

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 South Road Bridge, Northern Central Railway

2. Location

street & number South Road N/A not for publication
city, town Springfield Township N/A vicinity
state Pennsylvania code PA county York code 133 zip code 17327

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: Masonry Arch Bridge

Materials (enter categories from instructions)

foundation Granite

walls N/A

roof N/A

other Brick

Describe present and historic physical appearance.

Located on the route of the Northern Central Railway, the South Road Bridge is only one of two masonry arch bridges to incorporate both the use of stone and brick in its construction on the line of the Northern Central Railway. It was constructed c. 1871 by the Northern Central Division of the Pennsylvania Railroad. It was built to carry tracks over a small runoff which flows into the south branch of the Codorus Creek.

In the construction of the bridge, both brick and stone were employed. The arch of the bridge consists of five header courses. The spandrels, on the other hand, are constructed of cut stone. The deck of the bridge was filled with ground and both the ties and rails were then laid in their usual fashion.

The only other bridge that contains both brick and stone is Bridge 634 in Shrewsbury Township. This structure also uses five rowlocks of brick in the construction of its arch. Bridge 634 is much larger than the South Road Bridge, crossing both a roadway and the Codorus Creek.

It appears that the bridge has been updated at one point with the addition of a handrail on both sides of the bridge. The rail consists of pipe railing, attached to the bridge by a series of wooden planks supported by metal brackets.

This bridge is in very good condition in contrast with the majority of York County railroad bridges, and it has retained its integrity.

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. 1871 - 1942

Significant Dates

c. 1871

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.

Constructed c. 1871 by the Northern Central Division of the Pennsylvania Railroad, the South Road Bridge displays a method of construction that is uncommon on York County's railroads. Although it reflects late 19th and early 20th century engineering this masonry arch bridge, one of four on the railway, is in contrast to the simple girder bridges most often seen in York County. The Northern Central Railway succeeded in providing a needed link to the large commerce markets in Baltimore and Philadelphia for the merchants and farmers of southern and eastern York County from c. 1840 to c. 1970.

The Northern Central Railway was organized in 1854 through a merger of several shortline railroads including the Baltimore and Susquehanna Railroad. It was the Baltimore and Susquehanna Railroad through the leasing of several lines such as the York and Maryland Line, the York, Wrightsville and Gettysburg Line and the York and Cumberland Line that enabled southern and eastern York County to be linked to the major trade cities of the mid-Atlantic in the mid-nineteenth century. As a result of financial trouble, the Northern Central Railway was bought by the Baltimore and Ohio Railroad. During the monetary panic following the 1860 Presidential election the company was forced to sell the line. It was purchased by the Pennsylvania Railroad. The Pennsylvania Railroad retained ownership of the line, until its merger with the New York Central Railroad in 1964. After the failure of this portion of the line it was sold to the Department of Transportation and the lease was in turn transferred to the County of York. During the numerous transactions and mergers, this portion of the line has retained the name Northern Central Railway.

The bridge was built as a result of the widening of the route of the Northern Central Railway in order to lay a second set of tracks between Baltimore and York. The reworking, which took place in 1871, was financed by the Pennsylvania Railroad. It is one of four bridges that remain from this period of the Northern Central. The majority of the bridges that were constructed in 1871 were later replaced or updated in the 1920's.

The bridge and the railroad are still in use today for the periodic movement of freight and train excursions.

See continuation sheet

9. Major Bibliographical Refer

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

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3	4	9	3	0	0
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4	4	0	9	1	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 of the north bridge abutment, thence east, to a point on northeast corner of said abutment, thence south to a point on the southeast corner of the south bridge abutment, thence west to a point on the southwest corner of said abutment, thence north to place of beginning.

See continuation sheet

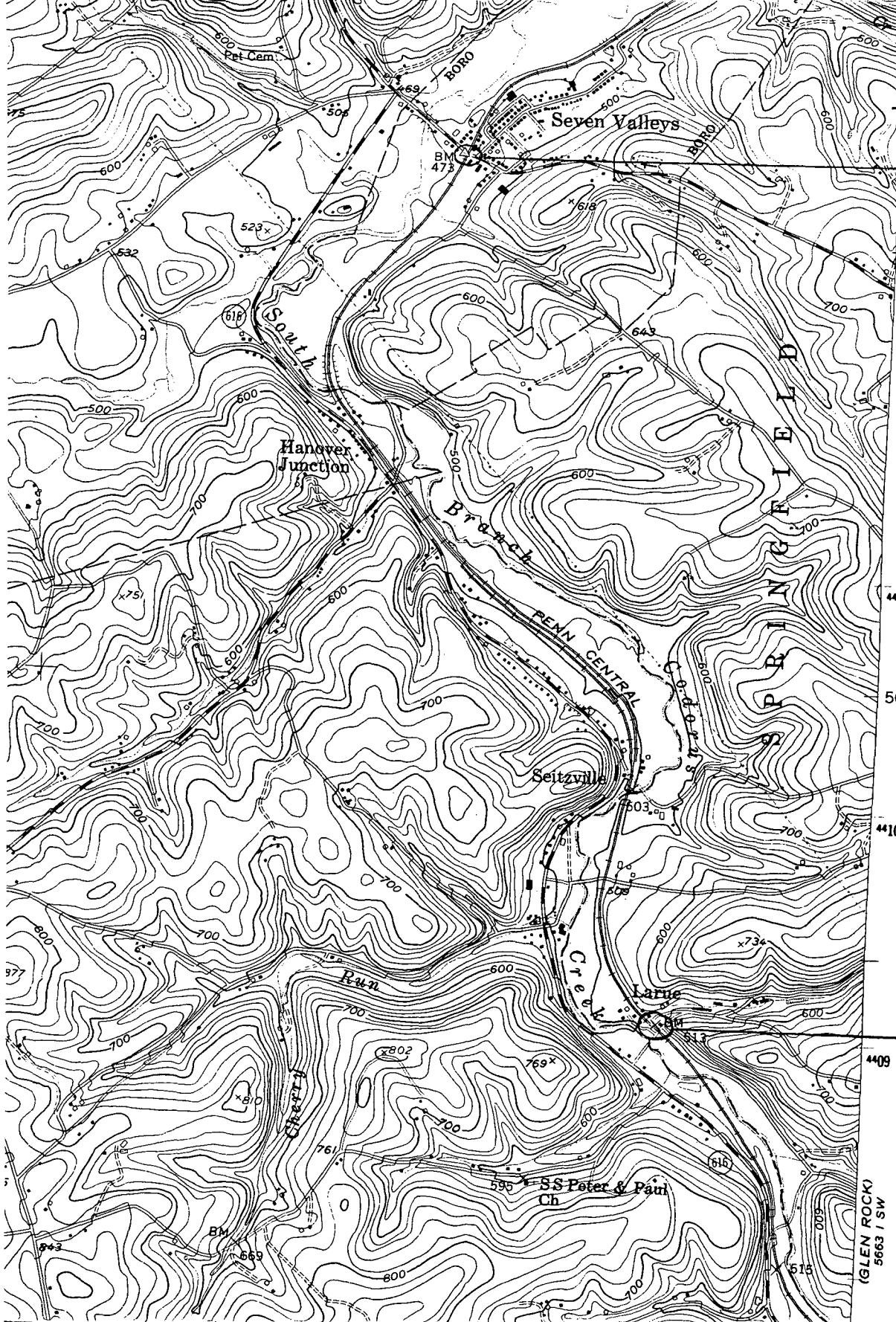
Boundary Justification

These boundaries include the bridge structure and its abutments.

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



BRIDGE 5+92
 ZONE 18
 EASTING 348450
 NORTHING 4412860

190 000
 FEET

4412

SEVEN VALLEYS
 PA
 QUADRANGLE

4411

50'

4410

SOUTH ROAD BRIDGE
 ZONE 18
 EASTING 349300
 NORTHING 4409120

(GLEN ROCK)
 5663 / SW