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 N/A
   other names/site number Deer Creek Bridge, Stewartstown Railroad

2. Location
   street & number Deer Creek Road N/A not for publication
   city, town Shrewsbury/Hopewell Township N/A vicinity
   state Pennsylvania code PA county York code 133 zip code 17361

3. Classification
   Ownership of Property
   □ private
   X public-local
   □ public-State
   □ public-Federal
   Category of Property
   □ building(s)
   □ district
   □ site
   X structure
   □ object
   Number of Resources within Property
   Contributing Noncontributing
   buildings
   sites
   structures
   objects
   1 0 Total
   Number of contributing resources previously listed in the National Register 0
   Name of related multiple property listing:
   Railroad Resources of York County, PA

4. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets □ does not meet the National Register criteria. □ See continuation sheet.
   DR. BRENT D. GLASS
   Signature of certifying official
   PA HISTORICAL & MUSEUM COMMISSION
   State or Federal agency and bureau
   Date
   3/23/95
   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
This girder bridge, located along the route of the Stewartstown Railroad spans Deer Creek, the border between Hopewell and Shrewsbury Townships. Still in use today, this c. 1895 bridge remains in good condition.

The bridge's main support system is found in the two sets of double riveted I-beams which span the creek. These beams rest on two stone abutments on either side of the creek. In this case the abutments also work in the manner of retaining walls for the grading of the railroad. The abutments are likely the original ones constructed to support first bridge in 1885. The ties, which have been notched to provide them with a tighter fit, are placed on top of the beams. The rails are then fastened to the ties. The bridge is 34 1/2 feet in length and 9 feet in width.

This bridge remains in good condition with its integrity well intact. The only problem that is visible is the cracking and loosening of the mortar joints in the abutments.
Located along the route of the Stewartstown Railroad, the Deer Creek Bridge was constructed c. 1895. Built by the Stewartstown Railroad Company to span Deer Creek, it is one of three bridges built in the girder style. Although the use of the steel girders is a common support system used in railroad bridges in York County, few are constructed employing the use of riveted girders. These consist several separate pieces riveted together to form one girder. This type of manufacturing preceded the rolling method which was able to form girders out of one piece of steel. Because the stone abutments may survive from the original bridge, the bridge and its abutments reflect at least two periods of railroad construction.

The Stewartstown Railroad satisfied the supply and demand needs of the merchants located to the east of New Freedom Borough and allowed for the transportation of their goods to its junction with the Northern Central Railway. Consisting of 7.2 miles, the Stewartstown Railroad connects with the Northern Central Railway at New Freedom Borough. The railroad company, before and during its operation suffered from the lack of large revenues. A small population from which to draw subscriptions for the necessary capital and a limited passenger and freight base were the only available sources. The railroad company was forced to construct the railroad through economically efficient means. This is reflected in the construction of the bridge which consists of field stone and wood ties, and is built in a simple and inexpensive engineering design.

The railroad at the present time, is still owned by the Stewartstown Railroad. It is used for both the hauling of freight and for train excursions.
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.

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
Acreage of property  Less than one acre

UTM References
A  [1.8]  [31.8]  [44.0]
Zone   Easting   Northing
B  [1.8]  [31.8]  [44.0]
Zone   Easting   Northing
C  [1.8]  [31.8]  [44.0]
D  [1.8]  [31.8]  [44.0]

Verbal Boundary Description

Beginning at a point on the northwest corner on the west bridge abutment, thence east, across Deer Creek, to a point on the northeast corner of the east bridge abutment, thence south to a point on said abutment, thence west, across before mentioned creek, to a point on the southwest corner of the west bridge abutment, thence north to place of beginning.

Boundary Justification

These boundaries include the bridge structure and abutments.

11. Form Prepared By

name/title  Thomas N. Shaffer/Architectural Historian
organization  Historic York, Inc.
date  6/29/92
street & number  P. O. Box 2312
city or town  York
state  PA  zip code 17405
phone  (717) 843-0320