

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

(B&O Railroad Bridge over MD 155)

Property/District Name: CSX RR Bridge over MD 155 Survey Number: HA - 1782

Project: MD 155 from I-95 to US 40, Havre de Grace Agency: FHWA/SHA

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

A stone arch bridge constructed in 1910 by the B&O Railroad over MD 155 (Bel Air Road) near Havre de Grace, does not meet the National Register Criteria for listing. Stone arch railroad underpasses are not rare in Maryland or in Harford County. They were commonly built from the 19th century through the 1920s. At least three similar structures were built in Havre de Grace by the Pennsylvania Railroad in 1905. This bridge is not unique for its construction, style or age, nor is it associated with any particular construction program. The B&O Railroad was completed through Harford County about 1885 and the stone arch bridge was not constructed until 1910, suggesting that it was a replacement structure.

The bridge is not located in any known historic district. It is outside the historic area of Havre de Grace.

Documentation on the property/district is presented in: MHT inventory form # HA - 1782

and project file _____

Prepared by: Rita Suffness, SHA

Elizabeth Hannold July 27, 1992
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
[Signature] 27 July 92
Reviewer, NR program Date

DT

Survey No. HA - 1782

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

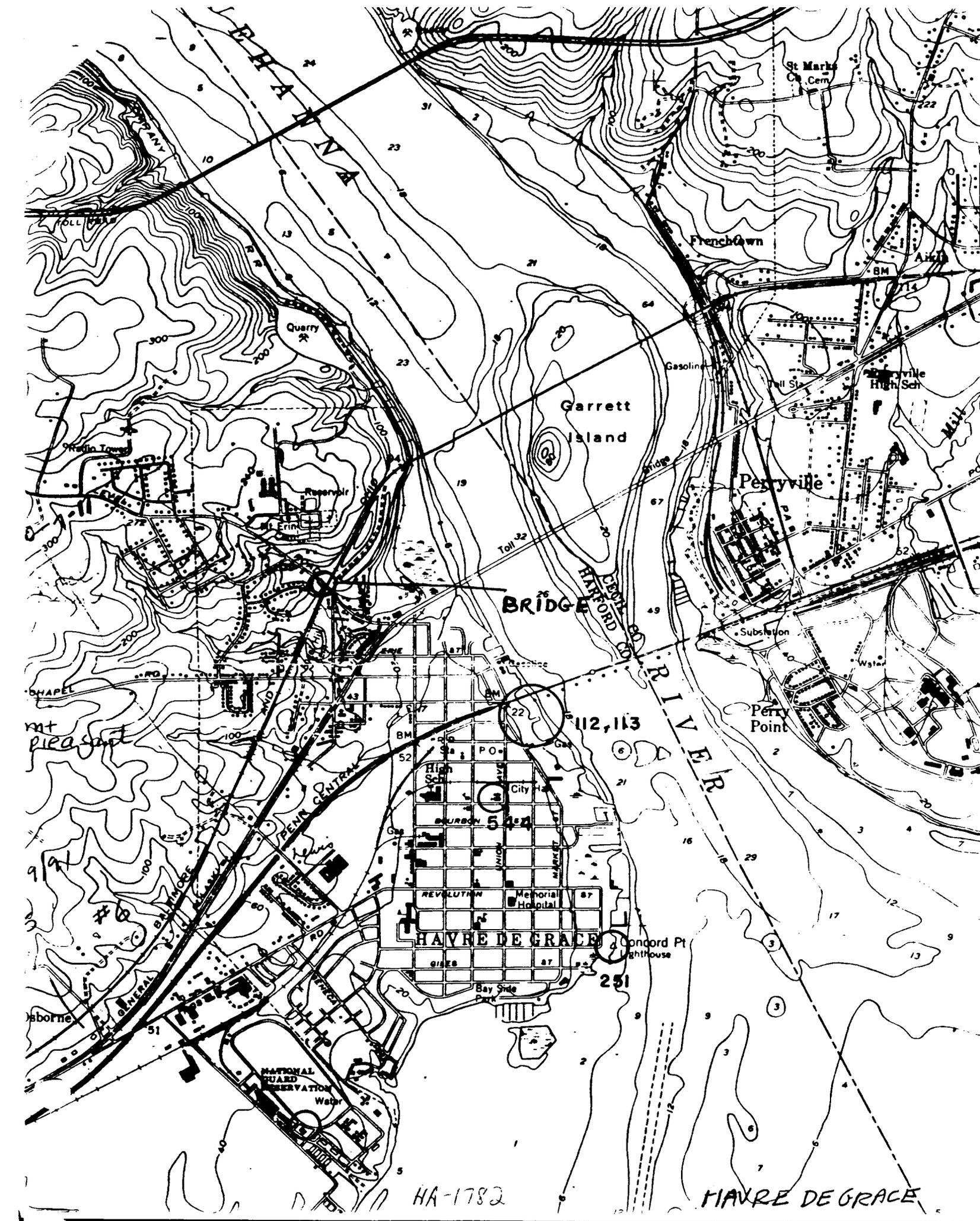
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: B&O Railroad



mt
pleasant

9/9
#6

Osborne

HA-1782

HAYRE DE GRACE

BRIDGE

HAYRE DE GRACE

112, 113

251

Concord Pt
Lighthouse

Garrett
Island

Perryville

Perry
Point

Frenchtown

Quarry

St Marks
Co. Cem

Perryville
High Sch

High Sch

City Hall

Memorial
Hospital

NATIONAL
GUARD
RESERVATION

Bay Side
Park

Gasoline

Mill

Substation

Water

CHAPEL

Osborne

Osborne

Osborne

Osborne

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common B & O Railroad Bridge over MD 155

2. Location

street & number MD 155 not for publicationcity, town Havre DeGrace vicinity of congressional district

state Maryland county Harford

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name CSX Transportation

street & number P.O. Box 45052 telephone no.:

city, town Jacksonville state and zip code FL 32232-5052

5. Location of Legal Description

courthouse, registry of deeds, etc. Harford County Courthouse liber

street & number folio

city, town Bel Air state MD

6. Representation in Existing Historical Surveys

title

date federal state county local

pository for survey records

city, town state

7. Description

Survey No. HA-1732

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This 70 foot diameter stone arch bridge was built in 1910 to carry the B&O Railroad over Bel Air Road (now MD 155) in the town of Havre de Grace. The semicircular arch has a 35' diameter. It is a rubble filled structure with flat, solid spandrel walls and no wing walls. It was constructed by the Allen and Kefauver Company to the design of the B&O Engineers with dressed, rock-faced stones in courses ranging from 18 to 26 inches. 70 carefully dressed, rusticated voussours, 18" wide and 3 1/2 feet long, define the arch form on each face of the structure. The ones on the topmost third of the arch are squared off to create a stepped pattern to either side of the keystone. A date stone is located in the upper right hand corner of the south face.

8. Significance

Survey No. HA-1782

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1910 **Builder/Architect** B & O Railroad

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

This well designed, stone arch railroad underpass is one of at least ninety extant similar structures constructed in Maryland prior to 1910. The B&O Railroad, which built this structure over MD 155 (Bel Air Road) near Havre de Grace, constructed at least 10 other arch structures utilizing stone in Harford County between 1905 and 1915, with the Pennsylvania Railroad (now AMTRAK) constructing three in Havre de Grace in 1905 and probably many more in Maryland generally.

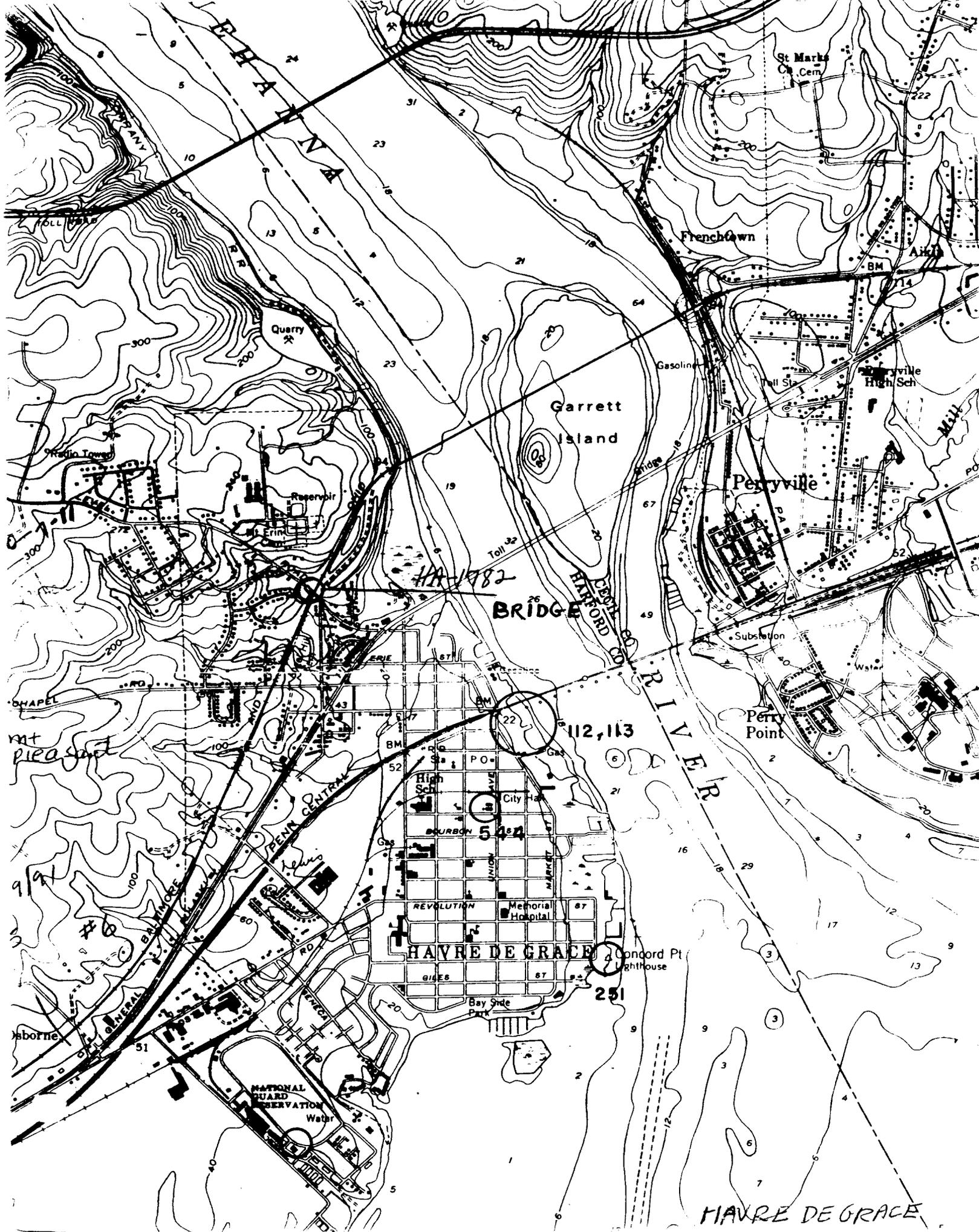
Composed of carefully dressed stone and uniform joints, it is typical for railroad structures of the time. Although other materials were increasingly used after the turn of the century, stone remained highly favored where it was plentiful for embankments, pilings, piers, etc. Nonetheless, after 1920 it was used less often as steel and concrete beam structures came to predominate.

While the B&O Railroad was the pioneer in Maryland with its first railroad line going from Baltimore to Ellicott City, it did not extend its lines northward until 1880 when the main line between Baltimore and New York was begun. The B&O Railroad was completed through Harford County about 1885. The stone arch underpass over MD 155 was not constructed until 1910 which lends credibility to the theory that it may have been a replacement structure. This is supported by the fact that 15 structures in close proximity to it in Harford County on the B&O Railroad range in date from 1885 to 1971 and in style from trestles and arches to slabs, girders and pipes.

Significance continued on next page

8. Significance, continued

Stone arch railroad underpasses are not rare in Maryland, in Harford County, or even in Havre de Grace, for at least three other similar structures were built in that town by the Pennsylvania Railroad in 1905. It is not unique for its style or age. Stone arches were built in rural isolated areas as well as in urban settings where they would be more readily notice. The major deciding factor relating to the use of stone was the proximity of a stone quarry. The railroad engineers evidently enjoyed easy access to stone in Maryland, for even if they did not build as many stone arch bridges after 1920, it was nonetheless the material of choice for wing walls, embankments and facing material for piers and supports well into the twentieth century.



mt pleasant

Havre 1982

BRIDGE

112, 113

HAVRE DE GRACE

251

HAVRE DE GRACE



14A-1782

B+O Railroad Bridge
over MD 155

Rita Suffness
SHA

1992

