

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 \_\_\_\_\_

other names/site number Valley Road Bridge, Stewartstown Railroad

### 2. Location

street & number Valley Road

not for publication

city, town Hopewell Township

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

\_\_\_\_\_

\_\_\_\_\_ buildings

\_\_\_\_\_

\_\_\_\_\_ sites

1

\_\_\_\_\_ structures

\_\_\_\_\_

\_\_\_\_\_ 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

Signature of certifying official

3/23/95  
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: Pratt Truss Bridge

foundation Stone

walls N/A

roof N/A

other Steel

Describe present and historic physical appearance.

The Valley Road Bridge, located in Shrewsbury Township on the Stewartstown Railroad, was salvaged from a railroad in western Pennsylvania and brought to this line at the time of its construction in 1885. By 1920, the truss system had become weakened and a new support was put into place. The new system, consisting of steel girders, is a common engineering design of bridges on railroads in York County.

The truss bridge is an uncommon type of bridge used on the railroads in York County, and this truss is a variation of the Pratt design. Constructed by the Keystone Bridge Company of Pittsburgh, this is an unusual example of a bedstead, in which the vertical end posts that are anchored into the abutments. By far the most common truss bridges feature diagonal end posts, as can be seen in the Muddy Creek Bridge on the Maryland and Pennsylvania Railroad in Peach Bottom and Lower Chanceford Townships. In the Pratt design the diagonal braces are in tension, supporting the deck of the bridge. The vertical bracing is in compression, counterbalancing the force of the diagonals. This structure features twenty-two vertical braces, evenly divided on both elevations, with a pair of steel rods (in this instance acting as braces) tying the vertical braces together. The truss system was supported by field stone abutments, which also act as retaining walls for the grading of the railroad.

The girder system was added c. 1920 and replaced the weakened truss bridge, although the latter was never removed. The girders, which were salvaged from a bridge on the Tyrone and Clearfield line of the Pennsylvania Railroad, were placed on top of the abutments. The original abutments were added onto with concrete, shortening the span between the two facing ends. The height of the girders caused the level of the deck to rise. This was compensated by regrading the railroad.

The railroad is still used periodically for the movement of freight and train excursions. The bridge 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  
Engineering  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Period of Significance

1885 - 1940  
 \_\_\_\_\_  
 \_\_\_\_\_

Significant Dates

1885, 1920  
 \_\_\_\_\_  
 \_\_\_\_\_

Cultural Affiliation

N/A  
 \_\_\_\_\_  
 \_\_\_\_\_

Significant Person

N/A

Architect/Builder

Keystone Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Situated along the route of the Stewartstown Railroad in Shrewsbury Township is the Valley Road Bridge. It was constructed at the time of the Stewartstown Railroad in 1885 using a salvaged bridge manufactured by the Keystone Bridge Company in Pittsburgh and used on a railroad in western Pennsylvania. Exhibiting two types of bridge construction within one bridge, the Valley Road Bridge is a locally important example of the engineering of railroad bridges. It is also significant in the area of transportation for its association with the Stewartstown Railroad. The Stewartstown Railroad satisfied the supply and demand needs of merchants located to the east of New Freedom Borough and allowed for the transportation of their goods to it junctions to the Northern Central Railway.

Consisting of only 7.2 miles the Stewartstown 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. This, most likely, is the reason for the need to purchase salvaged bridges or individual parts instead of erecting bridges from new materials.

The use of truss systems in the construction of railroad bridges is uncommon within York County. Although the truss system is no longer in use, the Valley Road Bridge is only one of two trusses built in this style on the railroads surveyed. The girder system, which was later added, is reflective of the most common type of bridge on York County railroads. The structure has remained in good condition, with its integrity well intact through its periodic use. The line is still operated for the moving 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**

Acreeage of property Less than one acre

**UTM References**

A 

1	8
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3	6	2	1	0	0
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4	4	0	1	6	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 northeast corner of the east abutment, thence south to a point on the southeast corner of said abutment, thence west, approximately 190 feet across Valley Road to a point on southwest corner of the west abutment, thence north to a point on said abutment, thence east approximately 190 feet across before mentioned road to place of beginning.

See continuation sheet

**Boundary Justification**

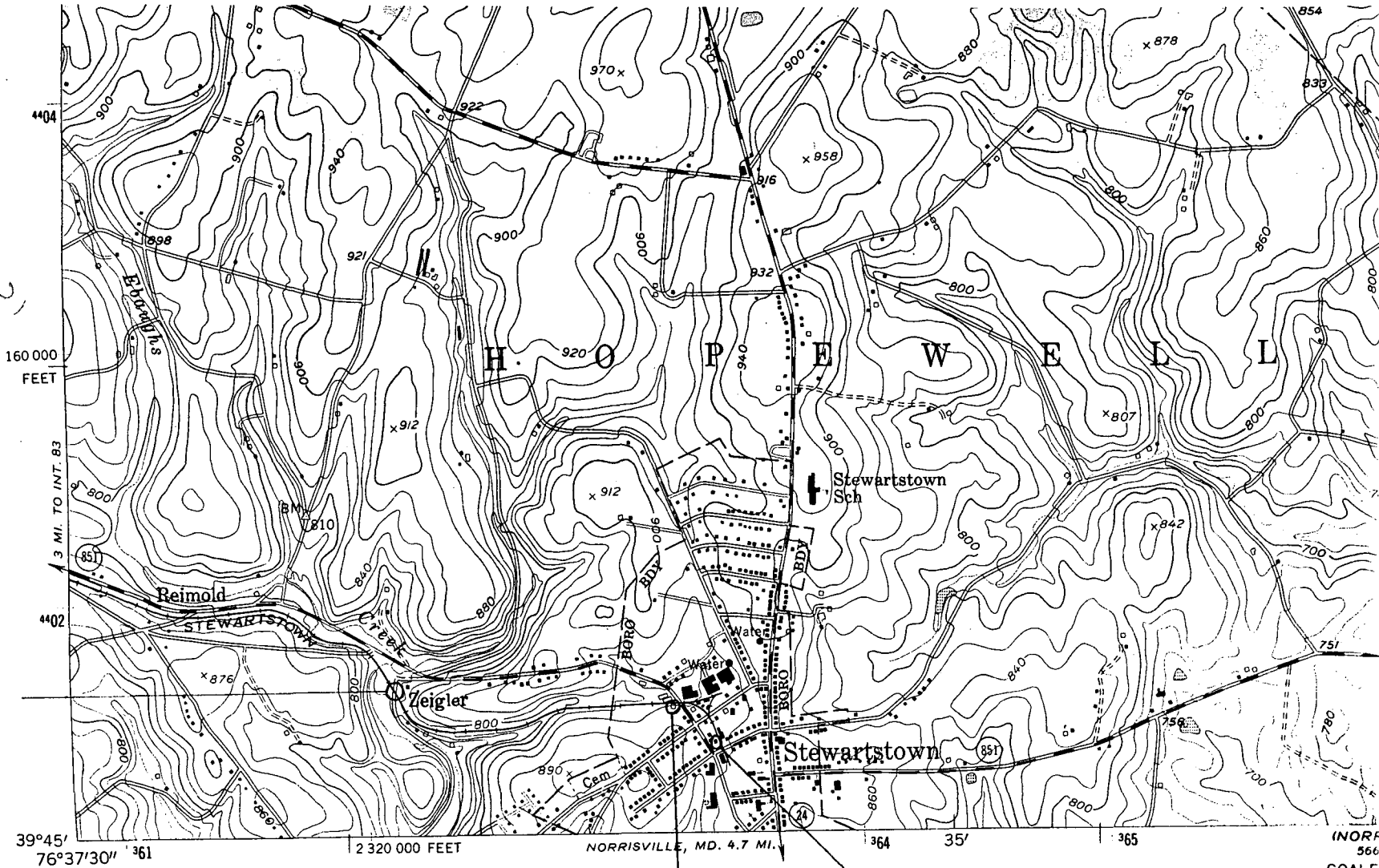
The above description includes the bridge and its abutments only.

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

STEWARTSTOWN,  
PA  
QUAD.



VALLEY ROAD BRIDGE  
Z 18  
E 362 100  
N 4401 620

(NEW FREEDOM)  
5663 11 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

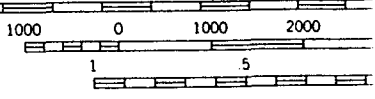
Revisions shown in purple compiled in cooperation with State of Pennsylvania agencies, from aerial photographs taken 1968 and 1973. This information not field checked

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

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

Stewartstown Railroad Station

Z 18  
E 363400  
N 4401380



SCALE

CONTOUR IN  
DATUM IS N

THIS MAP COMPLIES WITH NA  
FOR SALE BY U. S  
DENVER, COLORADO 8022  
A FOLDER DESCRIBING TOPOGRAPHIC MA