

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 10-800a). Type all entries.

1. Name of Property

historic name N/A
other names/site number Delta Trestle Bridge, Maryland and Pennsylvania Railroad

2. Location

street & number East of Bunker Hill Road N/A not for publication
city, town Peach Bottom 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	_____	_____ structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ 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
Signature of certifying official Date

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: Trestle Bridge

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other Wood

Describe present and historic physical appearance.

Running adjacent to Bunker Hill Road on the outskirts of Delta Borough in Peach Bottom Township, this bridge is the first one north of the Maryland State line. It is the only existing trestle bridge within the Pennsylvania portion of the Maryland and Pennsylvania Railroad. Although the tracks have been removed and sold for scrap, the trestle bridge remains standing. Approximately 131 yards in length, the bridge was constructed c. 1875 at the time of the formation of the Peach Bottom railway, the predecessor to the Maryland and Pennsylvania Railroad.

Constructed primarily of wood, this trestle bridge is approximately thirty feet high at its tallest point, which is at the center. The sub-structure of the bridge consists of vertical posts with angled supports, all of which are resting on ties that are laid on the ground, perpendicular to the track. At even intervals along the sub-structure, diagonal braces tie sets of the vertical posts together. The railroad ties are notched on top of steel I-beams that are supported by the sub-structure, and they are held in place by wood beams that run lengthwise across the outer ends of the ties. The tracks were then placed on the ties.

In addition to the tracks which have been removed, it appears that several ties and beams are also missing. These may have been removed at the same time of the dismantling of the track or later by vandals. Although dates have been found suggesting updating of the bridge, it is likely that single members of the trestle were removed from time to time as a result of decay or deterioration.

Although a small stream does run under the trestle at one point, the bridge is located in an area of rolling landscape, suggesting that the bridge was constructed to connect two rises of land divided by a ravine. The bridge retains its integrity, but it is in need of extensive repair.

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. 1875 - 1942

Significant Dates

c. 1875

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Manifold, S.M. Ramsay, William
Barnett, John A.

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

The Delta Trestle Bridge is located north of Delta Borough on the route of the Maryland and Pennsylvania Railroad (originally known as the Peach Bottom Railway). Constructed c. 1875, this is the only bridge which remains from the original railroad. It represents a time when all of the bridges along this line were trestles. 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, formed in 1868. After several reorganizations, it merged with the former 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.

In this area, the railroad follows the small valley formed by Scott's Creek. The Delta Trestle Bridge was not constructed to cross over a waterway, although a small stream does pass underneath the bridge. Instead it carries the tracks across a large ravine. Constructed at the time when the other bridges along the route of the railroad were also trestles, this is the longest bridge of any type on the route of the Maryland and Pennsylvania Railroad. Today, it contrasts with the simple, late 19th and early 20th century girder bridges that are the most common bridges now found on the line.

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

Acreage of property Less than one acre

UTM References

A 18 | 38 610 00 | 43 98 30 00
 Zone Easting Northing

C | |

B | |
 Zone Easting Northing

D | |

See continuation sheet

Verbal Boundary Description

Beginning at a point on the northeast corner of north bridge abutment, thence south approximately one hundred thirty-one yards to southeast corner of south bridge abutment, thence west to southwest corner of said abutment, thence north to northwest corner of north abutment, thence east to point 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

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Delta Trestle Bridge, Maryland and Pennsylvania Railroad, York County, PA

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The Peach Bottom Railway Company hired S.M. Manifold as the engineer to design the original bridges along the line. The company also contracted with John A. Bennett and William Ramsay to construct the numerous bridges, the Delta Trestle Bridge being included.

Though no longer in use and suffering from neglect, the Delta Trestle Bridge remains as an example of the bridge designs that were common on the original Peach Bottom Railway, the forerunner of the Maryland and Pennsylvania Railroad.

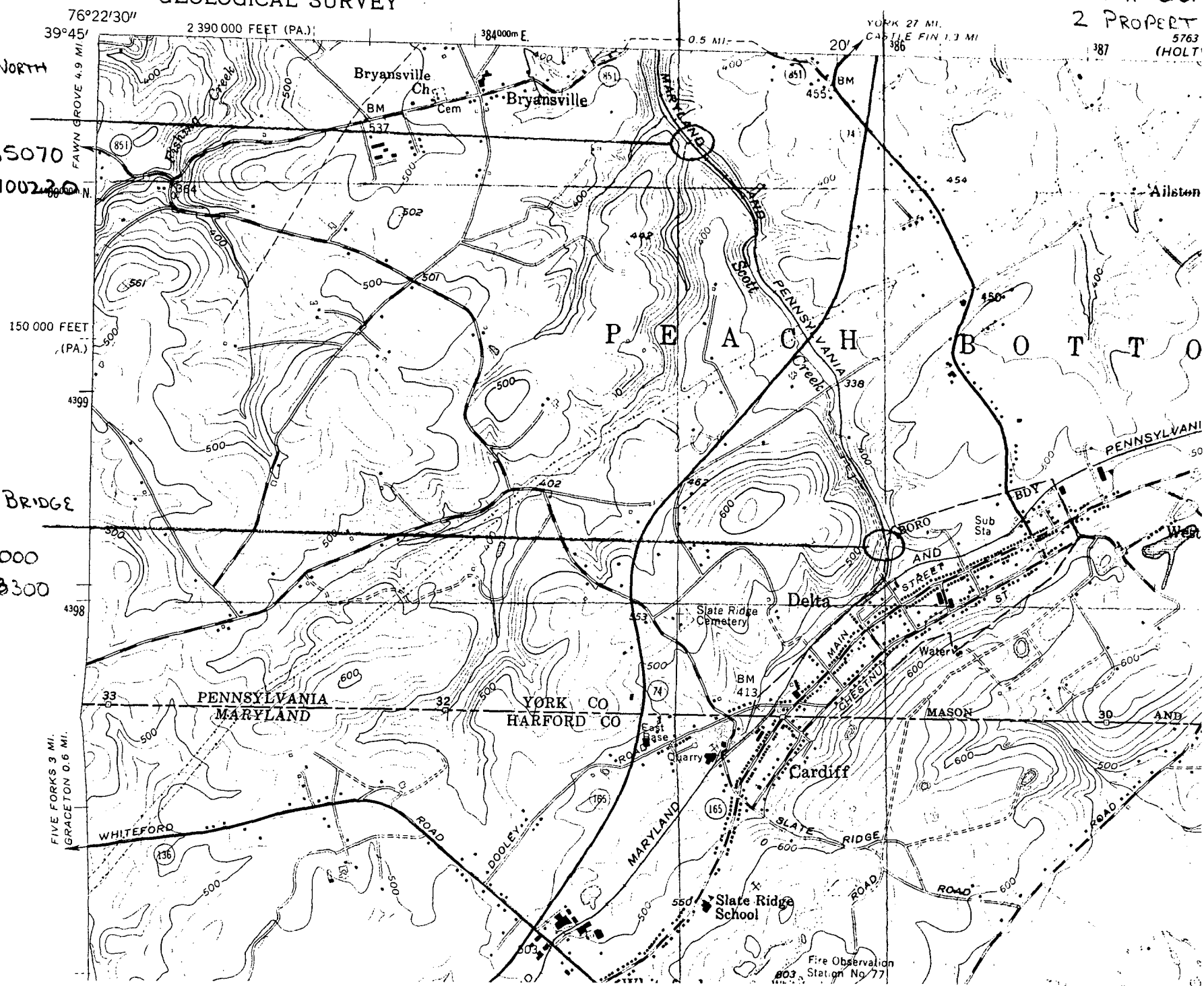
5763 N SW
(AIRVILLE)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

RAILROAD 1
YORK COUNTY
DELTA QU
2 PROPERT
5763
(HOLT)

SCOTT CREEK NORTH
BRIDGE
ZONE 18
EASTING 385070
NORTHING 4400230

A
DELTA TRESTLE BRIDGE
ZONE 18
EASTING 386000
NORTHING 4398300



FIVE FORKS 3 MI.
GRACETON 0.6 MI.

Fire Observation
Station No 77