

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 Scott Creek Bridge - North, Maryland and Pennsylvania Railroad

### 2. Location

street & number West of Watson's Corner and South of Rt. 851 N/A not for publication  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

<p>Ownership of Property</p> <p><input checked="" type="checkbox"/> private</p> <p><input type="checkbox"/> public-local</p> <p><input type="checkbox"/> public-State</p> <p><input type="checkbox"/> public-Federal</p>	<p>Category of Property</p> <p><input type="checkbox"/> building(s)</p> <p><input type="checkbox"/> district</p> <p><input type="checkbox"/> site</p> <p><input checked="" type="checkbox"/> structure</p> <p><input type="checkbox"/> object</p>	<p>Number of Resources within Property</p> <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____ buildings</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____ sites</td> </tr> <tr> <td style="text-align: center;"><u>1</u></td> <td style="text-align: center;">_____ structures</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____ objects</td> </tr> <tr> <td style="text-align: center;"><u>1</u></td> <td style="text-align: center;"><u>0</u> Total</td> </tr> </table>	Contributing	Noncontributing	_____	_____ buildings	_____	_____ sites	<u>1</u>	_____ structures	_____	_____ objects	<u>1</u>	<u>0</u> Total
Contributing	Noncontributing													
_____	_____ buildings													
_____	_____ sites													
<u>1</u>	_____ structures													
_____	_____ objects													
<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  
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)

Materials (enter categories from instructions)

Other: Girder Bridge

foundation Stone

walls N/A

roof N/A

other Steel

Describe present and historic physical appearance.

Located in Peach Bottom Township and spanning Scott Creek, this girder bridge is one of two bridges in succession between Rt. 74 and Rt. 851. Constructed shortly after the organization of the Maryland and Pennsylvania Railroad, the bridge dates to c. 1909. It was during this time that the majority of the bridges were rebuilt, moving away from the trestle style of construction.

The bridge's support consists primarily of two riveted girders placed across the creek. The girders rest on stone abutments on either side of the creek. These abutments likely remain from the original trestle bridge constructed when the line was laid. On the north end of the bridge, extra support has been placed in the form of four short posts between two horizontal beams. The vertical posts are then tied together by a diagonal brace.

The track portion of the bridge consists of notched ties placed across the I-beams with the rails then placed on the ties. The ties were notched on either end before being placed on the beams to assure a snug fit. This bridge is unlike the other bridges along the MA and PA in that the ties are not held together by long beams placed perpendicular to the ties.

Abandoned for several years, the bridge nonetheless remains intact, although the track on either side of the bridge has been removed and sold for scrap.

**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

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

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

Located in southern York County, the Scott Creek-North Bridge is the only intact example of a small-scale, riveted girder bridge on the route of the Maryland and Pennsylvania Railroad in the county. It reflects typical engineering design in the late 19th and early 20th centuries. 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.

The bridge was constructed by the Maryland and Pennsylvania Railroad Company c. 1909 to replace one of the trestle bridges built by the Peach Bottom Railway. The Maryland and Pennsylvania Railroad Company was a shortline railroad which ran approximately 77.2 miles between York and Baltimore. In comparison to the railroad giants of the era, most notable the Pennsylvania Railroad or the Baltimore and Ohio Railroad, the collective revenue of the line were quite small, even in prosperous years. As a result, the company attempted to construct bridges in the most economic manner possible. This can be seen in the design and materials used in the construction of this bridge. The fieldstone abutments, riveted steel girders, and ties are all local resources. Because the stone abutments may survive from the original trestle bridge, the bridge and its abutments reflect at least two periods of railroad construction. Freight service on the railroad declined after World War II, and this section of track was abandoned in the 1970's.

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
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3	8	5	10	7	0
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4	4	0	0	12	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 northwest corner of the north bridge abutment, thence east to a point on the northeast corner of said abutment, thence south, across Scott Creek, to a point on the southeast corner of the south bridge abutment, thence west to a point on the southwest corner of said abutment, thence north across Scott's 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 H. 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

