

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 Bridge 5+92, Northern Central Railway

2. Location

street & number South Main Street, North of Rt. 214 N/A not for publication city, town Seven Valleys Borough N/A vicinity state Pennsylvania code PA county York code 133 zip code 17360

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private, public-local, public-State, public-Federal, building(s), district, site, structure, object, and counts for contributing and noncontributing resources.

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.

Located along the route of the Northern Central Railway, Bridge 5+92 spans Main Street in the borough of Seven Valleys. This bridge is constructed in the same manner as many of the remaining railroad bridges throughout York County.

This single span girder deck bridge, constructed in 1900, was built to carry a double track way, however, only one set of tracks remain. Its five riveted steel girders rest on straight abutments of large, granite ashlar. The abutments which are stepped, also act as retaining walls for the grading of the railroad and are likely the original abutments from the trestle bridge constructed when the rail line was laid.

The bridge remains in use today through the periodic movement of freight and train excursions. It has remained in good condition with its historic 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)

Transportation

Engineering

Period of Significance

1900 - 1942

Significant Dates

1900

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.

Bridge 5+92 is located in the Borough of Seven Valleys and is found on the route of the Northern Central Railway. Constructed in 1900 by the Pennsylvania Railroad Company, it is an example of the riveted girder type of railroad bridges. 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.

This bridge, although comparable in design to the other girder bridges in York County contrasts with them in the manner of construction. Where as the other bridges employ only two steel girders to support the deck, Bridge 5+92 was constructed using five girders. Because the stone abutments may survive from an earlier bridge, the bridge and its abutments reflect at least two periods of railroad construction

The bridge has remained in good condition and has retained much of its historic integrity. The bridge is located on a section of track used periodically for the movement of freight and 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

Acres of property Less than one acre

UTM References

A

1	8	3	4	8	4	5	0	4	4	1	2	8	6	0
Zone	Easting				Northing									

C

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B

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 abutment, thence east thirty feet to a point on the northeast corner of said abutment, thence south approximately seventy feet to a point on the southeast corner of south abutment, thence west thirty feet to a point on the southwest corner of said abutment, thence north approximately seventy feet to place of beginning.

See continuation sheet

Boundary Justification

This description contains only this bridge and its abutments.

See continuation sheet

11. Form Prepared By

name/title Thomas N. Shaffer/Architectural Historian

organization Historic York, Inc. date 6/30/92

street & number P. O. Box 2312 telephone (717) 843-0320

city or town York state PA zip code 17405

BRIDGE 5+92, NORTHERN CENTRAL RAILWAY, YORK CO., PA
SEVEN VALLEYS QUAD Zone 18 Easting 34850 Northing 4412860

