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: Ridge Road Bridge, Stewartstown Railroad

2. Location
   street & number: Ridge Road
   city, town: Hopewell Township
   state: Pennsylvania
   code: PA
   county: York
   code: 133
   zip code: 17363

3. Classification
   Ownership of Property
     □ private
     □ public-local
     □ public-State
     □ public-Federal
   Category of Property
     □ building(s)
     □ district
     □ site
     □ structure
     □ object
   Number of Resources within Property
     Contributing
     □ buildings
     □ sites
     □ structures
     □ objects
     □ Total
   Noncontributing

   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 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

   In my opinion, the property □ meets □ does not meet the National Register criteria. □ See continuation sheet
   Signature of commenting or other official
   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
Located in Hopewell Township over Ridge Road on the route of the Stewartstown Railroad is Ridge Road Bridge. Constructed by the railroad c. 1895, the bridge remains in good condition.

The bridge's main support system is found in the two riveted I-beams. Placed above the road, the beams rest on two high stone abutments on either side of the road. In this case the abutments also work in the manner of retaining walls for the grading of the railroad. The abutments exist from the original trestle bridge built when the rail line originally was laid. 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 72 1/2 feet in length and ten feet in width.

The bridge's integrity has remained intact. The only problem that is visible is the cracking and loosening of the mortar joints in the abutments.
State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Spanning Ridge Road on the route of the Stewartstown Railroad, this riveted girder bridge was constructed c. 1895 to replace the original trestle bridge built during the construction of the railroad in 1885. The original stone abutments from the trestle bridge were reused for the existing girder bridge. 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 of 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.

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 revenue. 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 can be seen in the building materials, both fieldstone and wood beams and the simple and inexpensive engineering design.

The line is still owned by the Stewartstown Railroad. It is used both for 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 # 
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 \begin{array}{ccc}
1.8 & 3.6 & 0.72.0 \\
\hline Zone & Easting & Northing
\end{array} \begin{array}{ccc}
4.40 & 2 & 1.40 \\
\hline B & C & D
\end{array}

☐ See continuation sheet

Verbal Boundary Description
Beginning at a point on the northwest corner of the west bridge abutment, thence east, across Ridge Road, to a point on northeast corner of the east bridge abutment, thence south to a point on the southeast corner of said abutment, thence west, across Ridge Road, 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 its abutments.

☐ See continuation sheet

11. Form Prepared By
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city or town: York
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