

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 Shrewsbury Railroad Station, Stewartstown Railroad other names/site number N/A

2. Location

street & number South Main Street at Stewartstown Railroad tracks N/A not for publication city, town Shrewsbury Borough N/A vicinity state Shrewsbury code PA county York code 133 zip code 17361

3. Classification

Ownership of Property: private, public-local (checked), public-State, public-Federal. Category of Property: building(s) (checked), district, site, structure, object. Number of Resources within Property: Contributing 1, Noncontributing 0, Total 1. 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, determined eligible for the National Register, 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 10th and early 20th centuryAmerican Movements

Materials (enter categories from instructions)

foundation Concretewalls Brickroof Asphalt Shingle

other _____

Describe present and historic physical appearance.

Located in Shrewsbury Borough at the intersection of South Main Street and the Stewartstown Railroad tracks is the former Shrewsbury Station. Standing vacant today, the structure was built c. 1910, approximately 35 years after the construction of the rail line.

The station sits parallel to the tracks and at an angle with South Main Street. Constructed of brick, the building is three bays wide and four bays in length. It contains a hipped roof which extends over the porch on the southwest end of the building. The rear portion of the overhanging eave has been cut away. Two brick piers support the front porch with a simple spindle valance running between them. Soldier course lintels are found above the windows and doors. Both the east and west elevations consist of, from south to north, two windows, a door and a bay door. A bay door is also located on the north elevation. The windows are now covered over with plywood.

The interior of the building is divided into two sections. The first section, located at the southern end of the building was used for both an office and passenger waiting station. The remaining portion, approximately one-half of the station, was used as a freight house. This section is located in the northern half of the station and contains the large bay doors.

This building is in good condition, and it has very good integrity both on the exterior and the interior.

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. 1910 - 1942

Significant Dates

c. 1910

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 Shrewsbury Station was constructed c. 1910 by the Stewartstown Railroad Company. 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. The Shrewsbury Station is unlike many of the other stations in southern York County in forms of materials used and size. 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 was constructed to provide a rail connection between Stewartstown Borough and the Northern Central Railway. Shrewsbury residents and businesses were originally served by the Northern Central at "Shrewsbury Station" (now Railroad Borough). Because the route of the Stewartstown Railroad intersected with the York and Baltimore Turnpike (presently South Main Street) near Shrewsbury to the south, the company took advantage of that proximity to build a station there. In view of the date of construction, nearly 35 years after the construction of the line, this building most likely replaced an earlier station used by the railroad company. This follows the pattern established at Stewartstown, where a new station was constructed in the early 20th century.

This building has several features which contrast with the other railroad stations within York County. For one, it is the smallest of all the stations, although it was used as a depot for both passengers and freight. Also, unlike the other stations located in small villages or boroughs, this building is constructed entirely of brick. Most of these stations, such as those at New Freedom Borough or Hanover Junction, are of frame construction.

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

1	8	3	5	6	2	5	0	4	4	0	1	9	4	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 northwest corner of the legal boundary line, thence east 120 feet to a point on the northeast corner of said line, thence southwest 150 feet to a point on the southwest corner of legal boundary line, thence north 120 feet to place of beginning.

See continuation sheet

Boundary Justification

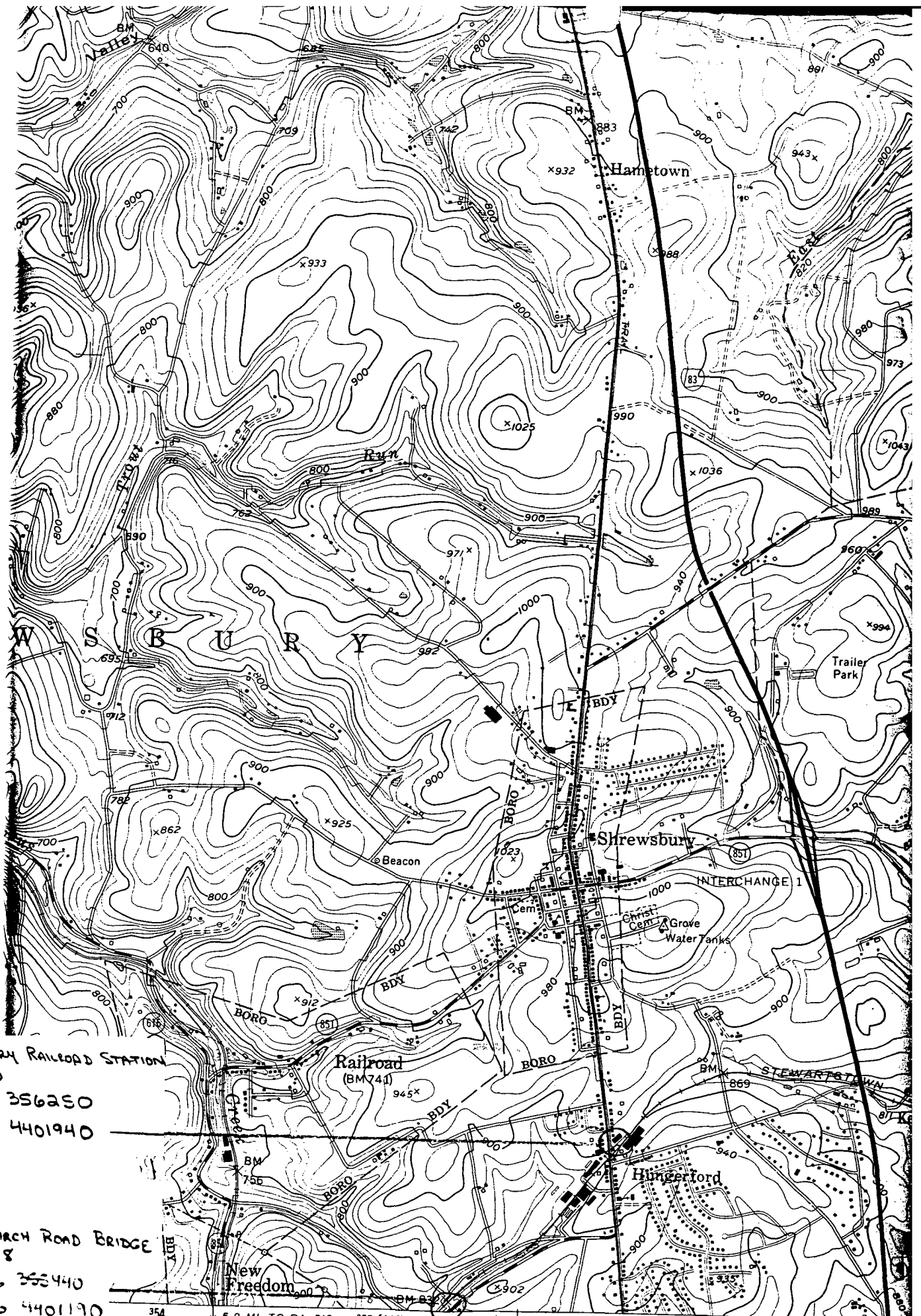
These boundaries follow the legal boundary description for the tax parcel TE-84-3-50.

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

GLEN ROCK, PA - QUADRANGLE



SHREWSBURY RAILROAD STATION
ZONE 18

EASTING 356250
NORTHING 4401940

STONE ARCH ROAD BRIDGE
ZONE 18

EASTING 355440
NORTHING 4401190