

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Masonry Box Culvert A Inventory Number: 7 BA-3101
 Address: CSXT Milepost BAA 4.9; HDR Sta. 644+20 City: _____ Zip Code: 21227
 County: Baltimore USGS Topographic Map: Relay
 Owner: CSX Transportation Is the property being evaluated a district? no
 Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____
 Project: CSXT Capital Subdivision Improvements Agency: Federal Transit Administration
 Site visit by MHT staff: no yes Name: _____ Date: _____
 Is the property is located within a historic district? yes 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 yes no

Criteria: A B C D Considerations: A B C D E F G None
 Documentation on the property/district is presented in:

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

This unmortared masonry culvert drains an unnamed stream crossing the Baltimore and Ohio Railroad's Main Line. Originally a 3' x 4' drainageway, the culvert has been filled in with mud and water.

Although CSX Transportation is unable to locate historic records pertaining to this structure, the use of unmortared, rough-faced granite suggests a construction date just prior to 1829, during the original construction of the B&O's Main Line.

Likely designed by Benjamin Latrobe, Jr., the masonry culvert is associated with the building of the earliest common carrier railroad lines in the United States, representing the technology used drain the B&O's track bed. Based on investigation of a similar culvert (Masonry Box Culvert E; Inventory Number 17), the ceiling of this culvert may contain original masonry railroad ties from the B&O's construction of its Main Line in 1829-1830. However, its deteriorated physical condition significantly compromises its historic integrity. It is thus not eligible for listing in the National Register of Historic Places.

Prepared by: Daniel R. Pratt, HDR Engineering Date Prepared: 6/11/2002

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
MHT Comments <u>Retains sufficient integrity to reflect association and type</u>	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>08/02/02</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>8/9/02</u> Date

CONTINUATION SHEET
(Inventory Number 7)

BA-3101



Figure 1: Masonry Box Culvert A, looking northwest.

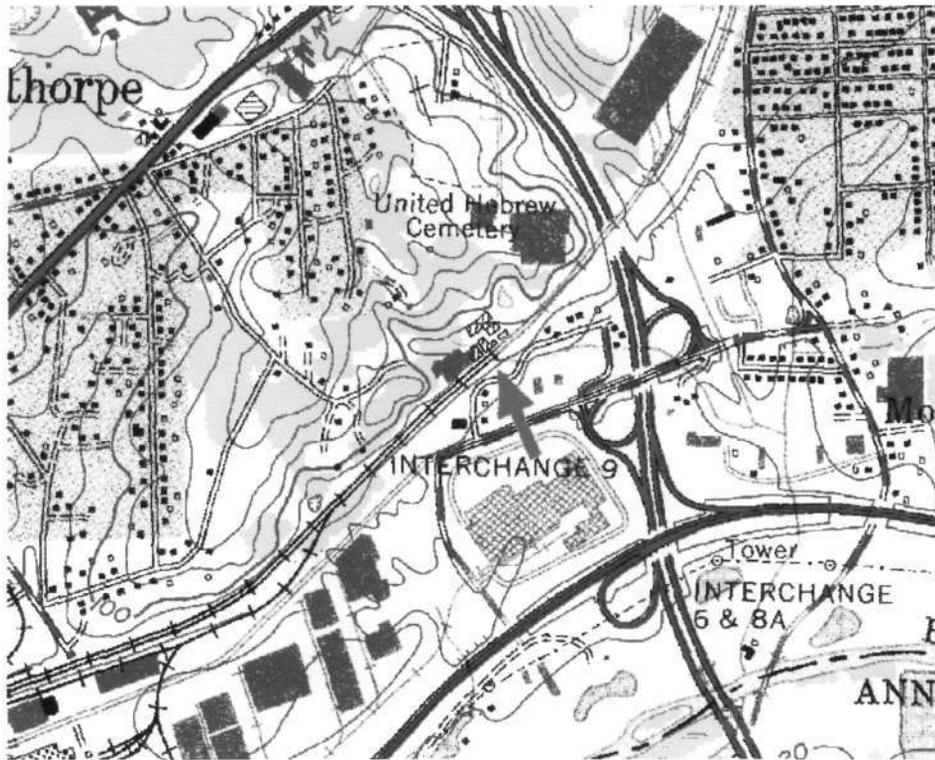


Figure 2: USGS Relay 7.5' Quadrangle Map showing property location.



BA - 3101
MASONRY BOX CULVERT A

DOE # 7

CSXT MILEPOST BAA 4.9

BALTIMORE CO. MD

DANIEL R. PRATT

5/22/02

40651-2T

BOOKING NW

1 OF 1