Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4568

Name: HAWKINS PT. RD. OVER CSX RAILROAD.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X___

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001___

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001___

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** B-4568
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. BC 5207 **Bridge name** Hawkins Point Road over CSX Railroad

LOCATION:
Street/Road name and number [facility carried] Hawkins Point Road

City/town Baltimore **Vicinity** _____

County Baltimore

This bridge projects over: Road____ **Railway** X **Water** _____ **Land** ____

Ownership: State _____ **County** _____ **Municipal** X **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder X _____:
Rolled Girder _____ **Rolled Girder Concrete Encased** X
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch_____ **Concrete Slab**_____ **Concrete Beam** ____ **Rigid Frame** _____
Other _____ **Type Name** _____

B-4568

DESCRIPTION:

Setting: Urban ___X___ **Small town** _____ **Rural** _____

Describe Setting:

Bridge No. BC 5207 carries Hawkins Point Road over CSX Railroad in Baltimore City. Hawkins Point Road runs east-west and CSX Railroad runs north-south. The bridge is located in the City of Baltimore, and is surrounded by industrial development and traces of wooded land.

Describe Superstructure and Substructure:

Bridge No. BC 5207 is a 3-span, 2-lane, metal girder bridge. The bridge was originally built in 1930. The structure is 99 feet long and has a clear roadway width of 39.8 feet; there are two sidewalks. The left sidewalk measures 6.1 feet wide and the right sidewalk measures 5.9 feet wide. The out-to-out width is 53 feet, 6 inches. The superstructure consists of eleven (11) girders which support a concrete deck and concrete parapets. The girders are spaced 5 feet apart, and they are concrete encased, I-beams. The roadway is carried on the girders. The concrete deck is 6.25 inches thick, and it has a bituminous wearing surface. The structure has pierced parapets, and the roadway approaches to the bridge have slight upgrades. The substructure consists of two (2) concrete abutments and two (2) concrete piers. The bridge is posted for 27 tons, and has a Baltimore City sufficiency rating of 49.0.

According to the 1995 inspection report, this structure is in poor condition with cracking and spalling of the concrete superstructure and substructure. The asphalt wearing surface has numerous patches and is rutted up to one inch deep. The concrete contains numerous spalled and missing sections in the girder encasement. Both abutments also have deep spalls and cracking and the piers have several vertical hairline cracks. Also, the concrete parapets are heavily cracked and spalled with exposed reinforcing steel throughout.

Discuss Major Alterations:

Inspection reports from 1995 detail no major alterations to the bridge.

HISTORY:

WHEN was the bridge built: 1930
This date is: Actual ___X___ **Estimated** _____
Source of date: Plaque ____ **Design plans** ___ **City bridge files/inspection form** X
Other (specify)

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity

WHO was the designer?

According to the original design plans, the bridge was constructed by the Baltimore and Ohio Railroad Company.

B-4578

WHO was the builder?

Unknown

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

The bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?

Metal girder bridges were most likely introduced and first popularized in Maryland by the state's major railroads of the nineteenth century including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. Bridge engineering historians have documented the fact that James Milholland (or Mulholland) erected the earliest plate girder span in the United States on the Baltimore and Susquehanna Railroad in 1846 at Bolton Station, near present-day Mount Royal Station. The sides (web) and bottom flange of Milholland's 54-foot-long span were wholly of wrought iron and included a top flange reinforced with a 12x12-inch timber. Plates employed in the bridge were 6 feet deep and 38 inches wide, giving the entire bridge a total weight of some 14 tons. Milholland's pioneering plate girder cost $2,200 (Tyrrell 1911:195). By December 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill (Gunnarson 1990:179-180).

As in the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffic. The 1899 Maryland Geological Survey report on highways noted that "there are comparatively few I-beam bridges, one of the cheapest and best forms for spans less than 25 or 30 feet" (Johnson 1899:206). Interestingly, the report also urged construction of a composite metal, brick, and concrete bridge, noting that "no method of construction is more durable than the combination of masonry and I-beams, between which are transverse arches of brick, the whole covered with concrete, over which is laid the roadway" (Johnson 1899:206). Whether any such bridges (transitional structures between I-beams and reinforced concrete spans) were built is unknown.

Official state and county highway reports—issued between 1900 and the early 1920s through the Highway Division of the Maryland Geological Survey and its successor, the State Roads Commission—generally do not reference or describe girder construction. An analysis of the current statewide listing of county and municipal bridges (a listing maintained by the State Highway

Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. (It should be noted that the "1900" date is often given when no exact date is pinpointed for a bridge that is clearly old). A grand total of 200 bridges (including "steel culverts"), out of 550 bridges dated on the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that among the various highway bridge types built in the early twentieth century metal girder bridges in Maryland between 1900 and 1930 were second in popularity only to reinforced concrete bridges. However, these numbers must be interpreted with caution, as they do not necessarily include all county and municipal bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a metal girder bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. The bridge does retain its original pierced parapets and is readily recognizable as an historic structure from the perspective of the traveler. However, the structure has considerable deterioration to the abutments, concrete encased girders, and parapets. This compromises the integrity of these elements and makes the structure an undistinguished example of a metal girder bridge.

Does the bridge retain integrity of important elements described in Context Addendum?

The bridge retains much of the character-defining elements of its type, including longitudinal concrete encased girders, concrete abutments, and concrete piers. However, the integrity of these elements has been compromised by severe deterioration.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

The bridge is not a significant example of the work of a manufacturer, designer, and, or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

City inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

B-4568

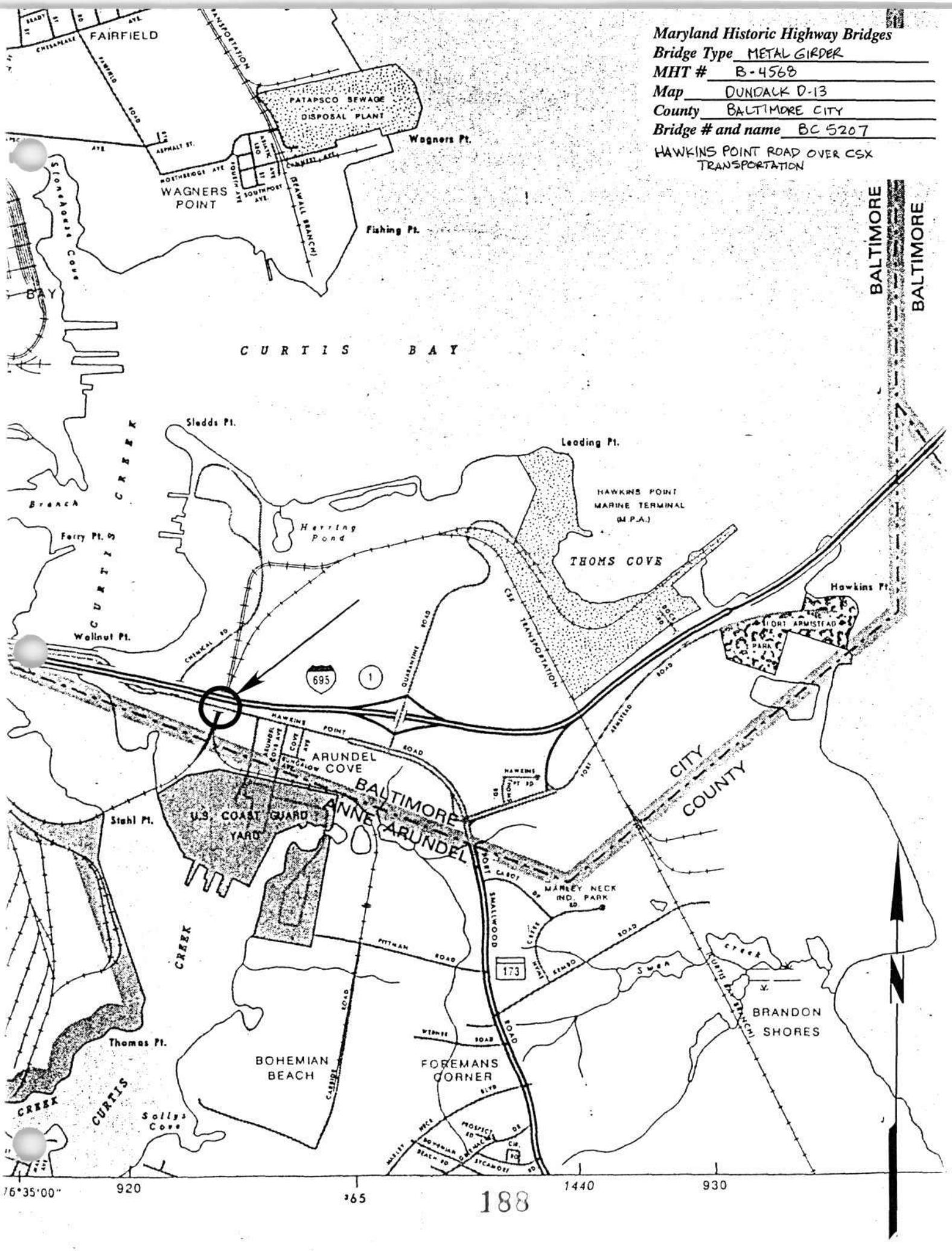
Gunnarson, Robert
1990 *The Story of the Northern Central Railway, From Baltimore to Lake Ontario*. Greenberg Publishing Co., Sykesville, Maryland.

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

Tyrrell, Henry G.
1911 *History of Bridge Engineering*. Published by author, Chicago.

SURVEYOR:

Date bridge recorded 3/5/97
Name of surveyor Caroline Hall/Eric F. Griffitts
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type METAL GIRDER
MHT # B-4568
Map DUNDALK D-13
County BALTIMORE CITY
Bridge # and name BC 5207
HAWKINS POINT ROAD OVER CSX TRANSPORTATION
FAIRFIELD
PATAPSCO SEWAGE DISPOSAL PLANT
Wagners Pt.
WAGNERS POINT
Fishing Pt.
BALTIMORE
BALTIMORE
CURTIS BAY
Sledds Pt.
Leading Pt.
HAWKINS POINT MARINE TERMINAL (M.P.A.)
Herring Pond
THOMS COVE
Ferry Pt.
Hawkins Pt.
Walnut Pt.
FORT ARMISTEAD PARK
695
1
ARUNDEL COVE
BALTIMORE ANNE ARUNDEL
CITY COUNTY
U.S. COAST GUARD YARD
Stahl Pt.
MARLEY NECK IND. PARK
173
BRANDON SHORES
Thomas Pt.
BOHEMIAN BEACH
FOREMANS CORNER
Solly's Cove
76°35'00"
920
365
1440
930
N

Inventory # B-4568

Name 5207-HAWKINS POINT RD OVER CSX RR
County/State BALTIMORE CITY / MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number ~~11~~ 1 of ~~33~~ 4

Inventory # B-4568

Name 5207-HAWKINS POINT RD OVER CSX
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 2 ~~15~~ of ~~33~~ 4

Inventory # B-4568

Name 5207 - HAWKINS POINT RD OVER CSX RR
County/State BALTIMORE CITY / MD
Name of Photographer TIM SCHUEN
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number ~~10~~ 3 of ~~33~~ 4

Inventory # B-4568

Name 5207-HAWKINS POINT RD OVER CSX RR
County/State BALTIMORE CITY / MD
Name of Photographer TIM SCHADEN
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 4 of 4

CAPSULE SUMMARY
B-4568
Bridge No. 5207
Hawkins Point Road
Hawkins Point, Baltimore City
1930
Public

Constructed in 1930, Bridge No. 5207 is located along Maryland State Route 173, also known as Hawkins Point Road. It spans the CSX Railroad, on Marley Neck in Curtis Bay in the southern portion of Baltimore City. Designed by the Baltimore and Ohio (B&O) Railroad Company in 1929, this girder bridge provided a crossing at what was originally know as Pennington Avenue. This is one of twenty-nine metal girder bridges built in Baltimore City between 1900 and 1948. Metal girder bridges were the most prevalent type of bridge constructed in Maryland beginning in the 1930s and continuing throughout the remainder of the 20th century. The 1930 girder bridge is not recommended as eligible for the National Register of Historic Places.

The three-span, reinforced concrete and metal girder bridge was erected in 1930 along Hawkins Point Road, which is a four-lane road, supporting two lanes of traffic in each direction. Pedestrian traffic is accommodated on each side of the bridge by a sidewalk of rough concrete aggregate, both measuring roughly six feet in width. The bridge spans the CSX Railroad with an overall length of ninety-nine feet and a clear roadway width of nearly forty feet. The out-to-out width of the bridge is fifty-three-and-a-half feet. A rough concrete aggregate parapet frames the roadway, rising approximately three feet above the height of the sidewalk. The deck of the bridge, laid with concrete, measures six-and-a-quarter inches in thickness and features a bituminous wearing surface. Remaining much the same as when it was constructed in 1930, the bridge retains its original parapet, girders, abutments, and piers.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4568

1. Name of Property (indicate preferred name)

historic	Marley Neck Bridge at Pennington Avenue
other	Hawkins Point Road over CSX Railroad (preferred); Bridge No. 5207

2. Location

street and number	Hawkins Point Road	__ not for publication
city, town	Baltimore	__ vicinity
county	Baltimore City	

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

name	City of Baltimore				
street and number	100 North Holliday Street			telephone	(410) 396-3835
city, town	Baltimore	state	Maryland	zip code	21202

4. Location of Legal Description

courthouse, registry of deeds, etc.	Baltimore City Courthouse			liber	Unknown	folio	Unknown
city, town	Baltimore	tax map	Ward 25	tax parcel	Sec 9, Blk 7000	tax ID number	Unknown

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
__X__transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
_____	_____	objects
1	_____	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. B-4568

Condition

___ excellent	_X_ deteriorated
___ good	___ ruins
___ fair	___ altered

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

Located on Hawkins Point Road in Baltimore City, Bridge No. 5207 provides an east-west crossing over the CSX Railroad. The three-span, reinforced concrete and metal girder bridge was erected in 1930 along MD 173, Hawkins Point Road, which was originally known as Pennington Avenue. Hawkins Point Road is a four-lane road, supporting two lanes of traffic in each direction. Pedestrian traffic is accommodated on each side of the bridge by a sidewalk of rough concrete aggregate, both measuring roughly six feet in width. These sidewalks do not continue along the approaches on either side of the bridge. A metal guardrail protects the southern sidewalk from automobile traffic.

The bridge spans the CSX Railroad with an overall length of ninety-nine feet and a clear roadway width of nearly forty feet. The out-to-out width of the bridge is fifty-three-and-a-half feet. A rough concrete aggregate parapet frames the roadway, rising approximately three feet above the height of the sidewalk. The deck of the bridge, laid with concrete, measures six-and-a-quarter inches in thickness and features a bituminous wearing surface.

The three-span reinforced concrete and metal girder bridge remains much the same as when it was constructed in 1930, retaining its original parapet, girders, abutments, and piers. The decorative elements of the bridge are confined to the pierced parapet walls, which consist of concrete piers, a top and bottom rail, and round-arched openings. The piers alternate between larger piers with wide caps, bases, and inset panels, and slightly smaller, obelisk-shaped piers with chamfered edges. Each parapet wall features four larger piers, two of which anchor the ends. The smaller piers are evenly spaced in pairs between the larger piers. Defining the walls of the parapet are round-arched openings, a top rail with a pointed cap, and a bottom rail with a beveled edge. The parapets, constructed of rough concrete aggregate, span the entire length of the bridge.

The superstructure of the girder, or beam, bridge consists of eleven girders that support the concrete deck. Evenly spaced five feet apart, the girders are I-beams that are encased in concrete. The underside of the deck is also visible, revealing a reinforced metal grid with poured concrete.

The substructure of the bridge includes two concrete piers and two abutments. Supporting the central portion of the bridge, the substructure piers consist of five upright supports with angled spandrels. A continuous base and cap connect the piers, which project slightly from the exterior walls of the bridge. Similar to the piers are the abutments, which have an identical design and

massing as the piers. The abutments differ from the piers in the truncated supports, which are anchored into the slope of the land, resulting in the absence of a connecting base.

While the original substructure and superstructure of the crossing are in place, the bridge displays numerous elements of deterioration. In particular, the concrete is in poor condition with cracking and spalling. This is evident in the girder encasement, where the concrete is heavily spalled and large sections of concrete are missing. The reinforced metal grid of the road deck is also visible, revealing spalling, exposed reinforcement bars, and rust stains. The piers and abutments also feature spalling, cracking, and rust stains. Additionally, these areas have been spray painted with graffiti, primarily covering the lower portions of the piers and the abutments. The underside of the bridge is further compromised by undermining behind the abutments and a leaking water main at the southeast corner of the bridge.

The parapets have heavy horizontal and map cracking. Both parapet walls feature spalling, with exposed reinforcement bars. In particular, the bottom rail is heavily chipped and cracked, with areas of broken concrete. The sidewalk has been repaired and patched in areas, with smooth concrete, differing dramatically from the rough aggregate of the original walkway.

As part of the road built from Hawkins Point, connecting Marley Neck to Curtis Bay and Baltimore City, the four-lane approach is paved with asphalt. The asphalt wearing surface shows signs of deterioration and general pavement failure, revealing numerous patches and rutted areas that are at least one inch deep. The metal guardrail along the south side of the road is in fair condition.

The land immediately adjacent to the bridge slopes gently down to the CSX railroad tracks that run in a north-south direction. Surrounded by landfill and industrial sites, the bridge is situated in a manufacturing area in Baltimore City, just to the north of Anne Arundel County. Directly to the north of Bridge No. 5207 are the two bridges for Interstate 695, which also run in an east-west direction over the railroad tracks.

8. Significance

Inventory No. B-4568

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other:

Specific dates 1929; 1930 **Architect/Builder** B&O Railroad Company

Construction dates 1930

Evaluation for:

_____ National Register _____Maryland Register _____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Constructed in 1930, Bridge No. 5207 is located along Maryland State Route 173, also known as Hawkins Point Road. It spans the CSX Railroad, on Marley Neck in Curtis Bay in the southern portion of Baltimore City. Designed by the Baltimore and Ohio (B&O) Railroad Company in 1929, this girder bridge provided a crossing at what was originally know as Pennington Avenue. This is one of twenty-nine metal girder bridges built in Baltimore City between 1900 and 1948. Metal girder bridges were the most prevalent type of bridge constructed in Maryland beginning in the 1930s and continuing throughout the remainder of the 20th century. The 1930 girder bridge is not recommended as eligible for the National Register of Historic Places.

The use of concrete as a building material dates back to the ancient Romans. However, its popularity as a common building material is a 19th-century phenomenon, with the widespread use of reinforced concrete being a late 19th- and early 20th-century development. Girder bridges derive their name from the girder, or beams, which extend across the span of the crossing. In the United States, girder bridges were constructed of wood as early as the 17th and 18th centuries. By the late 19th and early 20th century, developments were made in their construction with the introduction of reinforced concrete and steel girders. At this time, they were frequently constructed as railroad crossings, providing a solid and stable crossing for heavy and fast-moving trains. Steel girder bridges are constructed by riveting together steel plates, resulting in them often being referred to as plate girder bridges. With the advent of new materials and the growth of the highway system, the girder bridge became the most common bridge type following World War II.[1]

Metal girder bridges were first introduced and popularized in Maryland by railroad companies, including the Baltimore and Susquehanna, the Northern Central, and the B&O Railroad. In fact, the first documented plate girder bridge in the United State was erected by the Baltimore and Susquehanna Railroad in 1846 at Bolton Station in Baltimore. Designed by James Milholland, this plate girder bridge spanned fifty-four feet, weighed fourteen tons, and cost $2,200 to construct. It featured wrought iron sides and six foot deep, thirty-eight inch wide metal plates. Milholland's design spurred construction of

[1] Donald C. Jackson, *Great American Bridges and Dams* (New York: John Wiley and Sons, Inc., 1988), pp. 38-39.

girder bridges in Maryland. By the end of 1861, the Northern Central Railroad, which had succeeded the Baltimore and Susquehanna Railroad, maintained at least 50 girder bridges within the state of Maryland.[2]

Girder bridge technology quickly adapted within Maryland, like the rest of the country, to meet the demands of heavy traffic. The 1899 Maryland Geological Survey reported that "there are comparatively few I-beam bridges, one of the cheapest and best forms for spans less than 25 or 30 feet."[3] This same report also urged the construction of composite metal and concrete bridges, noting that "no method of construction is more durable than the combination of masonry and I-beams…the whole covered with concrete, over which is laid the roadway."[4] Such a structure can be seen at Hawkins Point, Bridge 5207, which features metal I-beam girders with reinforced concrete piers, abutments, parapets, and road deck.

The Hawkins Point Road Bridge over the CSX Railroad was constructed at a key point in the history of road building in Maryland. During the 1920's, Maryland was considered to be the best-roaded state in the nation. As many of the primary roads had already been constructed by this time, attention was focused on building the secondary road system for the state, including the farm-to-market network of feeder highways.[5] In 1920, the Maryland State Legislature enacted the Lateral and Post Roads Loan of 1920. The Act that created this loan mandated that the proceeds were to be used for the construction of rural post roads, lateral roads and the extension of the State Roads System, with the assistance of funds from the federal government and several counties in the State. Additionally, funds were appropriated for improving bridge building and replacing one-way spans with two lane bridges. This money was apportioned to the counties on the basis of actual road mileage. The counties then matched the State's money by bond issues, special assessments, or other revenue.

In addition to the extensive construction of roads in the 1920's, the bridge system was reappraised. Like the roads, the bridges were found to be both too narrow and too weak for the ever-increasing traffic.[6] After realizing the deficiency in the bridges for the greatly increased number of roadways, the Maryland State Roads Commission created a separate department to direct bridge construction. The Bridge Division has been responsible for designing and supervising the construction of all water crossings, since its creation in 1920. The B&O Railroad Company designed the bridge at Hawkins Point in 1929. Between 1901 and 1930, 550 bridges were documented as being constructed in Maryland, 200 of which

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[2] P.A.C. Spero, "Hawkins Point Road over CSX Railroad," Maryland Inventory of Historic Bridges, Historic Bridge Inventory, March 1997.
[3] Arthur Newhall Johnson, "The Present Condition of Maryland Highways," *Report on the Highways of Maryland* (Baltimore, MD: Maryland Geological Survey, Johns Hopkins University Press, 1899), p. 206.
[4] Johnson, p. 206.
[5] Charles T. Le Viness, *A History of Road Building in Maryland* (Baltimore: Maryland State Roads Commission, 1958), 69.
[6] Le Viness, p. 129.

were classified as steel beam, steel girder, or steel stringer and girder varieties.[7] This was the first crossing over the railroad in this location, constructed in response to the need for more efficient transportation networks and an increased load capacity.

Currently known as Hawkins Point, the northern section of Marley Neck in Curtis Bay, was historically a rural 200-acre tract of land. Patented to Paul Kinsey as a Royal Grant on June 29, 1663, the bucolic land, which now partially serves as the United States Coast Guard Yard, was named Curtise's Neck. George Yates owned an adjoining 250-acre tract known as Denchworth. Although the name's origin is unknown, Curtise's Neck, was eventually adapted to describe the waterway, Curtis Creek (originally known as Broad Creek), the broader lands surrounding the estate, and Curtis Bay. The settlement of the area was fostered by the colonist's need for strategically located navigable waters and rich agricultural soils. Following Kinsey's death, William Slade owned the land. The Stansbury's, a prominent Anne Arundel County family, later purchased the tract, which they owned from 1746 until the 1860s.[8] Following the Civil War, the property was subdivided into important smaller truck farms, with produce shipped, often by the farmer's own vessels, across Curtis Bay to the numerous nearby Baltimore markets. One such farmer, William H. Hall, was one of the largest African-American farmers in Maryland. By 1853, large amounts of land in the area were held by the Patapsco Land Development Company, a land speculation group intending to develop the area industrially.

This northern portion of Marley Neck, along Arundel Cove, was part of Anne Arundel County until the City of Baltimore annexed it in 1918, although it was linked to the city as early as 1794. At that time, Baltimore City was hit by a yellow fever epidemic and the area now occupied by Fort Armistead Park served as a quarantine station. The road nomenclature continues to reflect the history of the area with Quarantine Road. Again in 1881, the City of Baltimore utilized a tract of land on Hawkins Point at the tip of Leading Point to quarantine contaminated cargo and sick crewmen on vessels entering Baltimore Harbor. The federal government purchased the property in 1921, operating this facility until 1961, when all of the existing structures were razed. This quarantine station was used into the early 20th century to isolate the citizens of the city suffering from smallpox.[9] Just south of Hawkins Point in Marley Neck (Anne Arundel County) was the first African-American settlement in the United States, Freetown, established between 1850 and 1880.[10]

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[7] Spero, "Hawkins Point Road over CSX Railroad."

[8] Ralph J. Robinson, "The U.S. Coast Guard at Curtis Bay," Part I of III, *Baltimore*, June 1947. Located in the US Coast Guard – Hawkins Point Vertical File at the Enoch Pratt Free Library, Baltimore, Maryland.

[9] Dennis Zembala, *Baltimore: Industrial Gateway on the Chesapeake Bay* (Baltimore, MD: Baltimore Museum of Industry, 1995), p. 68.

[10] TaNoah Morgan. "Freetown Concerned about Losing Legacy as Younger Generation Sells Land, Moves." *Baltimore Sun*. February 7, 1999.

In 1899, under the direction of Lt. John C. Moore, a strategically located 445 ½-acre area now located on the south side of Hawkins Point Road in Anne Arundel County was purchased from William B. Chairs. Moore convinced Captain Shoemaker, Chief of the Revenue Cutter Service, to petition Congress for the lease and purchase of the site. The tract was used as a United States Coast Guard Yard, which until 1910 served as the first Coast Guard Academy.[11] The experimental Coast Guard Yard was created to build and repair boats in the Mid-Atlantic fleet, after a boost of national military pride during the 1898 Spanish-American War. A year after the Coast Guard Yard opened, a small railway was constructed to aid in the repair of the boats.[12] Small portions of additional acreage, including the farm owned by William Hall, were later acquired, circa 1905. Eventually the Arundel Cove site served as the general depot for the entire Atlantic Coast Service. Currently, the site occupies 113-acres. A number of ammunition warehouses and Army Ordnance Depots were established around Curtis Bay from 1880 to the 1950s, again recalled by the nearby Ordnance Road. During World War II over a million tons of explosives stored in the nearby warehouses were loaded on ships and sent to sea. Industry at this time also included a number of large coal piers, including the largest such facility in the world.

Established as an early important industrial city, powered by the vast waterways and ports, Baltimore later thrived with the establishment of the Baltimore and Ohio Railroad, which revolutionized western trade. The B&O Railroad revitalized Baltimore's economy after the Erie Canal created shipping competition. The Coast Guard Yard was eventually connected to the B&O Railroad, which crossed Curtis Creek in 1930.[13] The B&O Railroad crosses Curtis Creek from the Curtis Bay United States Army General Services Depot, connecting to Marley Neck at the Coast Guard Yard and then traveling north to the industrial sites at Sledds Point.

With the newly laid branch of the B&O Railroad, the railroad company designed Bridge No. 5207, providing automobile access along Pennington Road and a crossing over the railroad tracks. According to the original plans for the bridge, the Baltimore & Ohio Railroad Company, Baltimore Term Division designed it in May 1929. The general specifications on the plans indicate that the bridge was to be constructed in accordance with B&O Railroad Specification 1922 for Material and Workmanship and with A.R.E.A. for Steel Highway Bridges 1927 for Design. The live load was to carry four lanes of traffic and twenty tons of truck traffic. In reference to material used, the plans state that the slab and beam encasement was to be poured in one operation, the fill exposed edges of concrete were to be chamfered, the rods were to be deformed reinforcing rods of structural grade, the laps were to be securely wrapped, and all of the exposed surfaces of concrete were to have a smooth, dense, and hard finish. Further, the concrete was not to be subjected to any strains or vibrations until it had had time to

[11] Land Records of Anne Arundel County. Liber G.W. 13, folio 60. Referenced in Robinson, 45.
[12] Robinson. No page.
[13] *A History of Brooklyn – Curtis Bay* (n.p.: The Brooklyn – Curtis Bay Historical Committee, September 12, 1976), p. 35.

season and harden, approximately a thirty-day period of time. The plans were drawn in accordance with the Situation Plan from the Office of Field Engineers in Baltimore, dated April 10, 1929 and were approved by the Chief Engineer of Baltimore on August 2, 1929.[14]

With the extension of the B&O Railroad into the Marley Neck area, the pastoral landscape was forever altered. Prior to World War I, the Curtis Bay area served as a country retreat, dotted with the summer houses of many Baltimore City residents. Later changes after the railroad included the widening of Hawkins Point Road and the construction of median strips, increasing truck traffic along previously residential roadways. Following this resurgence in development, the early foreshadowing of the area as a planned industrial complex became fully realized, on both sides of Curtis Bay. Hawkins Point, significant for its early military and medical history, became a leading Baltimore area industrial complex in the 20th century, spurred by the establishment of a number of companies in the area, again significantly changing the landscape. Numerous multi-national corporations established plants here, including W.R. Grace (Davison Branch), U.S. Gypsum, Glidden, numerous fertilizer plants, Kennecot Refining Corporation, Pittsburgh-Des Moines Steel Co., and Atlantic Cement, among others. Davison established a manufacturing facility in Curtis Bay in 1927, on the site of the Chappell Fertilizer Plant, which was established in Hawkins Point in 1883. Davison's Hawkins Point facility was its K-1 silica gel plant, used as a successful chemical in World War II to dehydrate military equipment, serve as a fluid cracking catalyst to produce gasoline, and as an integral chemical ingredient in the production of synthetic rubber. Soon after the success of the company, Davison became a branch of the W.C. Grace company in 1954. Currently the site serves as a global manufacturing and research site for the company.

Although the chemical industry served a significant economic purpose in Baltimore, the integrity of the historic landscape was significantly compromised. Newspaper articles as early as 1945 include reports of residents complaints of difficulty breathing, acidic fumes, wilted flora, and clouded window glass.[15] By 1951, reports worsened, including the disintegration of women's nylon hosiery after walking a few short blocks, ruined metal signage, black frosted window panes, and unbearable smells.[16] During the 1950s, Marley Neck was advertised as a 4,500 acre site prime for industrial development.

In 1975, the area was further decimated with the construction of part of Interstate 695, the Baltimore Beltway. The highway completely eliminated a residential subdivision on the north side of Hawkins Point Road, the site of the current landfill. By 1982, the contamination of the Hawkins Point area and the need for a new hazardous waste landfill site initiated a government property buyout and the potential

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[14] Original plans for the Marley Neck Bridge Grade Elimination at Pennington Avenue, Baltimore, Maryland. May 1929. Located at the City of Baltimore Department of Public Works, Bureau of Transportation, Bridge Engineering in Baltimore, Maryland.
[15] "Control of Acid Fumes Promised by Plant Head." *Baltimore Sun.* June 28, 1945.
[16] "Flowers Wilt, Nylons Run in Curtis Bay Smog." *Evening Sun.* October 3, 1951.

relocation of approximately twenty-two families, with funds originally intended to restore Fort Armistead Park. At this time, reports of living conditions for numerous long-time residents of the close-knit community of small wood-frame houses, included momentary occasions of sudden blindness, black fish and crabs, a brown film on the houses, and the presence of a green or red film on the soil after rain.[17] Comments from area residents included "I'd rather fish out of my toilet," and "If you stay here you gonna die."[18] Most of the families in the area were relocated after the publicity surrounding the contamination mounted.

Currently, the Curtis Bay area industry includes over thirteen chemical manufacturers within a five square-mile area, including FMC (pesticides), Condea Vista (surficants), Millenium Inorganic (pigments), Delta (sewage treatment chemicals), Allied Chemical, as well as the W.C. Grace Davison Division. Phoenix Services, the largest medical waste incinerator in the world, is also located in Hawkins Point, near the city landfill and a chromium landfill site. A number of area companies have been fined for environmental contamination and the mishandling of toxic chemicals. In September 2001, the Coast Guard Yard was placed on the Environmental Protection Agency's Superfund National Priorities List of hazardous waste sites, indicating that contaminants from this site have affected or might affect public health and the environment.[19] The twentieth-century development of the area is also immortalized in road nomenclature—W.C. Grace is fittingly located on Chemical Road. A small number of vernacular wooden structures remain in the area, including some along Bungalow Avenue, but most have been razed. A number of industrial and light-industrial businesses occupy the land where a pastoral agricultural way of life along one of Maryland's scenic waterways once existed.

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[17] Jean Bievens. "Hawkins Point: Living with Pollution." *News American*. March 14, 1982; Eugene Meyer. "Toxic Wastes are Ruining Paradise." *Washington Post.* March 3, 1982; and David Brown. "Neighbors in Hawkins Point Get Together One Last Time." *Baltimore Sun*. August 15, 1982.

[18] Eugene Meyer. "Toxic Wastes are Ruining Paradise." *Washington Post.* March 3, 1982.

[19] "Anne Arundel Site Proposed for Superfund." *Washington Post*. September 14, 2001.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4568

Name Hawkins Point Road over CSX Railroad, Baltimore, Baltimore City
Continuation Sheet

Number 8 Page 7

National Register Evaluation:

The bridge at Hawkins Point Road over the CSX Railroad is not eligible due to the fact that it does not meet National Register Criteria A, B, C, or D. Preliminary research has not revealed any association between the building and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). Although the building provides an example of vernacular rural architecture, it is neither unusual nor distinguished; it does not represent the work of a master or display high artistic merit (Criterion C). There is no evidence that the property is likely to yield information important in history or prehistory (Criterion D). Thus, the property is not National Register-eligible.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____ Not Recommended X

Comments:

Review, OPS: Andrew Lewis Date: 11/28/01

Reviewer, NR Program: [illegible] Date: 11/30/01

9. Major Bibliographical References

Inventory No. B-4568

"Anne Arundel Site Proposed for Superfund." *Washington Post*. September 14, 2001.

Bievens, Jean. "Hawkins Point: Living with Pollution." *News American*. March 14, 1982.

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"Control of Acid Fumes Promised by Plant Head." *Baltimore Sun*. June 28, 1945.

"Flowers Wilt, Nylons Run in Curtis Bay Smog." *Evening Sun*. October 3, 1951.

10. Geographical Data

Acreage of surveyed property	One tenth of an acre		
Acreage of historical setting	One tenth of an acre		
Quadrangle name	Curtis Bay	Quadrangle scale:	1:24,000

Verbal boundary description and justification

Bridge No. BC 5207 is located on Hawkins Point Road over the CSX Railroad. Erected in 1930, the bridge is historically associated with Baltimore City Department of Public Works Tax Map for Ward 25, Section 9, Block 7000, Sheet 1.

11. Form Prepared by

name/title	Robin Jane Weidlich and Jennifer J. Bunting, Architectural Historians		
organization	EHT Traceries, Incorporated	date	September 25, 2001
street & number	1121 5th Street NW	telephone	202.393.1199
city or town	Washington	state	DC

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4568

Name Hawkins Point Road over CSX Railroad, Baltimore, Baltimore City
Continuation Sheet

Number 9 Page 1

A History of Brooklyn – Curtis Bay. The Brooklyn – Curtis Bay Historical Committee, September 12, 1976.

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Morgan, TaNoah. "Freetown Concerned about Losing Legacy as Younger Generation Sells Land, Moves." *Baltimore Sun.* February 7, 1999.

Original plans for the Marley Neck Bridge Grade Elimination at Pennington Avenue, Baltimore, Maryland. May 1929. Located at the City of Baltimore Department of Public Works, Bureau of Transportation, Bridge Engineering in Baltimore, Maryland.

Robinson, Ralph J. "The U.S. Coast Guard at Curtis Bay," Part I of III. *Baltimore.* June 1947. Located in the US Coast Guard – Hawkins Point Vertical File at the Enoch Pratt Free Library, Baltimore, Maryland.

Spero, P.A.C. "Hawkins Point Road over CSX Railroad," Maryland Inventory of Historic Bridges, Historic Bridge Inventory. March 1997.

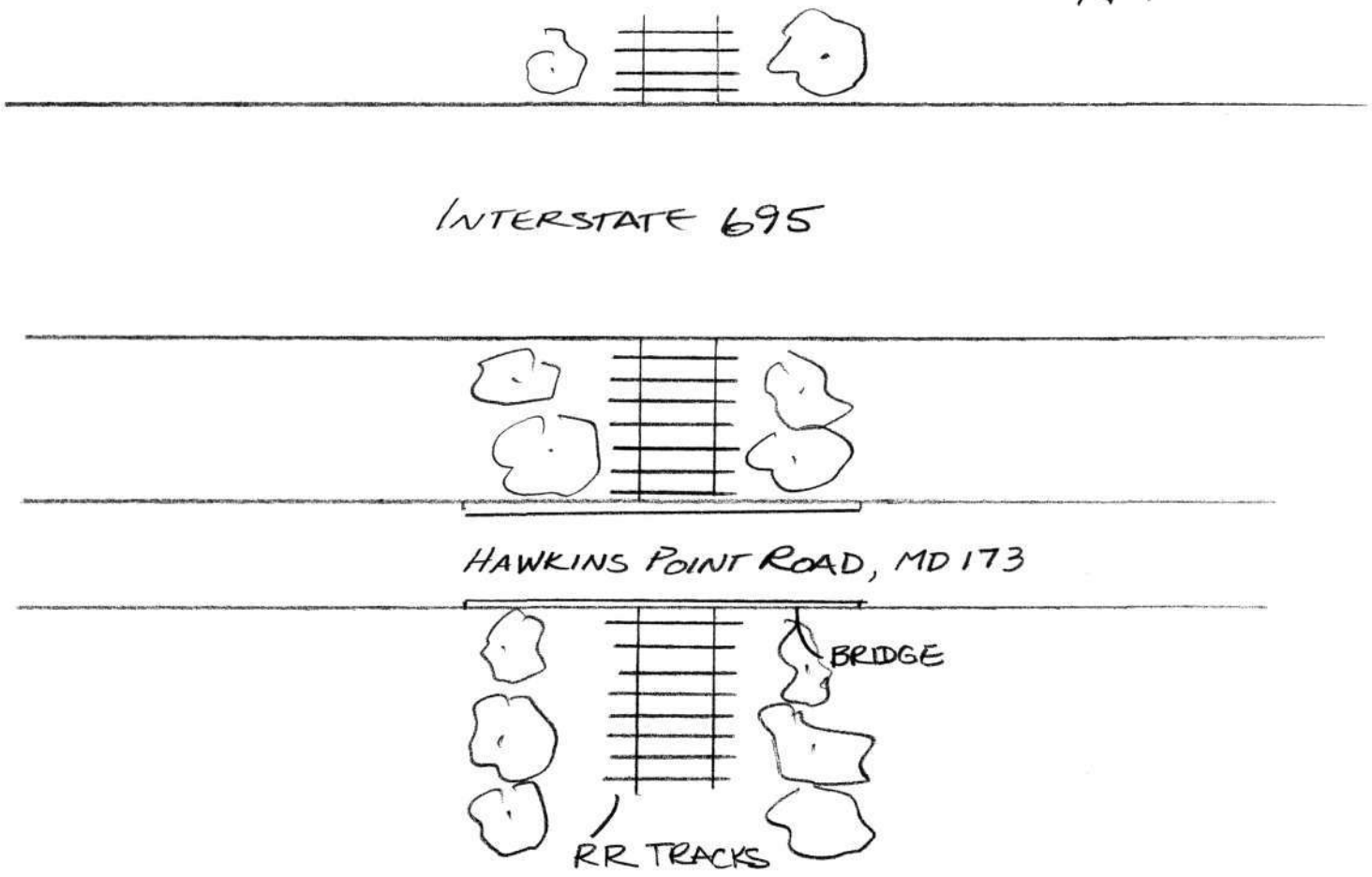
Structure Inventory and Appraisal Report for Bridge BC520700. Located at the City of Baltimore Department of Public Works, Bureau of Transportation, Bridge Engineering in Baltimore, Maryland.

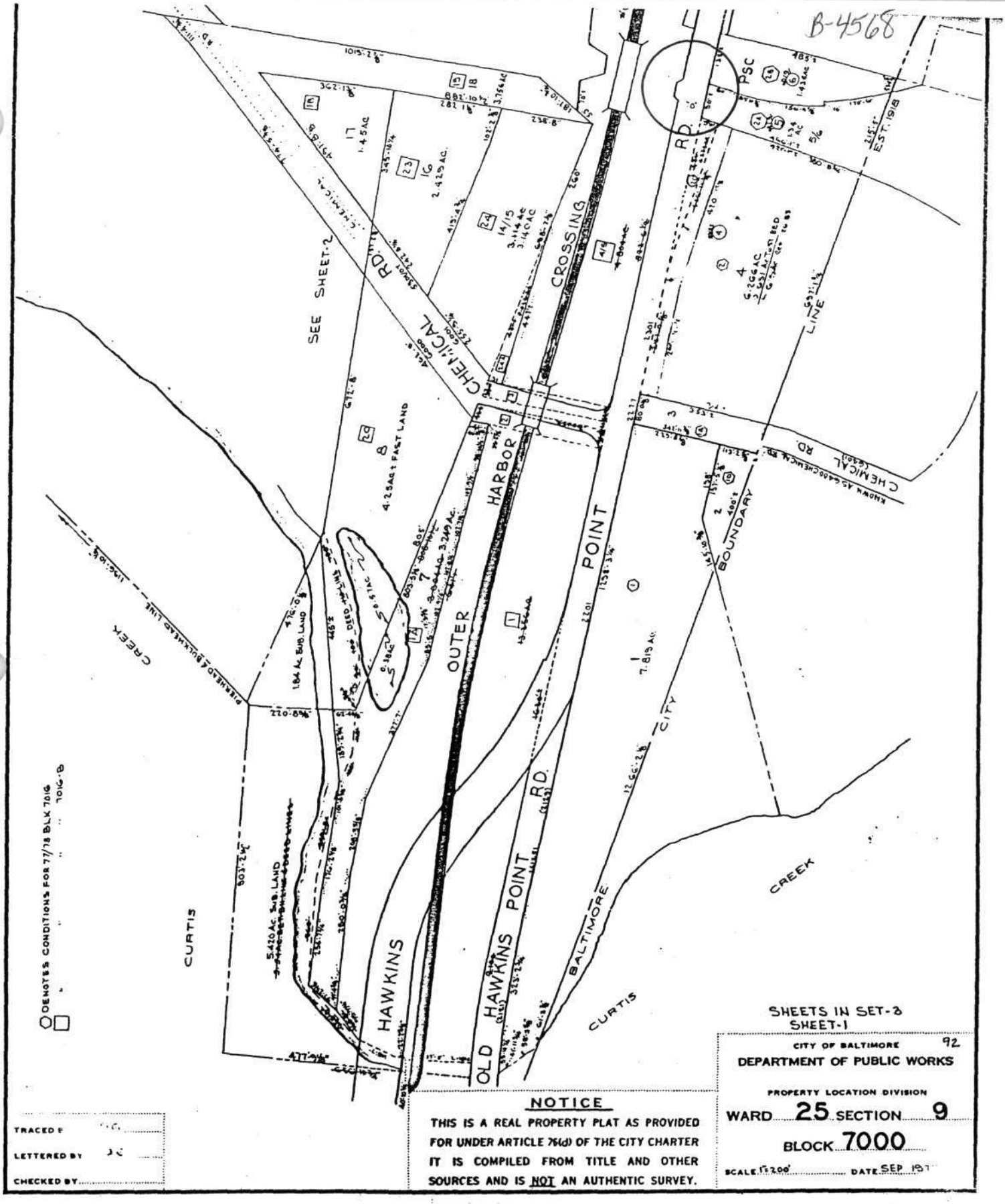
Vertical Files. Enoch Pratt Library, Baltimore, Maryland.

Zembala, Dennis. *Baltimore: Industrial Gateway on the Chesapeake Bay.* Baltimore, MD: Baltimore Museum of Industry, 1995.

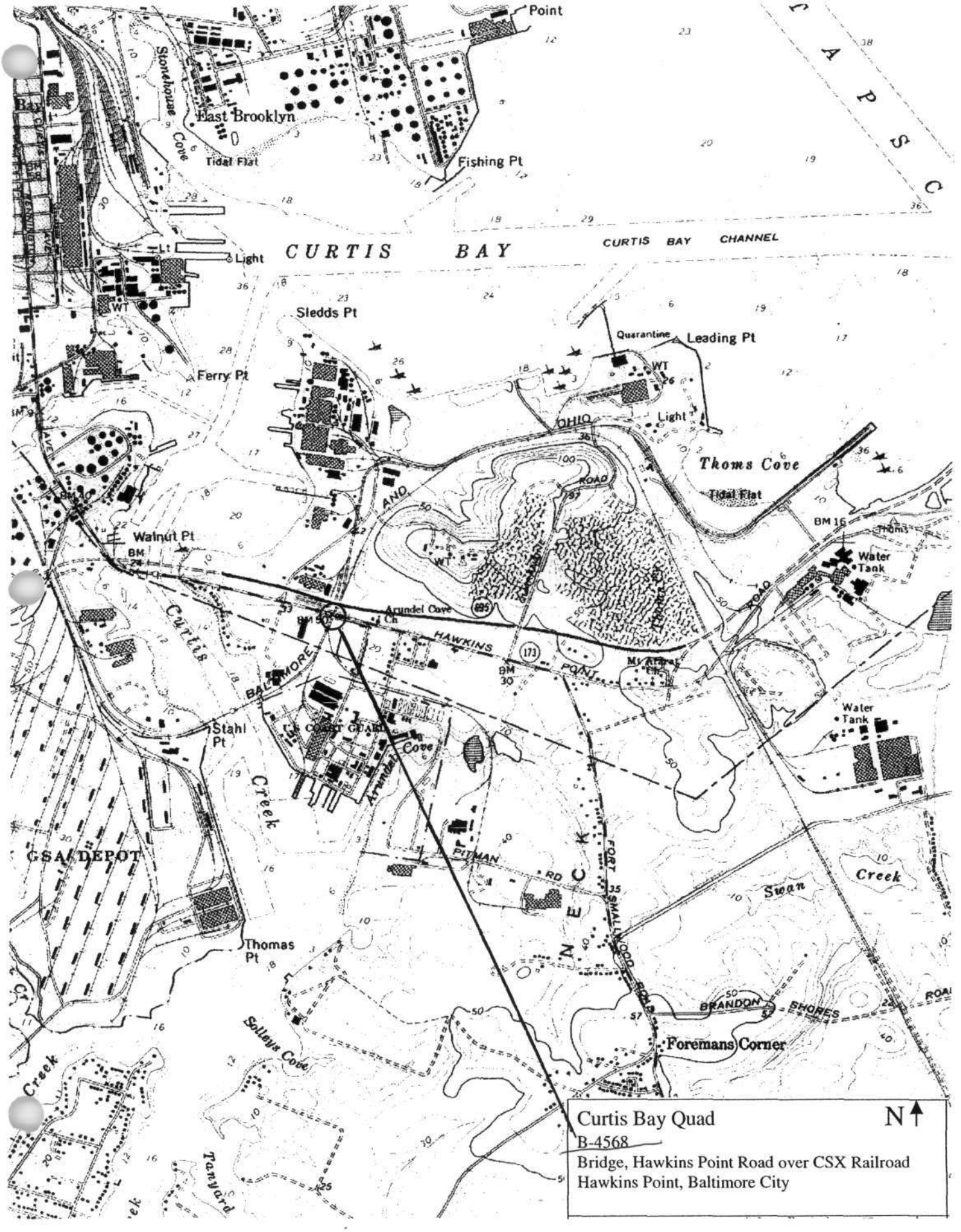
B-4568
BRIDGE, HAWKINS POINT ROAD
OVER CSX RAILROAD
BALTIMORE CITY, MARYLAND
NOT DRAWN TO SCALE

N ↑




B-4568
SEE SHEET-2
CHEMICAL RD
CROSSING
PSC
RD
EST. 1918
LINE
CHEMICAL RD
KNOWN AS OLD CHEMICAL ROAD
BOUNDARY
OUTER HARBOR
POINT
CITY
CREEK
PIERHEAD & BULKHEAD LINE
HAWKINS POINT RD.
OLD HAWKINS POINT RD.
BALTIMORE
CURTIS
CURTIS
CREEK
DENOTES CONDITIONS FOR 7/78 BLK 7016
7016-B
1.84 Ac. SUB. LAND
5.420 Ac. SUB. LAND
4.25 Ac± FAST LAND
7.815 Ac.
3.249 Ac.
1.45 AC
2.429 AC
3.140 AC
1.426 Ac
1.24 AC
6.266 AC
SHEETS IN SET-2
SHEET-1
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
PROPERTY LOCATION DIVISION
WARD 25 SECTION 9
BLOCK 7000
SCALE 1"=200' DATE SEP 1957
NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 7(d) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.
TRACED BY
LETTERED BY
CHECKED BY

B-4568



Curtis Bay Quad

N

B-4568

Bridge, Hawkins Point Road over CSX Railroad
Hawkins Point, Baltimore City

B-4568
Bridge, Hawkins point Road over CSX railroad Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view looking South from railroad tracks

Photo 1 of 7

B-4568
Bridge, Hawkins point Road over CSX railroad Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view looking Northwest from Hawkins point Road

Photo 2 of 7

B-4568
Bridge, Hawkins point Road over csx railroad Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view of parapet, looking Northwest from Hawkins point Road

Photo 3 of 7

B-4568
Bridge, Hawkins Point Road over CSX railroad Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view looking south past I-695

Photo 4 of 7

B-4568
Bridge, Hawkins Point Road over CSX railroad, Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view of structural system, looking Southwest

Photo 5 of 7

B-4568
Bridge, Hawkins point Road over CSX railroad Bridge
Baltimore City, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view of structural system, looking Northeast

Photo 6 of 7

B-4568
Bridge, Hawkins point Road over CSX railroad Bridge
Baltimore city, Maryland
EHT Traceries, Inc.
9/2001
MD SHPO
Bridge, view of parapet and structural system, looking Northwest

Photo 7 of 7