

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 Stone Arch Road Bridge, Stewartstown Railroad

2. Location

street & number Stone Arch Road N/A not for publication
city, town Shrewsbury Township N/A vicinity
state Pennsylvania code PA county York code 133 zip code 17349

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	1	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		1	0 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)

Materials (enter categories from instructions)

Other: Girder Bridge

foundation: Stone

walls: N/A

roof: N/A

other: Steel

Describe present and historic physical appearance.

Located in Shrewsbury Township along the route of the Stewartstown Railroad the Stone Arch Road Bridge was constructed c. 1895. Built to replace the original trestle style bridge used when the railroad was first constructed, the structure is still in use today. The bridge carries the tracks of the railroad over Stone Arch Road, a road which is no longer in use.

The bridge's primary support system is found in the use of two riveted I-beams. Placed over the road, the beams rest on stone abutments on either side of the roadway. It is likely that these abutments remain from the original trestle bridge. The abutments extend for a short distance on either side of the bridge and act as retaining walls for the grading of the railroad. The ties, which were notched to assure a snug fit, were then placed perpendicular to the I-beams, with the tracks being placed on top of these. The bridge is 27 1/2 feet in length.

The bridge, constructed to replace a trestle style bridge, is reflective of a late 19th and early 20th century engineering design.

The structure remains in good condition, with its integrity intact.

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 Stone Arch Road Bridge was constructed c. 1895. Built by the Stewartstown Railroad Company, it is one of three girder bridges. 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. Because the stone abutments may survive from the original trestle bridge, the bridge and its abutments reflect 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. The Borough of Stewartstown was by-passed when the Northern Central Railway was constructed in 1835. The local investors founded the Stewartstown Railroad Company and built a line that connected with the Northern Central at New Freedom Borough to the east. The railroad owned only 7.2 miles of track, which resulted in limited revenue. As a result of this, the company was forced to find economically efficient ways in which to operate and construct the railroad. This can be seen in the construction and materials used in the Stone Arch Road Bridge. The fieldstone and wooden ties were local resources, and the design of the bridge was simple and relatively inexpensive to build.

This riveted girder bridge was constructed to replace an earlier trestle bridge and reflects late 19th and early 20th century engineering design.

See continuation sheet

9. Major Bibliographical Refere

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.

See continuation sheet

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 18 355440 4401190
 Zone Easting Northing

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

Beginning at a point on the northwest corner of the west bridge abutment, thence east, across Stone Arch Road, to a point on the northeast corner of the east bridge abutment, thence south to a point on the southeast corner of said abutment, thence west across Stone Arch Road, to a point on the southwest corner of the west bridge abutment, thence north to place of beginning.

See continuation sheet

Boundary Justification

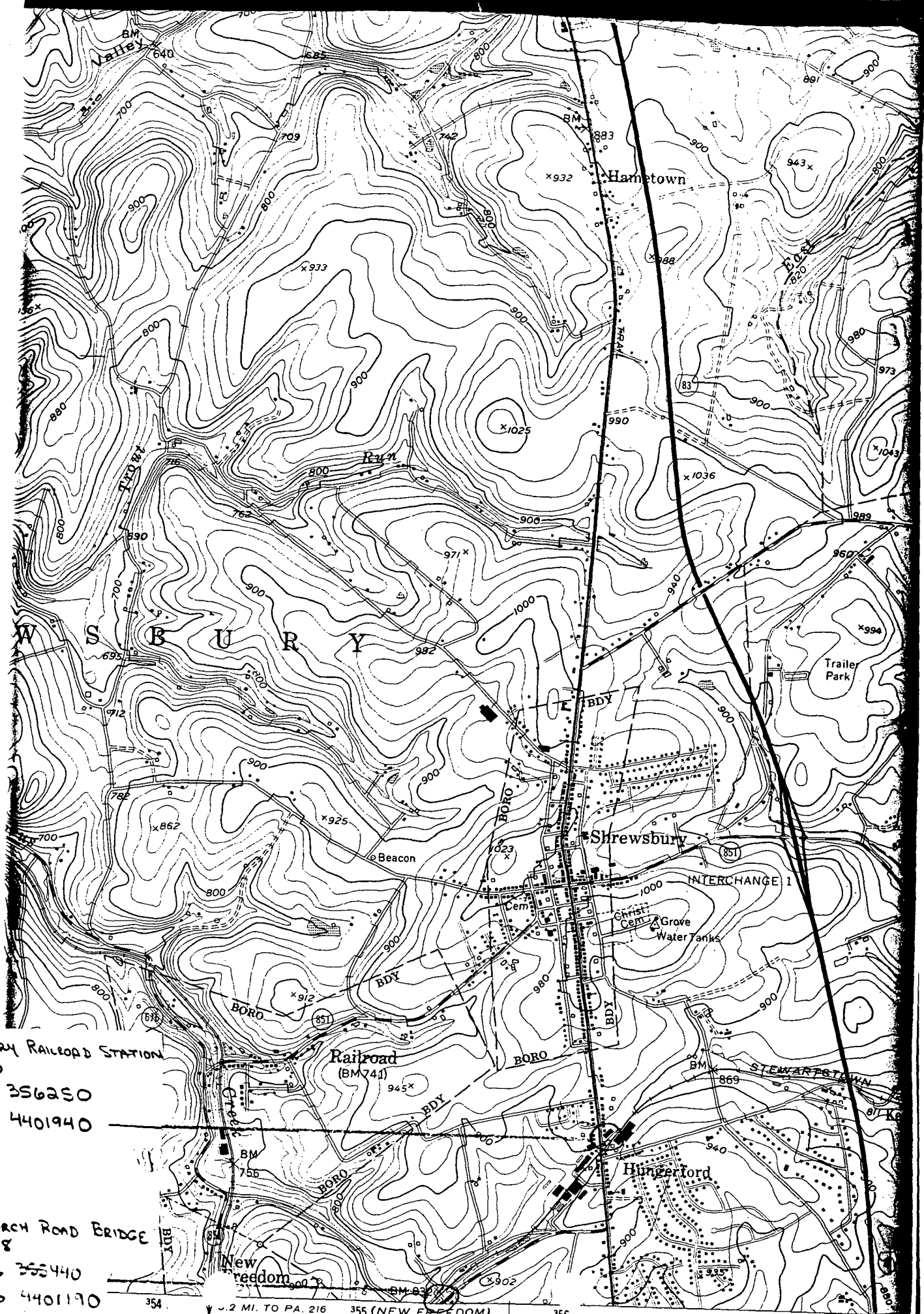
These boundaries include the bridge structure and abutments.

See continuation sheet

11. Form Prepared By

name/title Thomas N. Shaffer/Architectural Historian
 organization Historic York, Inc. date 6/26/93
 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

A
STONE ARCH ROAD BRIDGE
ZONE 18
EASTING 355440
NORTHING 4401190