

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 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street & number Deer Creek Road N/A not for publication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	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: Girder Bridge

Materials (enter categories from instructions)

foundation Stone

walls N/A

roof N/A

other Steel

Describe present and historic physical appearance.

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.

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)

Engineering
Transportation

Period of Significance
c. 1895 - 1940

Significant Dates
c. 1895

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 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 a 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.

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

1	8
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3	5	8	7	8	0
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4	4	0	2	10	2	0
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Zone Easting Northing

C

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B

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Zone Easting Northing

D

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See continuation sheet

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.

See continuation sheet

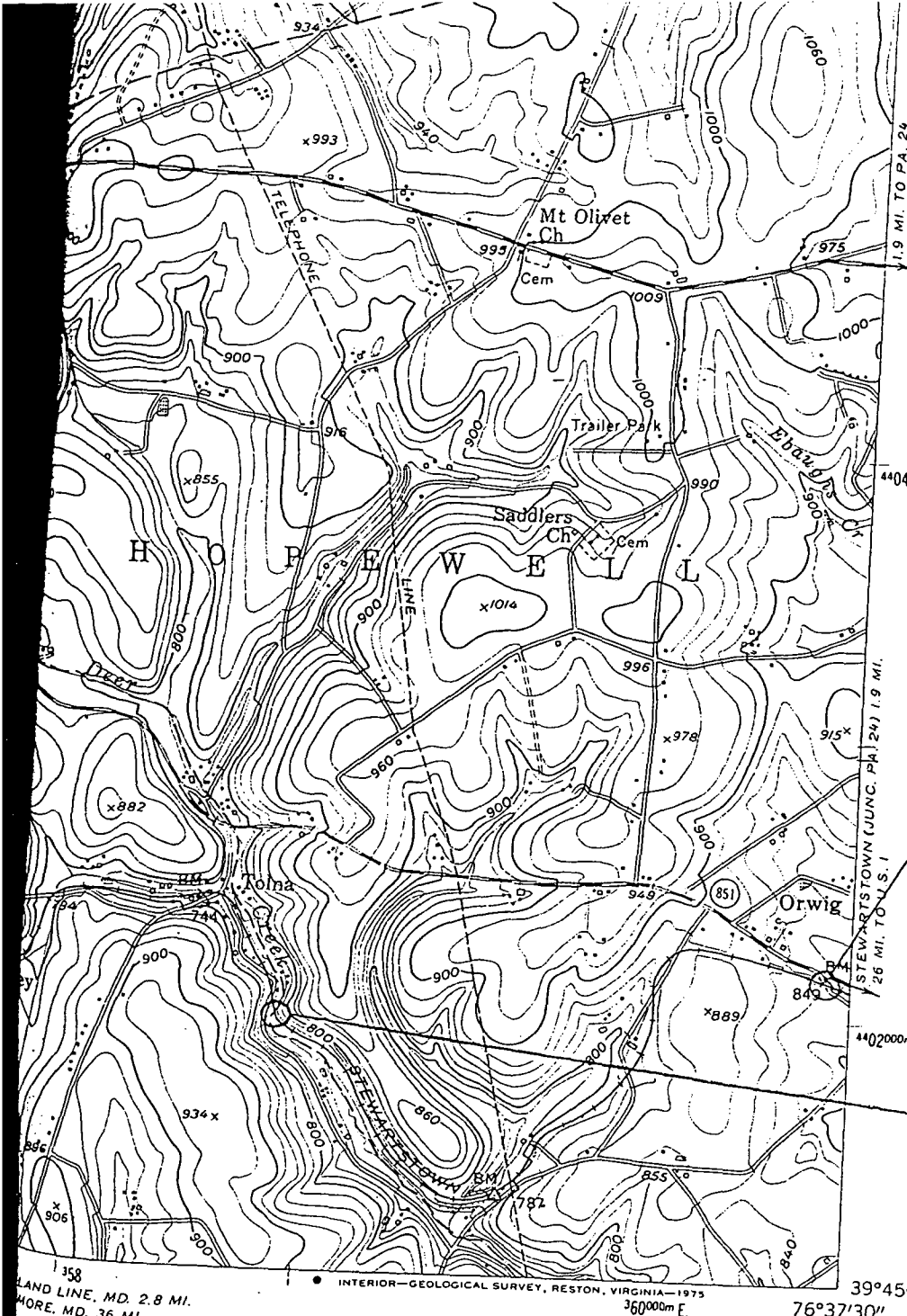
Boundary Justification

These boundaries include the bridge structure and abutments.

See continuation sheet

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 telephone (717) 843-0320
city or town York state PA zip code 17405



RIDGE ROAD BRIDGE
 ZONE 18
 EASTING 360720
 NORTHING 4402140

331 Mountain View Dr
 Lehigh Valley
 Tel: 717-261-1167

DEER CREEK BRIDGE
 ZONE 18
 EASTING 358780
 NORTHING 4402020



ROAD CLASSIFICATION

- Heavy-duty Light-duty
- Medium-duty Unimproved dirt
- Interstate Route State Route

LAND LINE, MD. 2.8 MI.
 MORE, MD. 36 MI.

INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1975
 360000m E.

(NORRISVILLE)
 5663 11 NE

GLEN ROCK, PA.
 PHOTOINSPECTED 1984
 N 3945-W 7637.5/7.5

1954
 PHOTOREVISED 1968 AND 1973

AMS 5663 1 SW-SERIES V831