

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 Muddy Creek Bridge, Maryland and Pennsylvania Railroad

2. Location

street & number East of Creek Ridge Road, spanning Muddy Creek N/A not for publication
city, town Peach Bottom and Lower Chanceford Township N/A vicinity
state Pennsylvania code PA county York code 133 zip code 17314

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	_____	_____ buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	_____ structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	_____	_____ objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</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

Brent D. Glass

3/23/95
Date

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

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)

Not in use

7. Description

Architectural Classification

(enter categories from instructions)

Other: Pratt Truss Bridge

Materials (enter categories from instructions)

foundation Stone

walls N/A

roof N/A

other Steel

Describe present and historic physical appearance.

This through-truss bridge is the only one of its type on the Pennsylvania portion of the Maryland and Pennsylvania Railroad. Built in the design of the Pratt Truss, the bridge spans Muddy Creek resting on two stone abutments.

The through-truss type of bridge is distinguishable due to the lateral bracing between its top chords. The Pratt Truss design can be seen in its placement and quantity of vertical and diagonal bracing. As a part of the Pratt Truss, the diagonal bracing is in tension, thus supporting the deck of the bridge. The vertical bracing is in compression and counterbalances the force of the diagonals. The structure is approximately forty yards long and contains eight vertical braces as well as twelve diagonal braces. Both sets of braces are evenly divided on either side of the bridge. This bridge crosses at a skewed angle, and there are vertical hip posts on the sides which intersect the banks at obtuse angles.

Although no longer in use, it 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. 1909 - 1942

Significant Dates

c. 1909

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 on the route of the Maryland and Pennsylvania Railroad, the Muddy Creek Bridge is one of the few examples of a through-truss bridge in York County. Constructed c. 1909 by the Maryland and Pennsylvania Railroad the bridge is one of the most significant engineering designs on the route of the railroad. It was during this time that the railroad company was replacing its original trestle bridges. The Maryland and Pennsylvania Railroad succeeded in providing a needed link to the large commerce market in Baltimore for the merchants and farmers of southern York County. Running between York and Baltimore, the entire Pennsylvania portion of the railroad is located in York County.

This section of track is part of the Middle Division of the original Peach Bottom Railway Company, founded in 1858. After several reorganizations, it merged with the Maryland Central Railway Company to become the Maryland and Pennsylvania Railroad in February, 1901. Freight service declined after World War II, and this section of track was abandoned during the 1970's.

For the majority of the route in York County, the railroad follows the Muddy Creek Valley. Although the creek and railroad trace a winding path, the Muddy Creek Bridge is the only bridge which actually crosses the creek. Because the creek is much wider than the tributaries that are crossed along the route, the engineers of the Maryland and Pennsylvania Railroad departed from the simpler and more economical girder bridge design so often seen on railroads in York County.

The Muddy Creek Bridge provides a look at the alternative engineering designs used to construct railroad bridges in the late 19th and early 20th centuries. It remains in good condition, with its 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

Acreeage of property Less than one acre

UTM References

A

1	8	3	8	4	2	4	0
Zone		Easting			Northing		

4	4	10	1	8	1	0
Zone		Easting			Northing	

C

Zone		Easting			Northing		

B

Zone		Easting			Northing		

D

Zone		Easting			Northing		

See continuation sheet

Verbal Boundary Description

Beginning at a point on the southeast corner of the south bridge abutment, thence south to the southwest corner of said abutment, thence north, across Muddy Creek, to northwest corner of north abutment, thence north to northeast corner of said abutment, thence south, across beforementioned creek, to place of beginning.

See continuation sheet

Boundary Justification

These boundaries contain the bridge structure and its abutments.

See continuation sheet

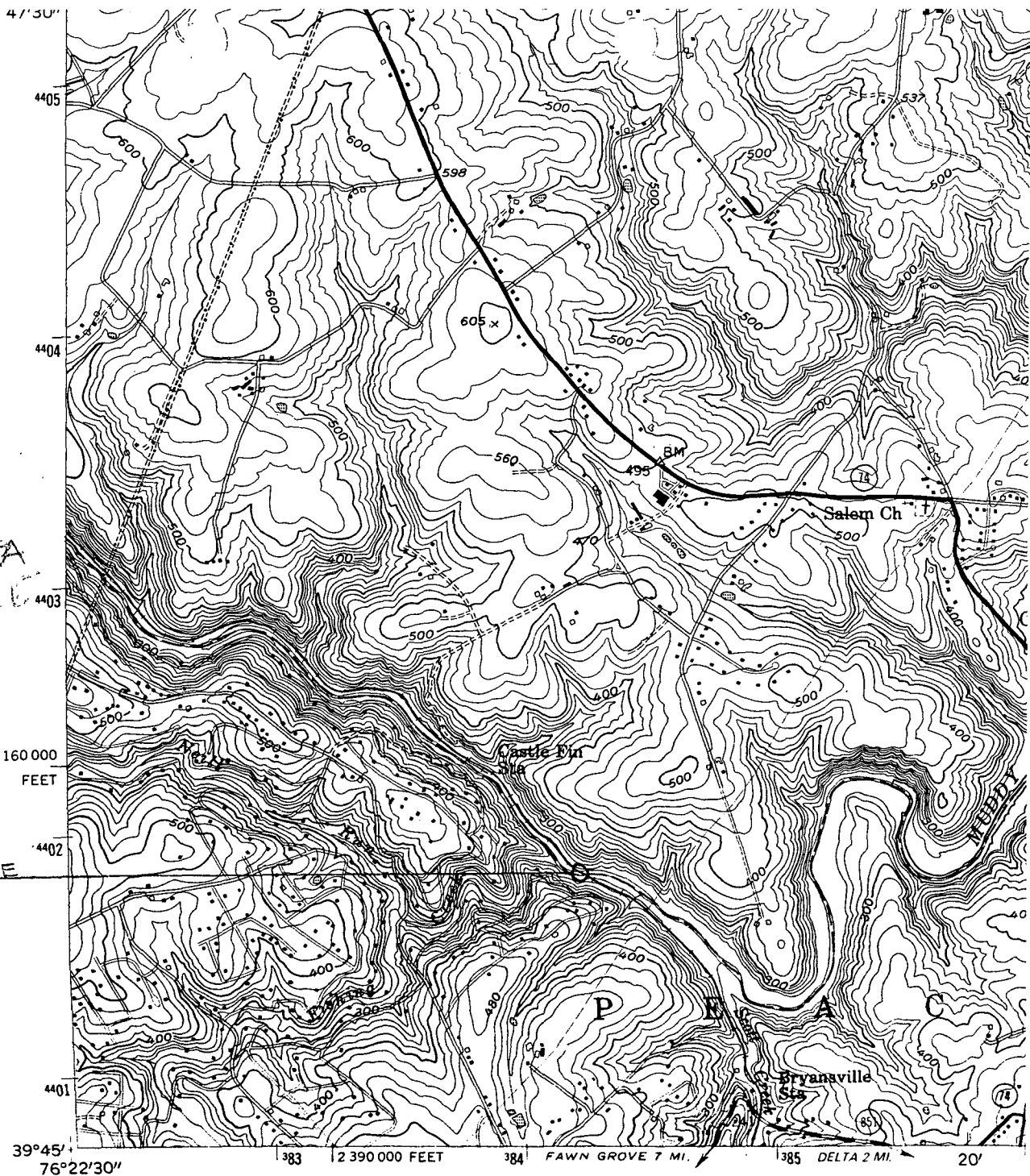
11. Form Prepared By

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

HOLTWOOD, PA
QUADRANGLE

MUDDY CREEK BRIDGE
N 18
E 384 240
N 4401 810

(FAWN GROVE)
5763 III NW



Mapped, edited, and published by the Geological Survey

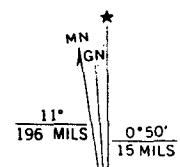
Control by USGS, NOS/NOAA, and USCE

Topography by photogrammetric methods from aerial
photographs taken 1952. Field checked 1955

Polyconic projection. 1927 North American Datum
10,000-foot grid ticks based on Pennsylvania coordinate system,
south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue

To place on the predicted North American Datum 1983
move the projection lines 6 meters south and 28 meters
west as shown by dashed corner ticks

Revisions shown in purple and woodland compiled in cooperation
with Commonwealth of Pennsylvania agencies from aerial
photographs taken 1988 and other sources. This information
not field checked. Map edited 1990



UTM GRID AND 1990 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET