

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: 1931 SHA Concrete Pylons Trestle Supports, In-Stream Retaining Wall, Center Pier and Chesapeake Beach Railroad Bed (Prism).

Address: MD 416 (abandoned) under Chesapeake Beach Railroad, Anne Arundel County, Maryland

Owner: Pylons, Piers and Supports --Unknown (likely transferred to Anne Arundel County Public Works Dept): Railway Earthen Bed (Prism) to current owners of former Chesapeake Beach Railway.

Tax Parcel Number: N/A (SHA Plat # 10342) Tax Map Number: 76

Project: No. MD 4/260 Agency: SHA

Site visit by SHA Staff no yes Name _____ Date N/A

Eligibility recommended No Eligibility not recommended X

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

Is property located within a historic district? no yes Name of district:

Is district listed? no yes

Documentation on the property/district is presented in: Project Review and Compliance files

(See Ebright, Carol A., SHA Intensive Archeological Report #230, Phase I Intensive Survey of MD 4/260 Interchange)

Description of Property and Eligibility Determination

These structures and features are not eligible for listing in the National Register individually or as components of a transportation network due to lack of integrity and lack of inherent engineering significance. The State Roads Commission in 1931 constructed the pylons and trestle supports and in-stream retaining walls plus center pier. These features are related to the construction of the second trestle, built to carry the railroad over MD 418, evidently as the result of a lawsuit concerning the deficiencies of the previous structure. The earthen railroad bed, within the project area, built ca. 1900, was likely modified during railroad modification, as well as during its conversion to use for power transmission after the railroad went bankrupt in 1930. This small segment of the Chesapeake Beach Railway prism is already separated from other intact portions of the bed, by modern Leon Road on the west and the long expanse of MD 260 on the east. No trace of the original wooden trestle remains. The 1930's piers, walls and abutments constructed as an adjunct to highway construction are the most visible Chesapeake Beach Railway trestle remnants present, built near the very end of the railway's operation. The concrete abutments and in-stream retaining walls and central pier are not particularly representative of the operation of the Chesapeake Beach Railway, instead reflecting the forced accommodation of automotive traffic just a few years before the railway went bankrupt.

These engineering features were evaluated for listing in the National Register of Historic Places criteria, in accordance with 36CFR60.4. Their integrity of design, setting, materials, workmanship and feeling have been compromised. Although there is some association with significant historical events (Criterion A), there is no association with important persons (Criterion B). Furthermore, they are not significant under Criterion C (for design) nor are they likely to yield information important in prehistory or history (Criterion D). (These features were evaluated by Ms. Bruder and Ms. Suffness in February and April, 2000 meetings, and the preparation of this DOE confirms those findings, as recommended).

Prepared by: Rita M. Suffness, SHA Architectural and Bridge Historian.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended <u>X</u>
Criteria: <u>X</u> A <u>B</u> <u>X</u> C <u>D</u>	Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> None
Comments: _____	
Reviewer, Office of Preservation Services <u>[Signature]</u>	Date <u>6/29/00</u>
Reviewer, NR program <u>[Signature]</u>	Date <u>7/10/00</u>

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

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 (Allegheny, Garrett and Washington)

II. Chronological/Developmental Periods:

- 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)

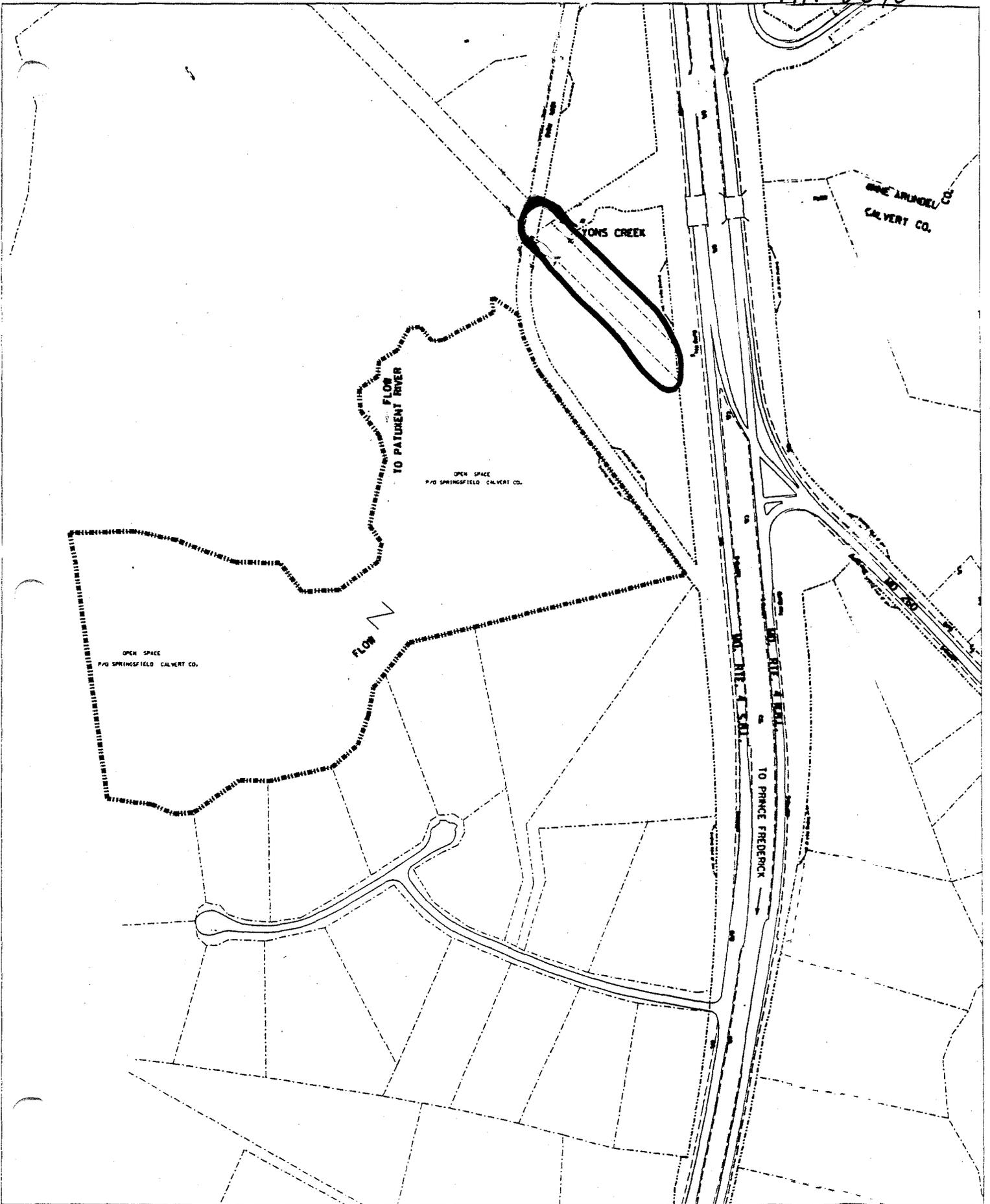
III. Historic Period Themes:

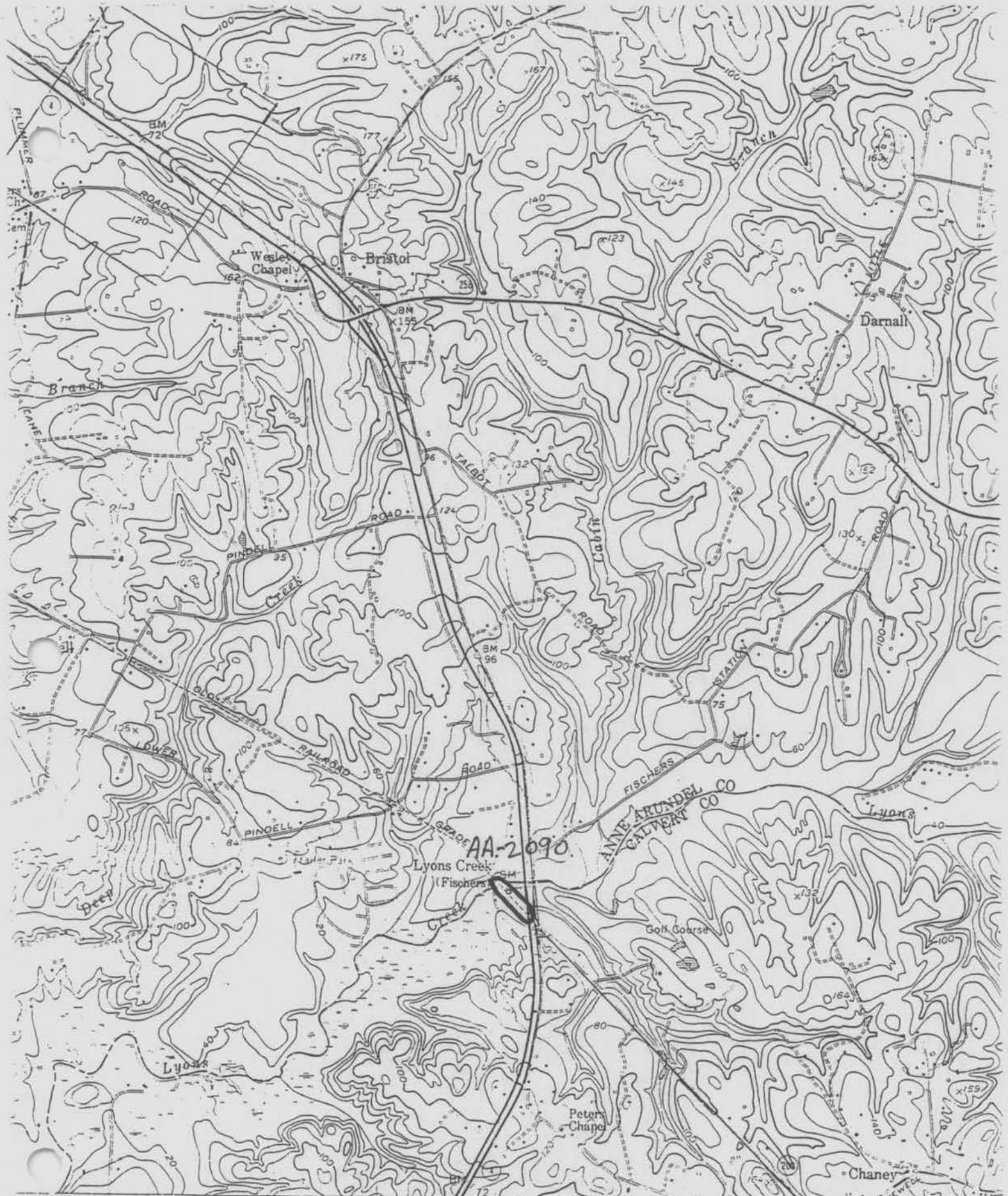
- Agriculture
 Architecture, Landscape Architecture,
and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social/Educational/Cultural
 Transportation

IV. Resource Type:

Category: Structure
 Historic Environment: Rural
 Historic Function(s) and Use(s): Transportation
 Known Design Source: SHA

AA-2090





MARLBORO
11 NW

154

355 40'

10 MILES 2 MI
PRINCE FREDERICK 15 MI

INTERIOR GEOLOGICAL SURVEY, RESTON, VIRGINIA
DWINGS 3.1 MI.
WEST BEACH (JUNC. MD. 201)

357900m E

1:24000

BRISTOL

ROAD CLASSIFICATION

1 MILE

Heavy-duty

Light-duty

Medium-duty

Unimproved

4000 5000 600 7000 FEET



AA-2090

1931 SHA Concrete Ryons Trestle Supports
In-Stream Retaining Wall, Center
Pier + Chesapeake Beach Railroad Bed
(Prism)

< 5.32 22-04 981+0480 486



AA- 2090

1931 SHA Concrete Rylo's Trestle Supports,
In-stream Retaining Wall, Center
Pier & Chesapeake Beach Railroad
Bed (Prism)

> 5.32 22-05 9R1+19R0 406 <



AA-2090

1931 SHA Concrete Pylons Trestle
Supports, In-Stream Retaining Wall,
Center Pier & Chesapeake Beach
Railroad Bed (Prism)

> 5.32 22-05 9A1+16RU 406 <