

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For HCRS use only  
received  
date entered

**RECEIVED**  
AUG 3 1981  
PH & MC  
Historic Preservation

**1. Name**

historic Shrewsbury Historic District

and/or common N/A

**2. Location**

street & number North & South Main Street, W. Forest Street N/A not for publication

city, town Shrewsbury Borough N/A vicinity of 19 congressional district N/A

state Penna. code 42 county York code 133

**3. Classification**

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple

street & number

city, town N/A vicinity of state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. York County Court House, Recorder of Deeds

street & number 28 E. Market St.

city, town York state Penna.

**6. Representation in Existing Surveys**

title York County Historic Sites Survey has this property been determined eligible?  yes  no

date Jan. - Mar. 1980  federal  state  county  local

depository for survey records 1) PA. Historical & Museum Comm. 2) Historic York, Inc

city, town 1) Harrisburg 2) York state Penna.

# 7. Description

Heritage Conservation

Condition	Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		N/A

**Describe the present and original (if known) physical appearance** The District, part of the Codorus Creek drainage system, lies within a shallow, basin-shaped depression formed in the county's southern upland; originally delineated as an elongated rectangle, roughly 1 by 1/2 miles, its long axis paralleled the Balt-York Turnpike and its central cross-roads was situated at the basin's lowermost portion. The historic structures radiate from this intersection, especially lining N. and S. Main St. (the Turnpike) the main cross street, and two ancillary streets in the basin's bottom.

The earliest structures (pre 1800), characteristically German, are of log. The borough's outlying area has a few stone, 1 1/2 story settler's cabins, many built over springs. Eleven homes are of Georgian/Federal influence, five are Flemish bond; these reflect the wealth of Shrewsbury's Turnpike Period (1810-40); they have fine interior and exterior appointments; some have moulded-brick cornices. Particularly interesting are the foundations of S.Main's west side. Many are done in fine, blue-grey shist ashlar; one foundation has interspersed blocks of contrasting brown sandstone. Coevally constructed were lesser houses of log, frame and brick; many reflect a blend of English and Germanic styling.

This blending metamorphosed into a strong vernacular style evident in post 1840 buildings. It is typified by a 2 1/2 story, 3 bay (from modified 2/3 Georgian), balanced facade-built in log, brick and especially frame- with single or double-end chimneys and 6/6 fenestration. Decoration was limited and trim and cornices remained simple although subtle variations are evident. This Vernacular reflects the inhabitant's character and pragmatism; also architecturally manifest are the borough's paradoxical development patterns; the borough and its inhabitants alternately shaping the other, the synthesized status quo then confronting a radically different wave of immigrants.

Evident, especially in the cornicework of antebellum buildings, are adapted elements of Classical and Greek Revivalism. The 1853 Odd Fellows Hall stands as the area's finest example of the period. Post 1860 structures were functional, but certain Victorian decorations were eagerly adopted; particularly sharp-peaked V-dormers and Queen Anne bay windows. Numbers of the both of these were added to earlier structures. There exists one outstanding 1870 Victorian mansion and two well-executed Romanesque Revival Churches.

It should be noted that the District contains 27 log cabins and that approximately 50% of Main Street's streetscape was constructed prior to 1860.

5. Local Name

continuous register of deeds, etc.

street & number \_\_\_\_\_

city town \_\_\_\_\_

G. Homeowner's Name

title York County Historic Sites, Inc.

depository for survey records \_\_\_\_\_

city, town 11 Harrisburg

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates: N/A      Builder/Architect: N/A

**Statement of Significance (in one paragraph)**

**Abstract**

Shrewsbury was one of the first settled areas west of the Susquehanna. Due to the area's topography and the positioning of a major transportation artery through it, Shrewsbury developed as the commercial focal point for the surrounding agricultural region. In 1810, the Baltimore-York Turnpike bisected the village, bringing numerous settlers and diverse influences. These people adapted themselves fully to the village's commercial nature, becoming shopkeepers and service personnel. The village expanded rapidly as both a prosperous commercial center and a functional community.

During the twenty years following Shrewsbury Borough's inception in 1884, the community had developed as a closed society whose citizens were a thrifty and pragmatic mix of English and Germans. This was reflected by their building's styling and decoration. Given thereby, that the commercial centering of the village shaped its earlier inhabitants, during the area's second developmental phase, the architectural choices of its practical population then began to mold the village.

Shrewsbury reached its social and financial apogee in the antebellum. Despite a levelling off of population, the borough's solidly established commercial base allowed it to maintain itself throughout the next 100 years. In 1960, the positioning of I-83 allowed a massive influx of new settlers which tripled the area's population. Most of this influx was not assimilated into the community, therefore a situation of confrontation exists.

Placement upon the National Register may serve to refocus the borough's sense of community. Due to the strong architectural correlation between the borough and its inhabitants, preservation of the streetscapes could serve as an important cultural tool for sociological study. Additionally, the borough has the finest mid-19th century streetscape extant in York County.

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The most significant period of development in Shrewsbury occurred during the first six decades of the nineteenth century. During this era Shrewsbury developed into the religious, educational, financial, social, mercantile and artisans' center for the Shrewsbury Township area. During the 1840's for instance two brick, church affiliated schools were built. In 1850, the Shrewsbury Savings Institution was established. In 1856 a public school was established, as was the Shrewsbury Academy, which had a staff of six professors. Numerous church congregations were established, and many civic committees, fraternal organizations, and social clubs were founded. In 1853, only seven years after gaining its charter, the local Oddfellows chapter built its own hall. This large, 3½ story brick structure was constructed in the Greek Revival style and is south-central York County's finest example of that style. The building is particularly noteworthy when one considers that the population of Shrewsbury at this time was around 500.

In 1838 the railroad line which later became part of the Northern Central system was completed between Baltimore and York.\* The route passed about one mile west of Shrewsbury in a narrow stream valley, close enough for a stop named Shrewsbury Station to be established. Soon afterward a turnpike was established between the new station and Shrewsbury Borough. This station grew to be an important shipping and manufacturing center, and was incorporated as Railroad Borough in 1871. The rail line marked the beginning of the end of the turnpike as a major link between Baltimore and the Susquehanna Valley. In 1858 the line was completed to Sunbury.

Shrewsbury, continued to be the dominant community in Shrewsbury Township during the years just after the opening of this new rail line. However, over the next half century the new, nearby rail towns of New Freedom, and in particular, Glen Rock rose to challenge the preeminence of Shrewsbury in the area.

The second half of the nineteenth century remained prosperous for Shrewsbury, but the town attracted little new growth. The population of Shrewsbury Borough declined from a peak of 600 in 1870 to 554 in 1900. On the other hand, the population of Glen Rock, with an economy based on light manufacturing, mushroomed from 537 in 1870 to 1117 in 1900. Glen Rock remained the larger of the two towns until the mid-twentieth century. New Freedom Borough, one mile southwest of Shrewsbury along the rail line, began to develop in the 1880's as a light manufacturing center, much like Glen Rock. By 1910 New Freedom has also become more populous than Shrewsbury, and remained so until the 1960's. New Freedom in recent years has developed much like Shrewsbury.

\*Two years later the Susquehanna and Tidewater Canal was completed between Wrightsville and Havre de Grace.

# 9. Major Bibliographical Reference

See continuation sheet

# 10. Geographical Data

Acreeage of nominated property 56.7

Quadrangle name Glen Rock

Quadrangle scale 1:24,000

### UTM References

A	<u>118</u>	<u>35611010</u>	<u>41401351210</u>
	Zone	Easting	Northing

B	<u>118</u>	<u>35621610</u>	<u>41401271210</u>
	Zone	Easting	Northing

C	<u>118</u>	<u>35611410</u>	<u>41401261610</u>
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D	<u>118</u>	<u>35611210</u>	<u>41401271210</u>
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E	<u>118</u>	<u>35601410</u>	<u>41401101210</u>
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F	<u>118</u>	<u>35601010</u>	<u>41401301210</u>
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G	<u>118</u>	<u>35591010</u>	<u>41401291410</u>
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H	<u>118</u>	<u>35581410</u>	<u>41401321410</u>
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Verbal boundary description and justification  
See continuation sheet

I	18	355960	4403280
J	18	355980	4403540

### List all states and counties for properties overlapping state or county boundaries

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>

# 11. Form Prepared By

name/title Jay R. Barshinger/Sites Surveyor

organization Historic York, Inc. date November 1983

street & number P.O. Box 2312 telephone (717) 843-0320

city or town York state PA

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title State Historic Preservation Officer  
Larry E. Tise

date 2/3/84

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places  
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Continuation sheet Shrewsbury Historic District Item number 10 Page 2

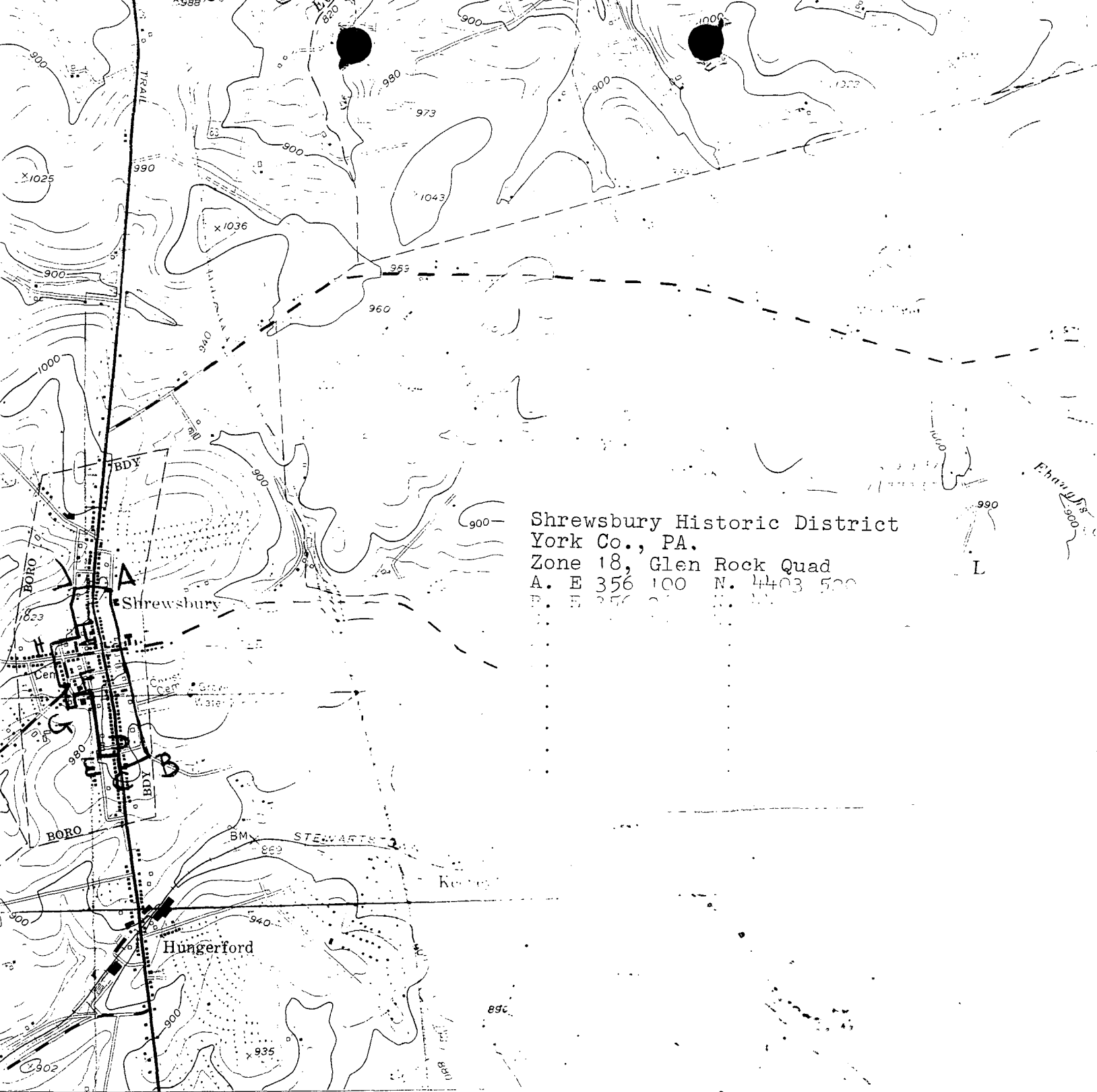
Beginning at a point on the W side of N Main Street and extending thence E 200' to the SE corner of parcel 34, thence N 42' to a point on the N side of an unnamed alley; thence E 60' to the SE corner of parcel 35A; thence N 55' to a point; thence E 10' to a point; thence N 10' to a point on the S boundary of parcel 36; thence E along the S boundary of parcel 36 55' to a point on the W side of N Highland Drive; thence N along the W side of Highland Drive 555' to a point; thence along the N boundary of parcel 47 120' to a point; thence NNW along the E boundary of parcel 48 75' to a point; thence N 35' to a point; thence W along the N boundary of parcel 49 and across N Main Street 175' to a point.

Continuing from thence N along the W boundary of N Main Street 230' to the NE corner of parcel 5; thence W along the N boundary of parcel 5 265' to a point on the E side of Sunset Drive; thence S along the E side of Sunset Drive 350' to the SE corner of Sunset Drive and an unnamed alley; thence continuing S along the E side of Sunset Drive 560' to a point; thence W\* along the E boundary of parcel 68 275' to a point; thence SW 35' to a point; thence S along the W boundary of parcel 84 365' to a point; thence E 8' to a point; thence S across W Forest Street 175' to a point on the S side of W Forest Street; thence W along the S side of W Forest Street 45' to a point; thence S along the W boundaries of parcel 66-71 460' to a point; thence E along the S boundary of parcel 66 280' to a point on the E side of Park Avenue.

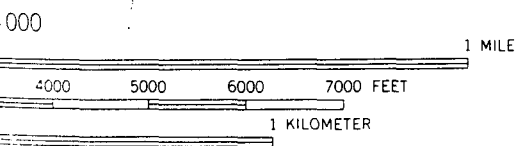
Continuing from this point S along the E side of Park Avenue 35' to a point; thence SW along the S side of Railroad Avenue 100' to a point; thence S along the W boundary of parcel 152 370' to a point; thence E along the S boundary of parcel 152 170' to a point; thence N along the E boundary of parcel 152 315' to a point on the N side of Railroad Avenue; thence E along the N side of Railroad Avenue 210' to a point; thence S along the E side of Sunset Drive 1550' to a point at the SW corner of parcel 10; thence E along the S boundary of parcel 10 250' to a point on the W side of S Main Street; thence N along the W side of S Main Street 35' to a point; thence E across S Main Street and along the S boundary of parcel 127 180' to a point; thence N 9' to a point; thence E 150' to a point; thence S 33' to a point; thence E 147' to a point; thence N 125' to a point; thence W along the N boundary of parcel 126 505' to a point; thence N along the E boundary of parcel 125A 68' to a point; thence E along the S boundary of parcel 124 398' to a point on the S side of E Church Street; thence W & N along the S side of Church Street and along the rears of parcels 124, 123, 122, 121, and 120 430' to the NE corner of parcel 120; thence E along the S side of E Church Street 80' to a point.

Continuing from this point N across E Church Street and along the W side of S Highland Drive 720' to a point at the NE corner of S Highland and E Reservoir thence continuing N along the W side of S Highland Drive 800' to the NE corner of parcel 83; thence W along the N side of parcel 83 220' to a point; thence N along the E boundary of parcel 81 30' to a point; thence W along the N boundary of parcel 81 110' to a point on the W side of S Main Street; thence N along the W side of Main Street 240' to a point on the W side of N Main Street and the place of beginning.

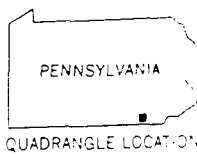
\*across Sunset Drive 460' to a point; thence N+



Shrewsbury Historic District  
 York Co., PA.  
 Zone 18, Glen Rock Quad  
 A. E. 356 100 N. 4403 500  
 E. E. 356 200 N. 4403 500



VERTICAL DATUM: NAVD83  
 HORIZONTAL DATUM: NAD83  
 MAP SCALE: 1:25,000  
 MAP PROJECTION: UTM  
 MAP DATUM: NAD83  
 MAP ELEVATION: MEASUREMENTS TO SEA LEVEL



MAP ACCURACY STANDARDS  
 FEDERAL GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
 ADDITIONAL INFORMATION IS AVAILABLE ON REQUEST