

**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 Stewartstown Railroad Station

other names/site number _____

2. Location

street & number Corner West Pennsylvania Avenue and Hill Street not for publication

city, town Stewartstown Borough vicinity

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

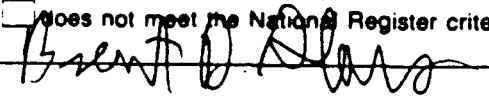
Contributing	Noncontributing
<u>1</u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>1</u>	<u> </u> Total

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  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)

Late Victorian

Materials (enter categories from instructions)

foundation

walls Brick

roof Slate

other Asphalt Shingle

Describe present and historic physical appearance.

The Stewartstown Railroad Station is located in the borough bearing its name at the beginning of the tracks of the Stewartstown Railroad. Constructed in 1915 by the Stewartstown Railroad Company, the building was financed by the operating expenses from the line. It is the second station built in the borough. It was used as both a freight and passenger station.

The station, which is one and a half stories in height is constructed of brick on the first floor and frame in the upper story. Sitting parallel to the tracks, the building is three bays wide and five bays long. Its windows are all six-over-six sash and there are two freight doors, one on the east and west elevations. A raised concrete platform surrounds the building. The main entrance to the station is on the south end of the building. The hipped roof is covered with slate, while the awning-like overhand (supported by large decorative braces) is covered with asphalt shingles.

Both the exterior and the interior of the Stewartstown Railroad Station have retained their overall integrity. Still occupied by the Stewartstown Railroad Company, the building remains in good condition.

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
Architecture

Period of Significance

1915 - 1940

Significant Dates

1915

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.

The Stewartstown Railroad Station, constructed in 1915, is located at the beginning of the tracks for the Stewartstown Railroad. Built by the railroad company, the station was paid for by the operating expenses from the line. It was the second station to be constructed in Stewartstown Borough.

Consisting of 7.2 miles, the Stewartstown Railroad connects with the Northern Central Railroad at New Freedom Borough. The railroad company, before and during its operation suffered from the lack of a large revenues. 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 easily be seen in the numerous bridges along the route of the Stewartstown Railroad that are constructed from salvaged parts from other lines (most notably the Valley Road Bridge).

The Stewartstown Railroad Station, however, does not seem to follow this policy. It is the largest of the small borough and village railroad stations, excluding the Hanover Junction Station. Constructed of brick and large in size, it contrasts with most of York County's stations, yet can be compared in some ways to the Northern Central Railroad Station in York City. Located in the York Historic District on East North Street, the Northern Central Railroad Station was constructed c. 1885. The most notable comparison between the two buildings is the broad overhanging porch roof which surrounds the entire station. Both porch roofs are supported by decorative braces. The Stewartstown Station and the Northern Central Station are the only two stations in the county to have this type of platform.

Still in use today, the Stewartstown Railroad Station has remained in good condition, with its exterior and interior integrity intact.

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 _____

UTM References

A 18 363330 4401480
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

Starting at a point at the corner of Hill Street and the parking lot for the Stewartstown Railroad Station, thence north 35 feet to a point on the tracks of the Stewartstown Railroad thence east approximately 70 feet to a point on the before mentioned tracks in a line even with the northeast corner of said station, thence south 40 feet to a point on the line between the before mentioned parking lot and street, thence west 70 feet to the place of beginning.

See continuation sheet

Boundary Justification

The above description includes the Stewartstown Railroad Station only. Vacant land or land that did not pertain to the historical significance of the building were excluded.

See continuation sheet

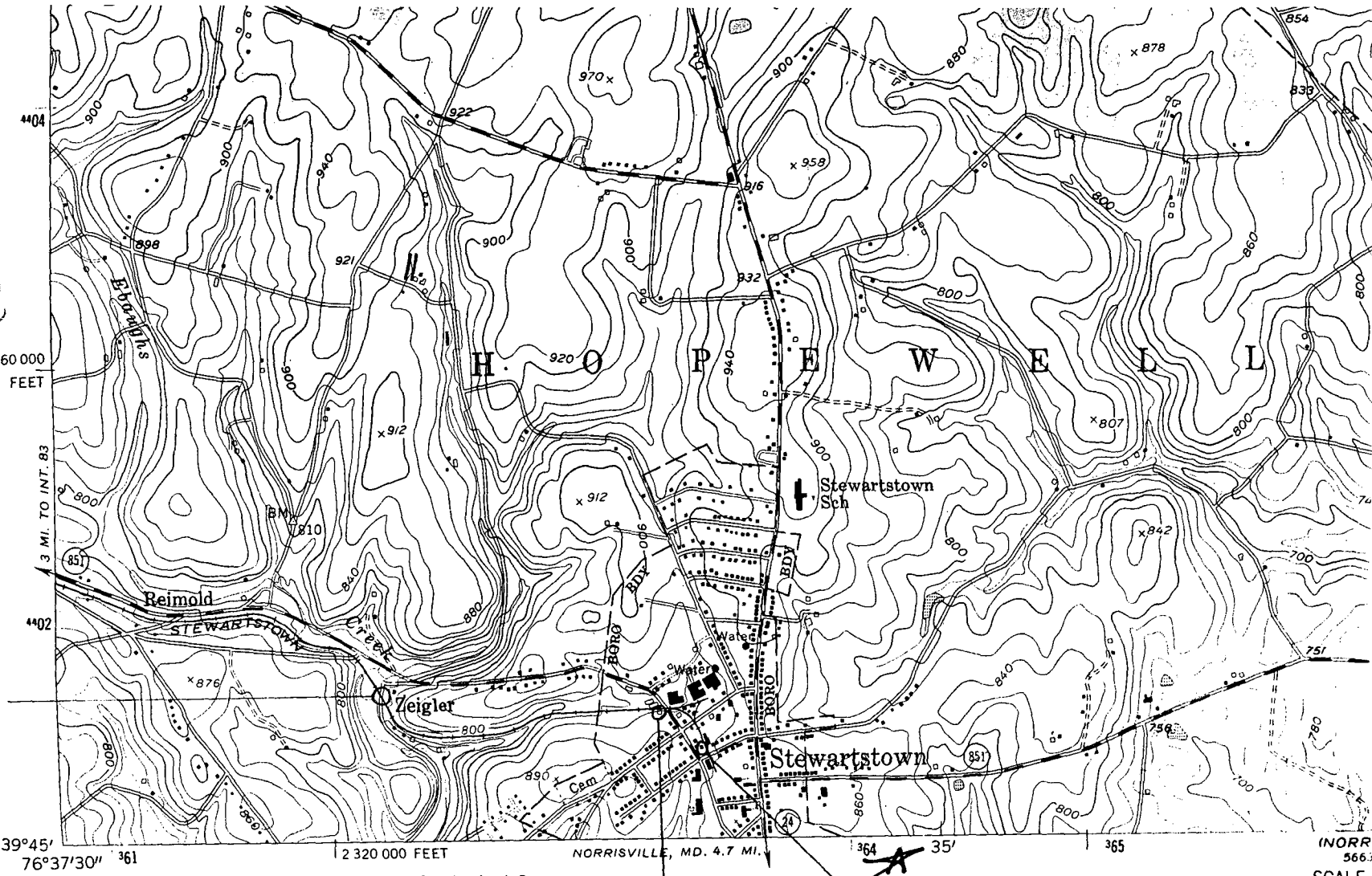
11. Form Prepared By

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

SILVER SPRING,
PA
QUADRANGLE

VALLEY ROAD BRIDGE
Z 18
E 362100
N 4401620

(NEW FREEDOM)
5663 II NW



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1953

Polyconic projection. 1927 North American datum
10,000-foot grid based on Pennsylvania coordinate system,
south zone

1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue

Revisions shown in purple compiled in cooperation with
State of Pennsylvania agencies, from aerial photographs
taken 1968 and 1973. This information not field checked

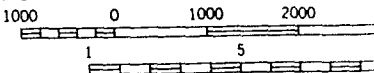
Stewartstown Engine House,
Stewartstown RR
Z 18
E 363240
N 4401520

8 1/2°
151 MILS
1°
18 MILS

UTM GRID AND 1973 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

Stewartstown Railroad Station

Z 18
E 363400
N 4401360



CONTOUR INT:
DATUM IS ME

THIS MAP COMPLIES WITH NAT:
FOR SALE BY U. S.
DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAP