Air. In 1990, the property ended up in the county's hands. In 1993, the site reopened, with backing from many local firms, as the Industrial Museum of York County, later the Agricultural & Industrial Museum (AIM). In 1999, AIM merged with the Historical Society of York County to form the York County Heritage Trust, now the York County History Center.

7 York Ice Company 281 Kings Mill Rd.

As you round a bend in the creek that turns northward, if you look just off the trail to the east you will see a small plant. Depending on the day, you may even see piles of ice melting on the pavement inside the complex. This is the home of the York Ice Company Incorporated, which should not be confused with the York Ice Machinery Company or York International, now known as Johnson Controls. Currently operating under the name Good Time Ice Company, this local business is one of the oldest continuously family-owned ice companies in the country. It was founded by Civil War veteran Henry Lenhart Neuman in 1872 when he decided to sell ice in addition to running his ice cream business, the Neuman Ice Cream Company. The business thrived for many years, but in 1930 the ice cream portion of the company was sold to Borden Ice Cream Company. Good Time Ice is the only ice company



York Ice Company Inc - Good Time Ice advertisement, c1961

out of five that used to operate in the York area to have survived after the ice box age, when home refrigerators and freezers made delivery of ice unnecessary starting in the 1930s. Until 1978, the company still continued to deliver ice directly to home ice boxes. But since the 1930s, the company has come to rely on the commercial sale of their bags of ice at local convenience stores, gas stations and beer distributors. In 1991, under the direction of Ed Neuman, Sr. and his son Ed, Jr., the company could produce 75 tons of ice each day from their six turbo-fired freon ice machines. Despite concerns Mr. Neuman had about competition in the early 1990s, today the company continues to operate in much the same way under the direction of the fifth and sixth generation of Neumans. Heatwaves in the 2010s created such a sudden demand for ice that the company had to import ice to meet the need. For 150 years, this firm has been family owned and operated, and it seems unlikely for that to change anytime soon.

8 Codorus flooding - Penn Street S. Penn St. bridge over Codorus

The Codorus Creek (rapid water in Susquehannock) winds its way across York County for over 42 miles. The south branch of the creek parallels the Heritage Rail Trail for a considerable distance before merging with the rest of the Codorus about a mile upstream of the City of York. As the creek nears the city, you will notice the water level drops several feet and enters a wide channel lined with rocks and concrete walls all the way through York City. But for most of the city's history, the Codorus Creek remained unaltered as it flowed through town bound for the Susquehanna River. A large amount of the water from the southern and central sections of the county flow through the Codorus, and heavily rainfall can cause the water level to rise rapidly. The cresting Codorus has flooded downtown area of York on many occasions, causing severe damage to buildings and infrastructure. The worst such events include the great flood of 1933 and the 1972 flooding caused by Hurricane Agnes. It was after Agnes that the US Army Corps of Engineers was forced to implement flood control measures

to minimize the danger the creek could pose to York. Their work included dredging the creek, creating flood walls along the banks, and the construction of the Indian Rock Dam several miles upstream. Since then, the creek has much more peacefully flowed through the White Rose City. During the height of the industrial age in York and well after, the Codorus suffered from heavy pollution from the many factories that were located along her banks. This earned her the inglorious nickname of the "Inky Stinky" by residents due to the pungent odor emanating from her waters. In recent decades however, concerted efforts have been made to clean up and beautify the Codorus creek, resulting in a much healthier aquatic ecosystem. Fly fishing for brown and rainbow trout has become popular, and organizations such as the Codorus Creek Watershed Association have been hailed for their efforts in this environmental turnaround.



Codorus Creek Flood at Penn Street



Schmidt and Ault Paper Company 410 Kings Mill Road

Located between Kings Mill Road and the rail trail, Schmidt and Ault (S&A) has a history that stretches to the early industrial development of York. The King family, beginning with Philip (Jacob) King, began making paper in York as early as 1798. In 1812, Jacob and Catherine built a fine brick mansion in front of their operations, a structure that still stands today. In April 1823, the York Paper Mill became known as King's Mill, from which the road got its name. Under the ownership of Jacob's grandson, George King, the York & Maryland Railroad (forerunner of the NCRR) built tracks across the property, which proved fortuitous in years to come. Before giving permission to the railroad, King insisted they built a cart way 12' wide and 11' high to allow his wagon and horses to pass under the tracks.

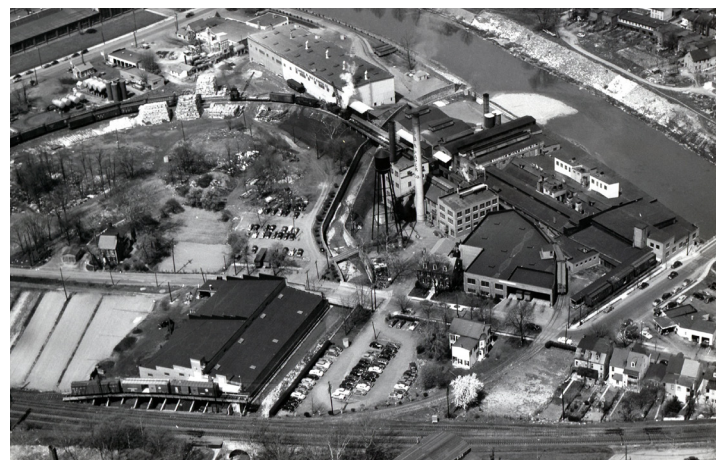
Unfortunately, a number of untimely deaths befell the King family. When George died in 1859, his will specified that all properties were to be sold, rather than transferred to any remaining relatives. The mill passed through various hands, including Philadelphia papermaker Alfred Dupont Jessop and the York Water Company (which leased the plant to wallpaper firms for a period). In 1896, lessee Frank M. Rudolph,

a Philadelphia papermaker, reopened the mill once again and significantly upgraded its machinery. In 1897, Robert Augustus Grant Ault and John Charles Schmidt convinced Rudolph to begin a partnership for their \$10,000 joint investment. In 1898, the partners bought out Rudolph's share, and in 1901 the Codorus Paper Mills became the Schmidt & Ault Paper Company, which finally purchased the property from York Water. In addition to his new paper business, John C. Schmidt made a name for himself in manufacturing chain and as president of Pullman Manufacturing, which built automobiles in York. In addition to regularly upgrading plant equipment, in 1916 S&A renovated the 1812 King mansion and raised it 7.5 feet to provide for a basement.



Schmidt & Ault Paper Company mill, Penn Street side, c1947

Following John C. Schmidt's death in 1923, his son Henry D. Schmidt replaced him as president. Henry would oversee the company's continued expansion and maturity for over fifty years as a manufacturer of 'brown' paper for use in containers. A number of events transformed the company into a modern national papermaker. In 1958, S&A and two other companies reached an agreement with the City of York's water treatment plant to treat effluvia before discharging it into the Codorus; previously, such effluvia were discharged into the creek untreated. The company simultaneously worked to reuse water whenever possible, which led to some hiccups in the final product. In 1960, Henry successfully negotiated the sale of S&A to St. Regis Paper, which would continue S&A as its own division.



Aerial view of entire Schmidt & Ault Paper Company plant, Kings Mill Road, c1940

After numerous attempts over a decade, in 1962 employees voted to unionize. Disappointed by what he thought an unnecessary development, Henry nonetheless remained involved with the company until his death in 1978. In the 1980s, the volatile paper market led St. Regis to merge with Champion International, which sold off its "brown paper" components to Stone Container. Stone reduced production at S&A. In 1998, Stone merged with Jefferson Smurfit to form Smurfit-Stone, which chose in 2000 to close S&A entirely. This ended 200 years of paper production at the site and meant layoffs for over 100 employees.

In 2009, York College purchased the site from Baltimore developer David Berg. YCP moved several operations to the site, as well as academic ventures such as King's Mill Depot, home to the J.D. Brown Center for Entrepreneurship and is redeveloping the property as Knowledge Park.



York College of Pennsylvania - West Campus

**Along rail trail between S. Richland Ave.
and Grantley Rd.**

The story of York College began in 1787 when the Reverend John Andrews founded the York County Academy. He supplemented his meager (and occasionally nonexistent) income from St. John's Episcopal Church by teaching English, Latin and Greek to the mainly German-speaking population of York. The York County Academy would be joined by a new institute for higher learning in 1871, when Samuel Small founded the York Collegiate Institute. Mr. Small, a prominent businessman and citizen of York, wanted to offer education and intellectual and moral culture for the York area, and so the YCI would open in 1873. Both organizations would function independently for several decades, but by the 1940s they were operating at a loss.

The improvements in public education in the intervening years had seriously reduced their enrollment. Dr. Lester F. Johnson, president of the YCI and principal of the YCA, proposed to the Board of Trustees that the organizations should merge and create a junior college. The York Collegiate Institute of Junior College (more commonly referred to as York Junior College) would open in October 1941.

After World War II ended, York Junior College saw an explosion in enrollments, and the institute would move to its present location along Country Club Road where the main campus is today. With continued success and expansion, Dr. Ray A Miller would oversee the final transformation of the institute into York College of Pennsylvania in 1968.

The most noticeable sections of the college from the Rail Trail are the North and West Campus extensions. In the distance to the south of the trail are the large dormitory buildings of West Campus, which include Brookie, Richland Hall, Little Run Lodge, Spring Garden Apartments and Country Club Apartments. One can also easily spot the wide athletic fields that stretch out from the Grumbacher Sport and Fitness Center, a 160,000 square foot building that includes a rock-climbing wall, 10-lane competitive swimming pool, fitness center, 2 large gymnasiums, and classrooms. Beside the east entrance of this facility is Diehl Hall, the home of York College's nursing major program as well as sports and hospitality management. Sitting directly beside the Rail Trail where it crosses Grantley road is the Kinsley Engineering Center, with the towering Northside Commons behind it. The Kings Mill Depot offers resources to local businesses and serves as the home for the J. D. Brown Center for Entrepreneurship.



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