

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_  
no \_\_\_

Property Name: Spring Garden Swing Bridge Inventory Number: B-3668  
 Address: Middle Branch City: Baltimore Zip Code: 21230  
 County: Baltimore City USGS Topographic Map: Baltimore East and West  
 Owner: Abandoned Is the property being evaluated a district? \_\_\_ yes  
 Tax Parcel Number: \_\_\_\_\_ Tax Map Number: 25 Tax Account ID Number: \_\_\_\_\_  
 Project: MagLev Agency: MTA  
 Site visit by MHT staff: X no \_\_\_ yes \_\_\_ Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Is the property is located within a historic district? \_\_\_ yes \_\_\_ X no

*If the property is within a district* District Inventory Number: \_\_\_\_\_  
 NR-listed district \_\_\_ yes \_\_\_ Eligible district \_\_\_ yes \_\_\_ Name of District: \_\_\_\_\_  
 Preparer's Recommendation: Contributing resource \_\_\_ yes \_\_\_ no \_\_\_ Non-contributing but eligible in another context \_\_\_ yes

*If the property is not within a district (or the property is a district)* Preparer's Recommendation: Eligible \_\_\_ X yes \_\_\_ no

Criteria: X A \_\_\_ B \_\_\_ X C \_\_\_ D \_\_\_ Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G \_\_\_ None

Documentation on the property/district is presented in: B-3668 MHT Form

**Description of Property and Eligibility Determination:** *(Use continuation sheet if necessary and attach map and photo)*

A steel swing bridge and timber trestle spanning the middle branch of the Patapsco River, the Spring Garden Bridge is eligible under Criterion A for its association with the development of the rail transportation system in Maryland and the growth of Baltimore as an industrial power at the turn of the century. The bridge was constructed in 1904 by the Western Maryland Tidewater Railroad Company, a subsidiary of the Western Maryland Railway, and extended the rail line into the Locust Point area of Baltimore. A double track mainline now ran from Gwynns Falls into Port Covington across the Spring Garden Bridge. Previously the Western Maryland had only a small rail yard located in northwest Baltimore. The construction of the bridge was part of a larger effort to improve the railroad's Baltimore facilities and gain a marine terminal. In the first years of the twentieth century, the Western Maryland constructed the Port Covington Yard, on the eastern side of Locust Point. The yard included grain elevators, coal piers, turntable, and shops and made the railroad's Baltimore facilities competitive with those of the B & O Railroad, also located on Locust Point and the Pennsylvania Railroad, in Canton.

The Spring Garden Bridge is also significant under Criterion C for engineering. The Spring Garden Bridge was fabricated by the Pennsylvania Steel Company. Uegnon Contracting Company provided the foundation and timber work. The total cost for the bridge, approaches and dredging was over \$177,000. The through-truss, steel bridge is 220 feet long with 1732 feet of pile and timber approaches. A frame operator's house is located on the revolving span. The bridge and trestle retain their original appearance. As might be expected, the timber work has been replaced frequently. However, the bridge has undergone only

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended X Eligibility not recommended \_\_\_  
 Criteria: X A \_\_\_ B \_\_\_ X C \_\_\_ D \_\_\_ Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G \_\_\_ None  
 MHT Comments

Andrew Lewis  
 Reviewer, Office of Preservation Services

07/12/02  
 Date

[Signature]  
 Reviewer, NR Program

7/30/02  
 Date

NR-ELIGIBILITY REVIEW FORM

B-3668

Spring Garden Swing Bridge

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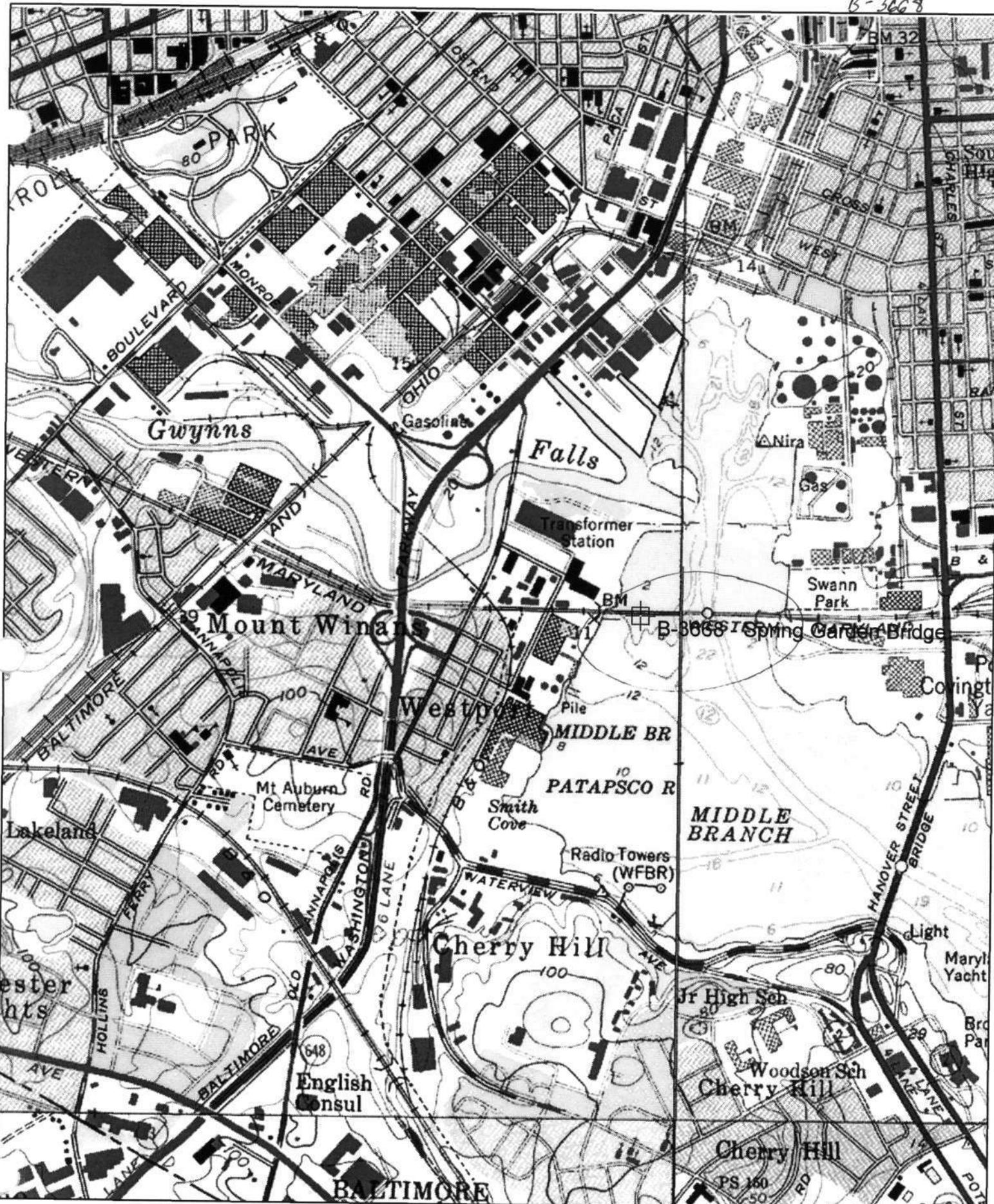
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minor alterations and repairs, such as adding guardrail and a foot walk and replacing the motor and operator's house. Unused for a number of years, the steel bridge remains in fair condition although the operator cabin has suffered fire damage.

Prepared by: Brian Michael Lione, EACA

Date Prepared: 6/2/2002





Name: BALTIMORE WEST  
 Date: 5/28/2002  
 Scale: 1 inch equals 1333 feet

Location: 039° 15' 54.7" N 076° 37' 54.7" W  
 Caption: B-3668 - Spring Garden Bridge - eligible - Baltimore West and East Quads



B-3668

SPRING GARDEN BRIDGE

BALTIMORE CITY, MD

B. LIONE

15 MAY 02

MD SHPO

VIEW S/SE

1/2

PHOTO 008 20/25/02 008 TECHLAB



B-3668

SPRING GARDEN BRIDGE

BALTIMORE CITY, MD

B. LIONE

15 MAY 02

MD SHPO

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**LAND 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/Engineering
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

**V. Resource Type:**

Category: Structure

Historic Environment: Urban

Historic Function(s) and Use(s): Bridge, Railroad

Known Design Source: Pennsylvania Steel Co.

Statement of Significance for the Spring Garden Bridge  
Baltimore, Maryland

A steel swing bridge and timber trestle spanning the middle branch of the Patapsco River, the Spring Garden Bridge is eligible under Criterion A for its association with the development of the rail transportation system in Maryland and the growth of Baltimore as an industrial power at the turn of the century. The bridge was constructed in 1904 by the Western Maryland Tidewater Railroad Company, a subsidiary of the Western Maryland Railway, and extended the rail line into the Locust Point area of Baltimore. A double track mainline now ran from Gwynns Falls into Port Covington across the Spring Garden Bridge. Previously the Western Maryland had only a small railyard located in northwest Baltimore. The construction of the bridge was part of a larger effort to improve the railroad's Baltimore facilities and gain a marine terminal. In the first years of the twentieth century, the Western Maryland constructed the Port Covington Yard, on the eastern side of Locust Point. The yard included grain elevators, coal piers, turntable, and shops and made the railroad's Baltimore facilities competitive with those of the B & O Railroad, also located on Locust Point and the Pennsylvania Railroad, in Canton.

Around the turn of the century the Western Maryland Railway embarked on a major program of construction and acquisition. The original line, completed in 1872, had extended from Hagerstown to Baltimore. By World War I the Western Maryland had developed from a local carrier into a strong regional railroad, extending into West Virginia and Pennsylvania. The Port Covington Yard provided the important marine link for this expansion and helped to fuel Baltimore's development as an industrial center in the first decades of the twentieth century. The Spring Garden Bridge is the only remaining structure from the Western Maryland's Port Covington Yard. The Western Maryland Railway was absorbed into the Chessie System in 1977 and the yard was sold for development in the 1980s.

The Spring Garden Bridge is also significant under Criterion C for engineering. The Spring Garden Bridge was fabricated by the Pennsylvania Steel Company. Degnon Contracting Company provided the foundation and timber work. The total cost for the bridge, approaches and dredging was over \$177,000. The through-truss, steel bridge is 220 feet long with 1732 feet of pile and timber approaches. A frame operator's house is located on the revolving span. The bridge and trestle retain their original appearance. As might be expected, the timber work has been replaced frequently. However, the bridge has undergone only minor alterations and repairs, such as adding guardrail and a footwalk and replacing the motor and operator's house. Unused for a number of years, the steel bridge remains in fair condition although the operator cabin has suffered fire damage.

From the late nineteenth century through the early decades of this century, the swing bridge, which pivots on a central pier, was a commonly used movable bridge type. As compared to the lift and draw bridge, the swing bridge was a relatively cost effective and simple solution to the problem of spanning bodies of water with boat traffic. The Spring Garden Bridge is representative of the type and one of the oldest remaining swing bridges in the area. Two other swing bridges remain in the CSXT system in the Baltimore vicinity: the Bear Creek Bridge, located in Baltimore County and the Curtis Creek Bridge, located in Anne Arundel County. These bridges are later than the Spring Garden Bridge. The Bear Creek Bridge was constructed in 1918 and the Curtis Creek in 1930.

### References

Clark, Roger and Karl Zimmerman, The Western Maryland Railway, (1981).

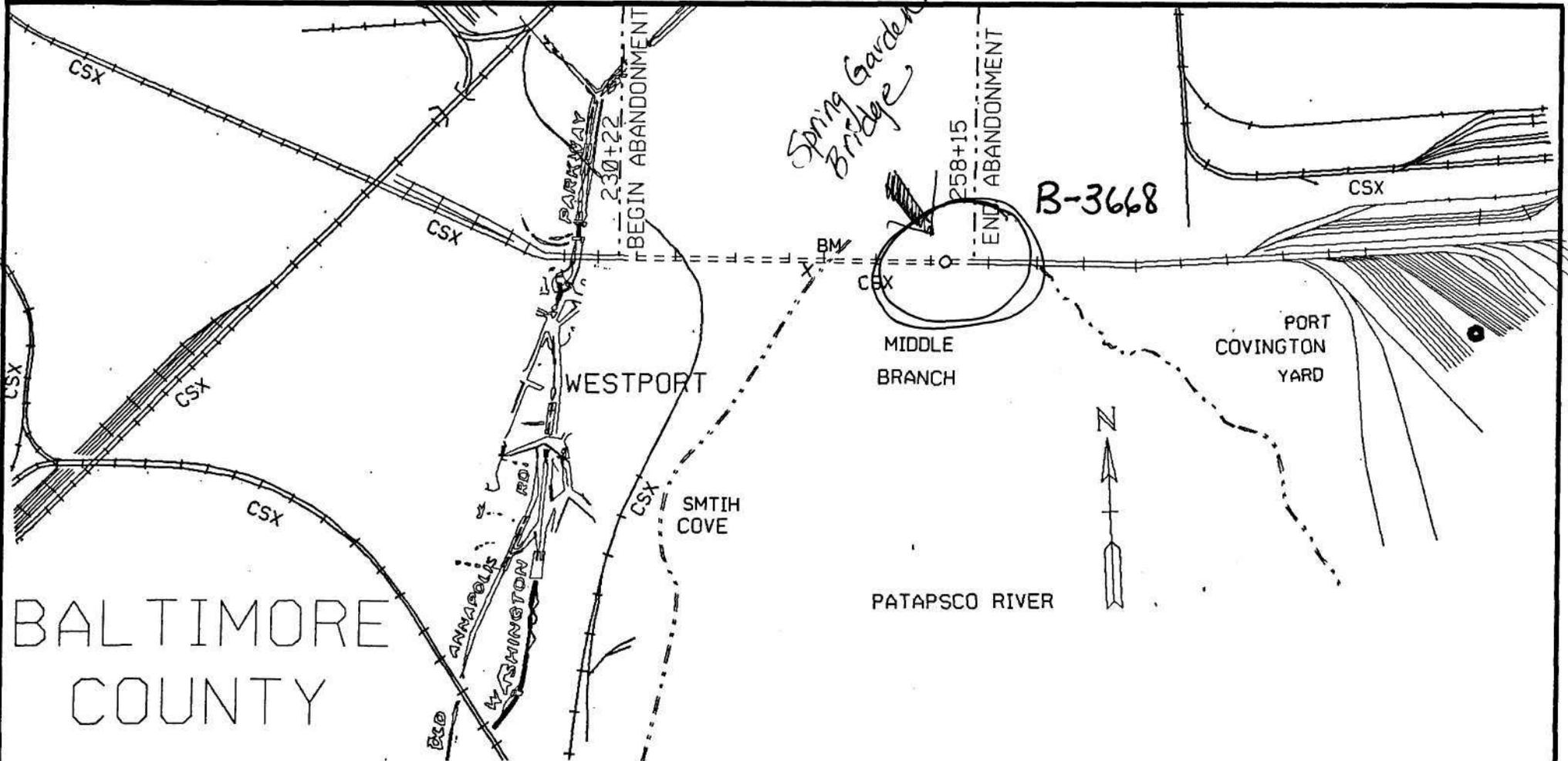
CSX Engineering Records, Jacksonville, FL.

CSX Property Accounting Records, Baltimore, MD.

Hankey, John, (Curator of the B & O Museum), Telephone Conversation, June 17, 1991.

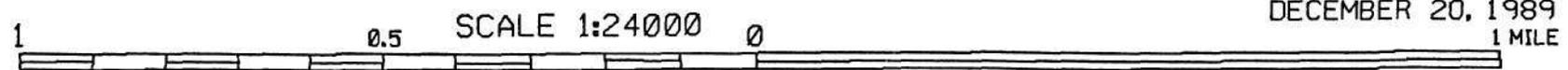
Harwood, Herbert, Jr., Impossible Challenge: The Baltimore and Ohio Railroad in Maryland, (1979).

Balt. East Quad.



==== 0.53 MILES OF TRACK TO BE ABANDONED

CSX TRANSPORTATION, INC.  
PORTION OF MARYLAND



DECEMBER 20, 1989

B-3668