

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 18). 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 New Freedom Railroad Station, Northern Central Railway  
other names/site number N/A

### 2. Location

street & number Front Street N/A  not for publication  
city, town New Freedom Borough N/A  vicinity  
state Pennsylvania code PA county York code 133 zip code 17349

### 3. Classification

<p>Ownership of Property</p> <input type="checkbox"/> private <input checked="" type="checkbox"/> public-local <input type="checkbox"/> public-State <input type="checkbox"/> public-Federal	<p>Category of Property</p> <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	<p>Number of Resources within Property</p> <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">_____</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">Total</td> </tr> </table>	Contributing	Noncontributing	1	_____	_____	_____	_____	_____	1	0	_____	Total
Contributing	Noncontributing													
1	_____													
_____	_____													
_____	_____													
1	0													
_____	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)

Vacant

**7. Description**

Architectural Classification

(enter categories from instructions)

Late Victorian

Materials (enter categories from instructions)

foundation Stone

walls Weatherboard

roof Asphalt Shingle

other

Describe present and historic physical appearance.

Constructed c. 1870, the New Freedom Station is located in the southern portion of York County in the borough whose name it bears. The building was constructed by the Pennsylvania Railroad most likely at the time of the upgrading of the Northern Central Railway. During this time, a second pair of tracks was added to the route of the railroad and numerous bridges were built.

The building is located on the east side of Front Street and sits parallel to the tracks which run north-south. Located on the west side of the tracks, the New Freedom Station is the only building or structure related to the railroad still remaining in the borough. One and a half stories in height and rectangular in shape, it is covered with a gable roof with large overhanging eaves on the gable ends as well as the sides. The walls are clad in horizontal siding below the sill line and board and batten above. A brick chimney located near the mid-point of the roof, sits to the south of the center.

There is little decoration on the station. A bay window is located on the east elevation near the south end of the building. There is a King post truss in both gable ends and although all of them are no longer present, braces are found periodically under the eaves.

The interior of the building is divided into three separate sections. The first section is the freight room and it is located in the northern half of the station. This portion of the building is one large room which is accessed by two large bay doors on the north and east elevations and a small doorway on the western elevation. This room contains a freight scale. The middle section of the building was used as the station office and contains both shelving and a dividing partition between this room and the passenger waiting room. The passenger room is found in the southern end of the building and is furnished only by benches which line the walls. The integrity of the interior of the building has been maintained and suffers only from water damage as a result of leaks in the roof.

After the close of the station in approximately 1960, the building has not been used for any other purpose. Today the building stands vacant and is suffering from the lack of maintenance, yet it has retained its overall historic character.

**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)

Architecture

Transportation

Period of Significance

c. 1870 - 1942

Significant Dates

c. 1870

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 the southern portion of York County in New Freedom Borough is the New Freedom Railroad Station. Constructed by the Pennsylvania Railroad c. 1870, it is one of the oldest stations remaining in York County. Used for both freight and passenger service, the building was a factor in the development of New Freedom. One of only two wood stations still remaining in York County, it is typical of the small stations that were formerly found in towns throughout York County.

The building is significant to the development of the borough for several reasons. Its freight created a supply of materials and products to fill the demands of the local merchants and craftsmen, and as a passenger station, it provided access to the borough for outsiders. The first to take advantage of this were peddlers from York and Baltimore who travelled by rail to New Freedom and then rented wagons to visit the outlying areas to sell their wares. Another group of people visited the borough by train in order to participate in the Methodist camp meetings at Summit Grove.

Located within the borough, Summit Grove held camp meetings on Sundays with thousands of participants. At times, upwards of 10,000 people would visit the camp for the meetings. Many of them arrived by train from York or Baltimore. Records show that train excursions held in conjunction with camp meetings would run one train from York and two or more from Baltimore.

The borough of New Freedom, located near the mid-point between York and Baltimore, is the highest elevation along the line. Standing 827 feet above sea level, New Freedom was known as the "Summit". At the time when steam engines were in use, the grade up to New Freedom would sometimes be too much for heavily loaded trains. Up until the 1930's, the railroad maintained three "pusher" engines in New Freedom to assist struggling freight trains up the steep grade into the borough.

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**

Acreage of property Less than one acre

**UTM References**

A 18 3541240 4400060  
 Zone Easting Northing

C \_\_\_\_\_

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

D \_\_\_\_\_

See continuation sheet

**Verbal Boundary Description**

Beginning at a point on the southwest corner of the legal boundary line, thence north 120 feet to the northeast corner of said line, thence east 40 feet to northeast corner of legal boundary line, thence south 120 feet to the southeast corner, thence west to place of beginning.

See continuation sheet

**Boundary Justification**

These boundaries follow the legal boundary description for tax parcel 78-1-179.

See continuation sheet

**11. Form Prepared By**

name/title Thomas N. Shaffer/Architectural Historian  
 organization Historic York, Inc. date 6/26/92  
 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

New Freedom Railroad Station

Section number 8 Page 1

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The New Freedom station was a factor in the economic, industrial and population growth of the borough. It provided a market outside of the immediate area, while at the same time providing a new market for the nearby cities.

The New Freedom Railroad Station is similar in design and construction to the former Goldsboro Railroad Station. Located in Goldsboro, York County, along the line of the former York and Cumberland Railroad, the station was constructed during the same time period by the Pennsylvania Railroad. Both stations are identical in the fact that they were built using the same materials, decorative features and design. Another station which is similar in design is the Thomasville Station located on the route of the Western Maryland Railroad in western York County. Although much smaller than the New Freedom Station, it is constructed of frame with large overhanging eaves. It also contains various features of the Stick Style of architecture, such as decorative brackets and exposed sawn rafter tails. A third station, the Western Maryland Railroad Station, located on Roosevelt Avenue in the city of York, is also constructed in the Stick style. Much larger than the other stations, it is frame and it contains large overhanging eaves. It features large decorative braces, sawn rafter tails and vertical siding in the gable end.

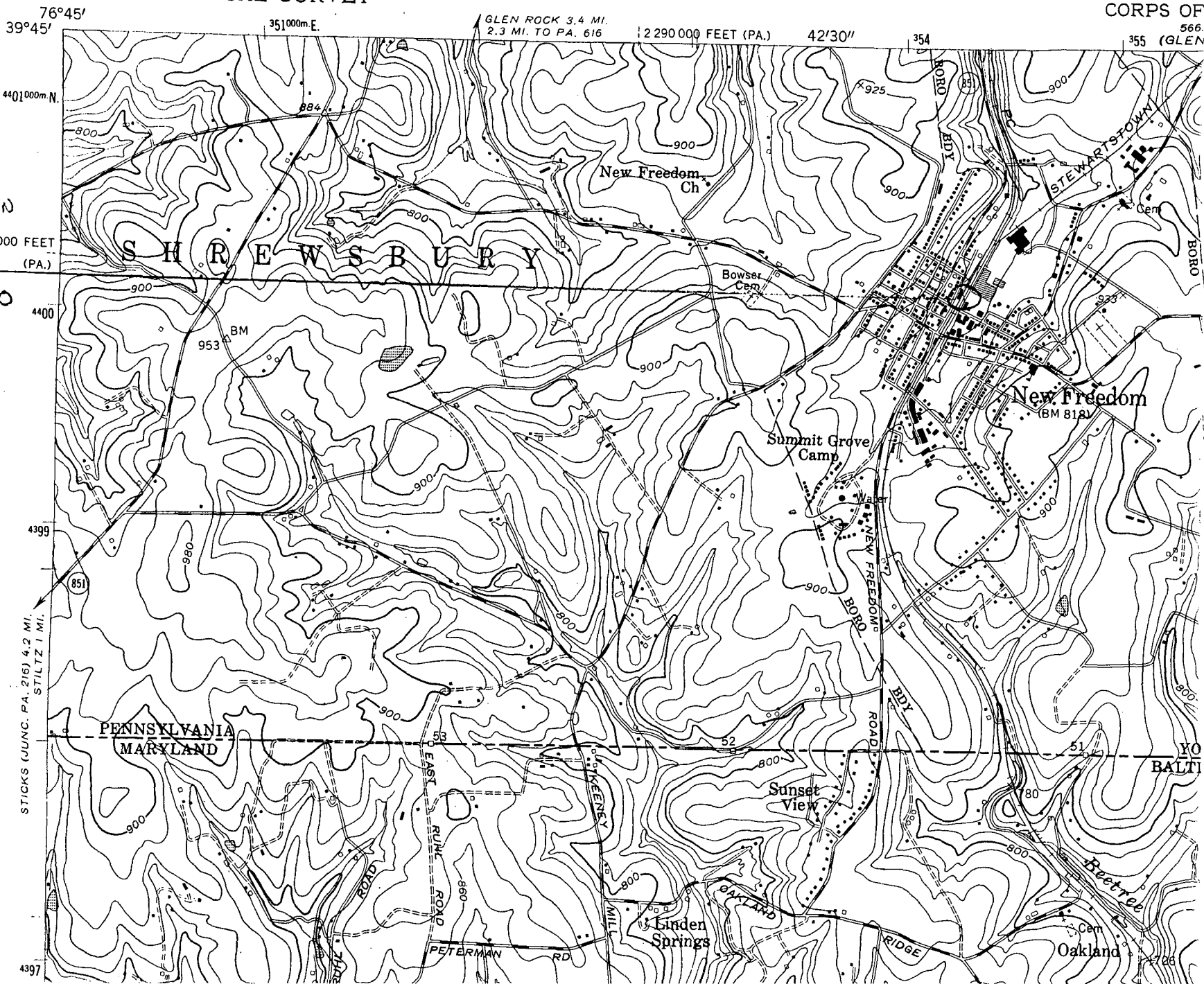
Although no longer in use and suffering from decay, the building has retained its integrity and stands as a reminder of the transportation and commercial factors which helped fuel the growth of New Freedom Borough.

5663 IV SE  
(SEVEN VALLEYS)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

RAILROAD RESOURCES OF YORK COUNTY  
NEW FREEDOM RAILROAD STATION  
YORK COUNTY, PA  
NEW FREEDOM QUADRANGLE

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY  
CORPS OF ENGINEERS



New Freedom Station  
SNE 18  
EASTING 354240  
NORTHING 4400060

150 000 FEET  
(PA.)

76°45'  
39°45'

351000m.E.

GLEN ROCK 3.4 MI.  
2.3 MI. TO PA. 616

2 290 000 FEET (PA.)

42'30"

354

355 (GLEN

4401000m.N.

4400

4399

STICKS (JUNC. PA. 216) 4.2 MI.  
STILTZ 1 MI.

4397

PENNSYLVANIA  
MARYLAND

YO  
BALTI