

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 634, Northern Central Railway

2. Location

street & number Rt. 616 north of Railroad Borough N/A not for publication  
city, town Shrewsbury Township N/A vicinity  
state Pennsylvania code PA county York code 133 zip code 17349

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  
PA HISTORICAL & MUSEUM COMMISSION  
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 Sandstone

Brick

Describe present and historic physical appearance.

Located in Shrewsbury Township along the route of the Northern Central Railway, Bridge 634 is a single span masonry arch bridge. Constructed c. 1871, the structure was built to convey a double set of tracks over a roadway and the Codorus Creek. This type of construction, spanning over both a waterway and roadway, is relatively uncommon to southern York County railroads and only two other examples can be seen, all on the route of the Northern Central Railway.

The majority of the material used in the construction of this bridge is brown limestone ashlar which is found in the spandrels and abutments. The arch consists of stepped brownstone voussoirs and one end is lined with five rowlock courses of brick. However, only bricks at the eastern entrance are still intact. The remainder of the bridge's arch is now lined with a corrugated metal sleeve. The arch is recessed where it meets the abutments. A string course, which offsets this feature, is visible one course above the arch's crown.

The railroad is used periodically for the movement of freight and train excursions. The bridge has retained its integrity and remains in good condition, despite alteration.

**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 on the route of the Northern Central Railway in Shrewsbury Township, Bridge 634, is one of four masonry arch bridges in southern York County. Constructed c. 1871, the bridge was built when the route of the Northern Central was expanded to include a second set of tracks between York and Baltimore. 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.

Shortly after the line was bought by the Pennsylvania Railroad, a second set of tracks was added to the route between Baltimore and Philadelphia. As a result of this, the path of the railroad was widened, which caused the replacement of numerous bridges and culverts on the line, including Bridge 634. The majority of the bridges were again replaced or updated during the 1920's. This bridge, unlike the majority of the others, has remained from the early history of the Northern Central Railway

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**

Acreeage of property Less than one acre

**UTM References**

A 18 3521640 441031780  
 Zone Easting Northing

C \_\_\_\_\_

B \_\_\_\_\_  
 Zone Easting Northing

D \_\_\_\_\_

See continuation sheet

**Verbal Boundary Description**

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

See continuation sheet

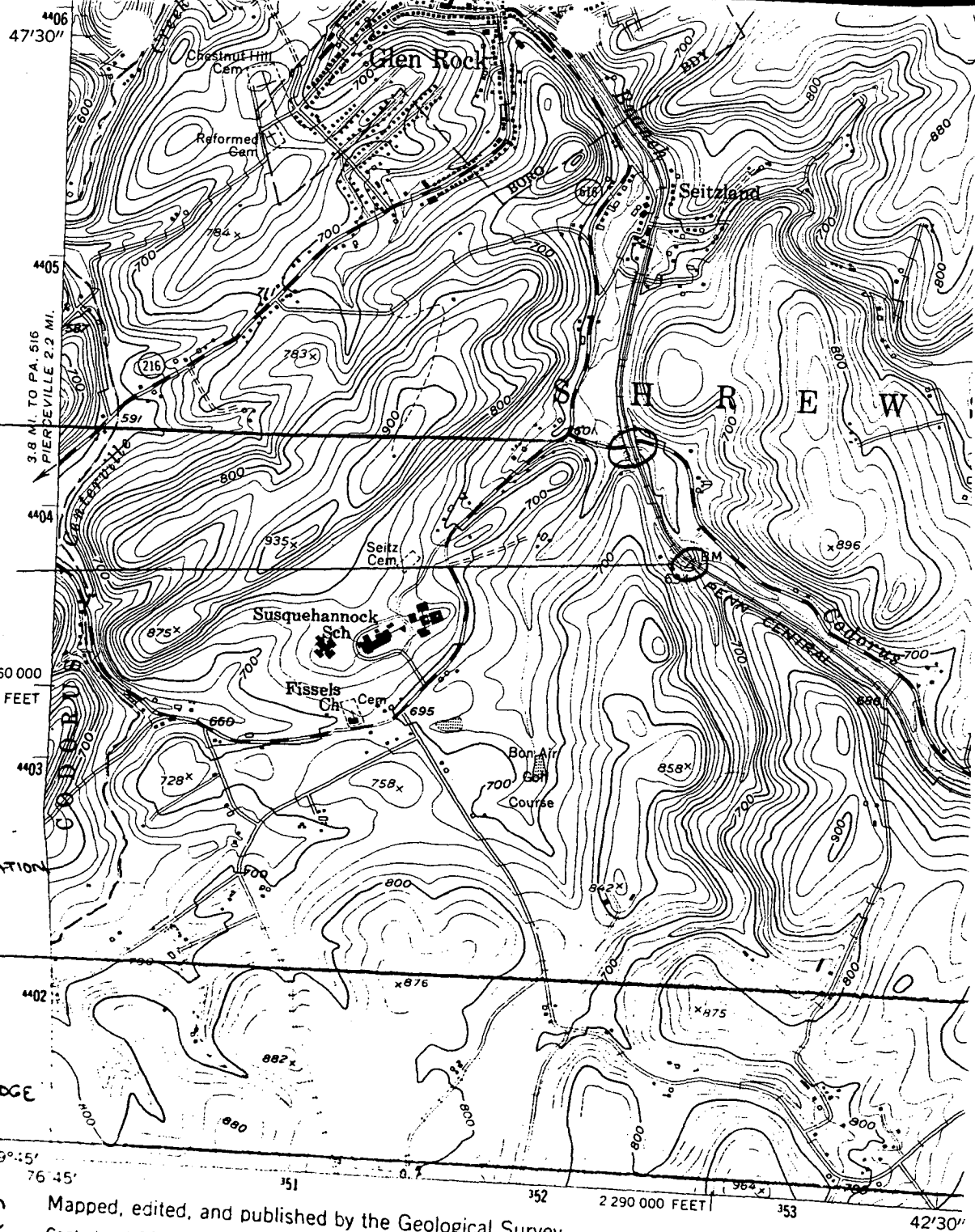
**Boundary Justification**

This 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



BRIDGE 132+42  
 ZONE 18  
 EASTING 352380  
 NORTHING 4404270

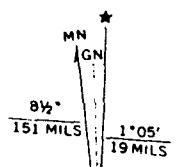
**A** BRIDGE 634  
 ZONE 18  
 EASTING 352640  
 NORTHING 4403780

SHREWSBURY RAILROAD STATION  
 ZONE 18  
 EASTING 356250  
 NORTHING 4401940

STONE ARCH ROAD BRIDGE  
 ZONE 18  
 EASTING 353440  
 NORTHING 4401190

(LINEBORO)  
 3663 III 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