

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 16). 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 N/A
other names/site number Bridge 182+42, Northern Central Railway

2. Location

street & number Rt. 616 N/A not for publication
city, town Shrewsbury Township N/A vicinity
state Pennsylvania code PA county York code 133 zip code 17361

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
Signature of certifying official
PA HISTORICAL & MUSEUM COMMISSION

3/23/95
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: Masonry Arch Bridge

Materials (enter categories from instructions)

foundation Limestone

walls N/A

roof N/A

other Granite

Sandstone

Describe present and historic physical appearance.

Located on the route of the Northern Central Railway, Bridge 182+42, is a single span arch bridge which conveys tracks over Rt 616 and the Codorus Creek. Constructed c. 1871, the bridge is only one of a small number of masonry arch bridges on railroads in York County.

The arch intrados consists of rectangular granite voussoirs which rest upon imposts of granite. Placed upon the extrados of these granite voussoirs are larger brownstone voussoirs which have been step cut. The spandrels and abutments are constructed of limestone ashlar. The span of the arch is recessed where it meets the abutments. A projecting string course of ashlar can be seen above the arch's crown.

Still in use today, the bridge and railroad are used in the periodic movement of freight and train excursions. The bridge has remained in good condition with its historic integrity intact.

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)

Transportation
Engineering

Period of Significance

1871 - 1942

Significant Dates

c. 1871

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.

Located in Shrewsbury Township on the route of the Northern Central Railway, Bridge 182+42 was constructed in 1871 by the Pennsylvania Railroad. This masonry arch bridge is one of only a few found on the railroads in southern York County. The Northern Central Railway succeeded in providing a needed link to the large commerce markets in Baltimore and Philadelphia for the merchants and farmers of southern and eastern York County from c. 1840 to c. 1970.

The Northern Central Railway was organized in 1854 through a merger of several shortline railroads including the Baltimore and Susquehanna Railroad. It was the Baltimore and Susquehanna Railroad through the leasing of several lines such as the York and Maryland Line, the York, Wrightsville and Gettysburg Line and the York and Cumberland Line that enabled southern and eastern York County to be linked to the major trade cities of the mid-Atlantic in the mid-nineteenth century. As a result of financial trouble, the Northern Central Railway was bought by the Baltimore and Ohio Railroad. During the monetary panic following the 1860 Presidential election the company was forced to sell the line. It was purchased by the Pennsylvania Railroad. The Pennsylvania Railroad retained ownership of the line, until its merger with the New York Central Railroad in 1964. After the failure of this portion of the line it was sold to the Department of Transportation and the lease was in turn transferred to the County of York. During the numerous transactions and mergers, this portion of the line has retained the name Northern Central Railway.

The bridge was built as a result of the widening of the route of the Northern Central Railway in order to lay a second set of tracks between Baltimore and York. The reworking, which took place in 1871, was financed by the Pennsylvania Railroad. It is one of four bridges that remain from this period of the Northern Central. The majority of the bridges that were constructed in 1871 were later replaced or updated in the 1920's.

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.

See continuation sheet

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 # _____

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

Acreeage of property Less than one acre

UTM References

A

1	8	3	5	2	3	8	0	4	4	0	4	2	7	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

See continuation sheet

Verbal Boundary Description

Beginning at a point on the northeast corner of the north abutment, thence south approximately 80 feet, crossing both Rt. 616 and the Codorus Creek to a point on southeast corner of the south abutment, thence west to a point on the southwest abutment, thence north approximately 80 feet, across said roadway and waterway, to a point on the northwest corner, thence east to place of beginning.

See continuation sheet

Boundary Justification

The above description includes only the bridge and its abutments.

See continuation sheet

11. Form Prepared By

name/title Thomas N. Shaffer/Architectural Historian
organization Historic York, Inc. date 6/30/92
street & number P. O. Box 2312 telephone (717) 843-0320
city or town York state PA zip code 17405

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

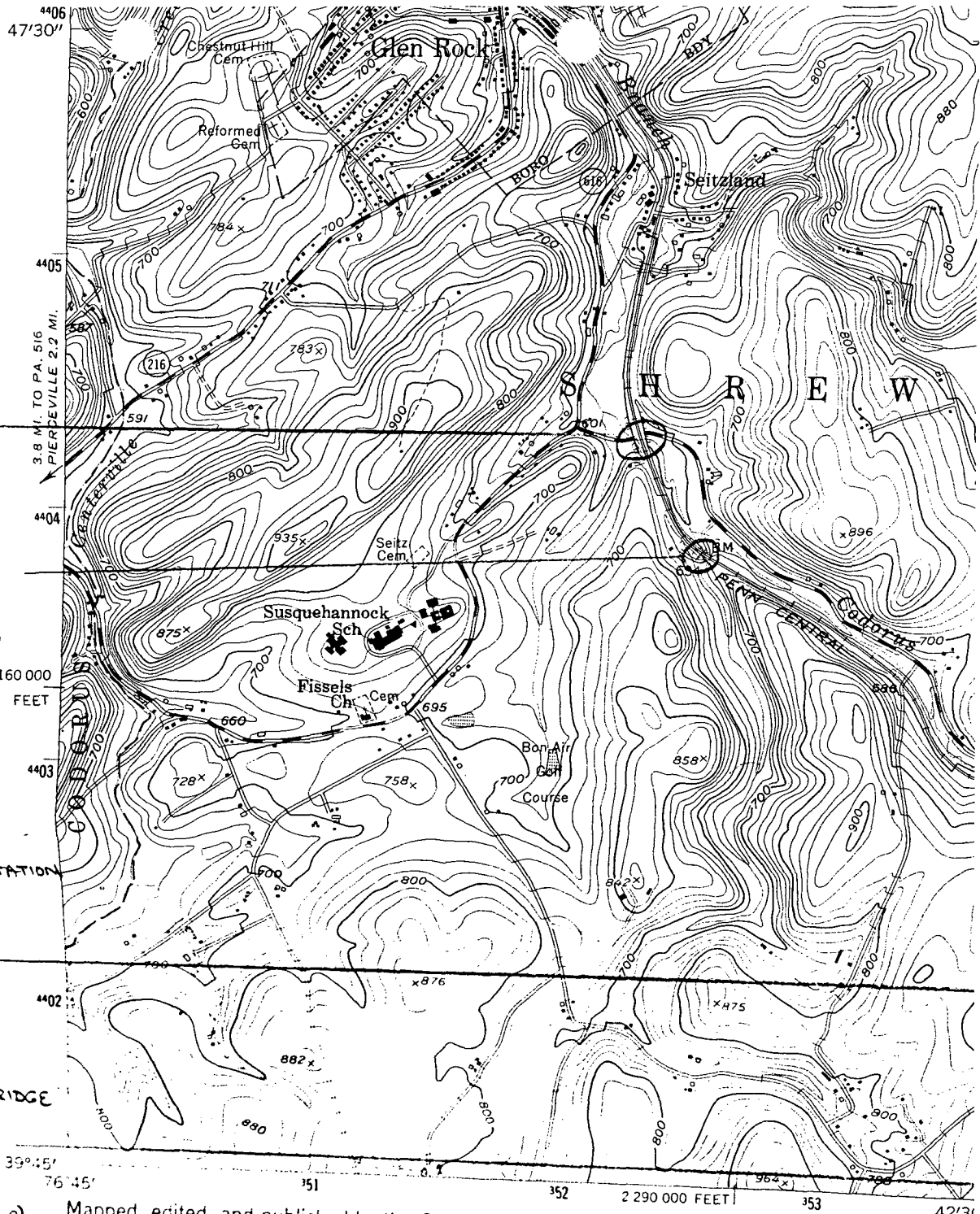
**National Register of Historic Places
Continuation Sheet**

Bridge 182+42, Northern Central Railway, York County, PA

Section number 8 Page 2

This bridge is comparable to two other masonry arch bridges found on the route of the Northern Central Railway. Both bridges consist of one arch and are used to cross both a waterway and road. Located approximately two miles to the south, Bridge 109+9 closely matches this bridge. Both employed the use of limestone and granite ashlar. The second bridge, Bridge 634, is located approximately one and half miles to the south of Bridge 182+42. This bridge differs in that it was constructed largely with the use of brownstone. There are also several rowlocks of brick employed in the bridge's arch.

The bridge has remained in good condition with its historic integrity intact.



A
 BRIDGE 182+42
 ZONE 18
 EASTING 352380
 NORTHING 4404270

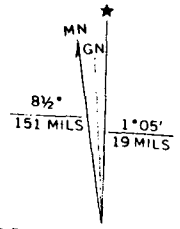
BRIDGE 634
 ZONE 18
 EASTING 352640
 NORTHING 4403780

SHREWSBURY RAILROAD STATION
 ZONE 18
 EASTING 356250
 NORTHING 4401940

STONE ARCH ROAD BRIDGE
 ZONE 18
 EASTING 353440
 NORTHING 4401190

(LINEBORO)
 3663 IN NE

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



UTM GRID AND 1973 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET

Map photoinspected 1984
 No major culture or drainage changes observed

GLEN ROCK, PA - QUADRANGLE