

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: B&O Railroad Bridge over the B&P Railroad Inventory Number: BA-3269  
 Address: CSX/MARC Camden Line over Amtrak; Amtrak Station 534+00 Historic district:  yes  no  
 City: Halethorpe Zip Code: 21227 County: Baltimore County  
 USGS Quadrangle(s): Relay  
 Property Owner: CSX Tax Account ID Number: N/A  
 Tax Map Parcel Number(s): N/A Tax Map Number: N/A  
 Project: BWI Rail Station Improvements and Fourth Track Agency: Maryland Transit Administration  
 Agency Prepared By: Parsons  
 Preparer's Name: Carrie Chasteen Date Prepared: 2/6/2012  
 Documentation is presented in: MIHP Form for BA-3269  
 Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended  
 Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
 Complete if the property is a contributing or non-contributing resource to a NR district/property:  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible:  yes  no Listed:  yes  no  
 Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Description:

The overpass, originally constructed as an underpass in 1873, was reconstructed in 1934 and carries the Baltimore & Ohio (B&O) Railroad, now the CSX/MARC Camden Line, over the Baltimore & Potomac (B&P) Railroad, now a portion of the Amtrak Northeast Corridor (Amtrak 2004). The deck girder overpass is approximately 90 feet long and 60 feet wide. Cast concrete-clad beams with metal tube railings flank the deck of the overpass to allow pedestrian access. Modern utility conduit spans the north face of the deck of the overpass. The deck structure rests upon modern cast concrete abutments which are horizontally scored to mimic the appearance of coursed masonry. Modern cast concrete retaining walls provide additional support for the abutments. Modern utility conduit spans the northern face of the deck of the overpass. The 1934 overpass replaced the original stone and brick arch underpass constructed in 1873 to accommodate two sets of B&P Railroad tracks.

Justification:

The B&O Railroad, was constructed between 1830 and 1900, and incorporated stone viaducts and metal truss bridges along the rail line (P.A.C. Spero & Company and Louis Berger & Associates 1995:20). The B&P Railroad (1872-1902), provided the first north-

**MARYLAND HISTORICAL TRUST REVIEW**  
 Eligibility recommended  Eligibility not recommended   
 Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
 MHT Comments:  
 \_\_\_\_\_  
 Reviewer, Office of Preservation Services Date 5/1/2012  
 \_\_\_\_\_  
 Reviewer, National Register Program Date 5/11/12

south rail link between Baltimore and Washington, D.C. and broke the monopoly the B&O Railroad held on rail transportation into Washington, D.C. The B&P Railroad provided reliable transportation of local produce from the southern Maryland counties on the Baltimore to Pope's Creek line but primarily served to move freight and passengers into and out of Washington, D.C. The routes of the both the B&O and the B&P are unaltered and the B&O overpass over the B&P retains integrity of location and association. The B&O overpass over B&P remains in an area with dense vegetation and is rural in appearance. Therefore, the B&O overpass over B&P retains integrity of setting and feeling. The B&O overpass over B&P has been significantly altered with the 1934 construction of modern abutments and retaining walls, catwalks with railings, and utility conduit as a result of electrification of the B&P Railroad, then called the Philadelphia, Baltimore and Washington (PB&W) Railroad. Therefore, the overpass does not retain integrity of original 1873 design, materials, or workmanship. Though the B&O and B&P railroad routes may be historically significant for their contributions to the development of the Mid-Atlantic region, the B&O overpass over B&P is not known to be specifically associated with a historically important event or person, and is a common example of a deck girder bridge. Therefore, the B&O overpass over B&P does not possess sufficient integrity or historical and architectural significance to be considered eligible for listing in the NRHP.

References

Amtrak. 2004. Northeast Corridor (NEC) – Mid-Atlantic Division, Track Chart. Dated July 15, 2004.  
 P.A.C. Spero & Company and Louis Berger & Associates. 1995. Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Prepared for the Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland. Prepared by P.A.C. Spero & Company, Baltimore, Maryland and Louis Berger & Associates, Richmond, Virginia.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

B&O Railroad Bridge over B&P Railroad

MIHP Number BA-3269

Amtrak Bridge 103.79

Halethorpe, Maryland

1934

Private Access

The Baltimore and Ohio (B&O) Railroad, now the CSX/ MARC Camden Line, was constructed between 1830 and 1900, and incorporated stone viaducts and metal truss bridges along the rail line. The overpass, originally constructed as an underpass in 1873, was reconstructed in 1934 and carries the B&O Railroad, now CSX/MARC Camden Line, over the Baltimore & Potomac (B&P) Railroad, now the Amtrak northeast corridor. The deck girder overpass is approximately 90 feet long and 60 feet wide. Cast concrete-clad beams with metal tube railings flank the deck of the overpass to allow pedestrian access. Modern utility conduit spans the north face of the deck of the overpass. The deck structure rests upon modern cast concrete abutments which are horizontally scored to mimic the appearance of coursed masonry. Modern cast concrete retaining walls provide additional support for the abutments. Modern utility conduit spans the northern face of the deck of the overpass. The 1934 overpass replaced the original stone and brick arch underpass constructed in 1873 to accommodate two sets of B&P railroad tracks.

The B&P Railroad (1872-1902), the current Amtrak northeast corridor, provided the first north-south rail link between Baltimore and Washington, D.C. and broke the monopoly the B&O Railroad held on rail transportation into Washington, D.C. The B&P Railroad provided reliable transportation of local produce from the southern Maryland counties on the Baltimore to Pope's Creek line but primarily served to move freight and passengers into and out of Washington, D.C. The small towns of Severn and Harmans grew out of intermediate station stops and supported small communities until the at-grade crossings and stations were removed during electrification in 1934-1935.

B&O Railroad Bridge over B&P Railroad  
MIHP Number BA-3269  
Amtrak Bridge 103.79  
Halethorpe, Maryland  
1934  
Private Access

The B&O Railroad Bridge over the B&P Railroad has been significantly altered with the 1934 construction of modern abutments and retaining walls, catwalks with railings, and utility conduit as a result of electrification of the B&P Railroad, then called the Philadelphia, Baltimore and Washington Railroad (PB&W). Though the B&O and B&P railroad routes may be historically significant for their contributions to the development of the Mid-Atlantic region, the B&O Railroad Bridge over the B&P Railroad is not known to be specifically associated with a historically important event or person, and is a common example of a deck girder bridge. Therefore, the B&O Railroad Bridge over the B&P Railroad does not possess sufficient integrity or historical and architectural significance to be considered eligible for listing in the National Register of Historic Places.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3269

## 1. Name of Property (indicate preferred name)

historic B&O Railroad Bridge over the B&P Railroad

other CSX/MARC Camden Line over Amtrak

## 2. Location

street and number Amtrak Station 534+00 \_\_ not for publication

city, town Halethorpe \_\_ vicinity

county Baltimore

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

name CSX Corporation, Inc.

street and number 500 Water Street, 15<sup>th</sup> Floor telephone (904) 359-3200

city, town Jacksonville state FL zip code 32202

## 4. Location of Legal Description

courthouse, registry of deeds, etc.	liber	folio
city, town	tax map	tax parcel
		tax ID number

## 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	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____ buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____ structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____ objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	_____ Total
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				<b>Number of Contributing Resources previously listed in the Inventory</b>
				0

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## 7. Description

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Inventory No. BA-3269

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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The overpass, originally constructed as an underpass in 1873, was reconstructed in 1934 and carries the Baltimore & Ohio (B&O) Railroad, now the CSX/MARC Camden Line, over the Baltimore & Potomac (B&P) Railroad, now the Amtrak northeast corridor (Amtrak 2004). The deck girder overpass is approximately 90 feet long and 60 feet wide. Cast concrete-clad beams with metal tube railings flank the deck of the overpass to allow pedestrian access. Modern utility conduit spans the north face of the deck of the overpass. The deck structure rests upon modern cast concrete abutments which are horizontally scored to mimic the appearance of coursed masonry. Modern cast concrete retaining walls provide additional support for the abutments. Modern utility conduit spans the northern face of the deck of the overpass.

## 8. Significance

Inventory No. BA-3269

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

**Specific dates** 1934 **Architect/Builder** Unknown

**Construction dates** 1934

Evaluation for:

National Register  Maryland Register  not evaluated

The B&O Railroad was constructed westward from Baltimore in 1827 to establish a rail line to connect the western farmlands to the port city of Baltimore. Political leaders urged the railroad to build a branch south from Baltimore to Washington, D.C., to connect the nearby cities. The U.S. Congress authorized the B&O to bring a rail line into the nation's Capital. After initial hesitation, the directors of the railroad realized that a market might exist that was not served by the ports of Georgetown and Alexandria. The construction would also give the railroad political influence and would enable them to dominate the emerging east coast rail network.

The B&O Railroad's chief engineer, Jonathan Knight, and his assistant, Benjamin Latrobe, began surveying the Washington branch in 1832. The final alignment chosen for the new railroad followed an old canal route east of the Baltimore-Washington turnpike road (now U.S. Route 1). Work on the branch began early in 1833 with imported English iron rails laid on wooden ties. Stone bridges and culverts were used, including a large stone viaduct over the Patapsco River at Relay and a smaller stone-arch bridge at Bladensburg, both designed by Benjamin Latrobe. The branch was constructed into Washington by 1835, the only railroad into Washington before the Civil War (Biggs 1977:8-9). The completed branch was 32 miles long, and the total rail distance between the cities was 40 miles. Since that time, realignments have lessened the distance to the present 36.8 miles from Union Station to Camden Station.

The B&O Railroad and other subsequent railroads linked the port of Baltimore with the rich farming country of the Frederick Valley and the York and Lancaster regions in Pennsylvania (Hunter 1997:13). These railroads also brought about the development of industrial satellite towns such as Avalon, Oella, and Ellicott City along the Patapsco River (Hunter 1997:13). Initially, the Washington branch of the B&O Railroad was viewed as an insignificant component of the rail network (Harwood 1979:219).

However, during the Civil War, the Washington line became a vital link between the nation's Capital and the north. Freight cargo soared. The heavy traffic revealed the inadequacies of the single track. Between 1862 and 1863, the old track was removed and the sturdier new double track was laid. The last stone-arch bridge was replaced with a Bollman truss at Laurel. By the end of the Civil War, the line was fully modernized (Harwood 1979:223).

The B&P Railroad (1872-1902), the current Amtrak northeast corridor, provided the first north-south rail link between Baltimore and Washington, D.C. and broke the monopoly the B&O Railroad held on rail transportation into Washington, D.C. The B&P Railroad provided reliable transportation of local produce from the southern Maryland counties on the Baltimore to Pope's Creek line but primarily served to move freight and passengers into and out of Washington, D.C. The small towns of Severn and Harmans grew out of intermediate station stops and supported small communities until the at-grade crossings and stations were removed during electrification in 1934-1935.

On June 1, 1871, the B&P Railroad negotiated an agreement with the B&O Railroad to construct a tunnel under the B&O lines south of Washington Avenue (P.B. & W. R.R., Maryland Division 1918). A stone and brick arch underpass, with concrete cribbing and concrete retaining walls on the west side, was constructed in 1873 to accommodate two sets of B&P tracks (Roberts and Messer 2003: 343). The second set of tracks for the B&P Railroad was constructed in 1883 (Baer 2011). The deck plate above the stone and brick arch was a girder with reinforced concrete slab (P.B. & W. R.R., Maryland Division 1918).

**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No. BA-3269

Name B&O Railroad Bridge over the B&P Railroad  
**Continuation Sheet**

Number 8 Page 1

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In 1934, as a result of the improvements related to the electrification of this segment of the B&P Railroad, now called the Philadelphia, Baltimore & Washington Railroad, the underpass was reconstructed and expanded (Amtrak Bridge List 1975). The deck plate was steel girder with reinforced concrete slab and the stone and brick arch underpass was removed and replaced with cast concrete abutments. The original location of the concrete retaining walls on the west side of the corridor are identical on both the 1918 and 1982 drawings (Federal Rail Administration 1982), suggesting that the overpass was expanded only on the east side.

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## 9. Major Bibliographical References

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Inventory No. BA-3269

Amtrak. 2004. Northeast Corridor (NEC) – Mid-Atlantic Division, Track Chart. Dated July 15, 2004.

Amtrak Bridge List. 1975. Amtrak Bridge List from Station 99.20 to 125.32.

Baer, Christopher T. 2011. PRR Chronology, 1883. Pennsylvania Technical and Historical Society. Available on line at: <http://www.prrths.com/Hagley/PRR1883%20August%202011.pdf>. Accessed January 24, 2012.

Biggs, G. Marie. 1977. *The Story of Jessup*. Privately printed. Jessup, Maryland.

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## 10. Geographical Data

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Acreage of surveyed property approx. 0.5 acre

Acreage of historical setting approx. 0.5 acre

Quadrangle name Relay

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

The approximately 90 feet long and 60 feet wide structure is located within an undeveloped area within Halethorpe. The geographic boundary of the resource is limited to the physical footprint of the structure including the cast concrete abutments, and the structure is located entirely within the Amtrak (former Baltimore & Potomac Railroad) rail right-of-way.

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## 11. Form Prepared by

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name/title	Carrie Chasteen, Senior Architectural Historian		
organization	Parsons	date	2/6/2012
street & number	100 W. Walnut Street	telephone	(626) 440-2461
city or town	Pasadena	state	CA

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The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3269

Name B&O Railroad Bridge over the B&P Railroad  
**Continuation Sheet**

Number 9 Page 1

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Federal Railroad Administration. 1982. As-Built Drawings, Union Sta.-Bowie/Vern to Fulton, Route Realignment, Plan & Profile, Northeast Corridor Improvement Project. Prepared for the U.S. Department of Transportation, Federal Railroad Administration, Washington, D.C. Submitted by Polytech, Inc., Cleveland, Ohio. Approved by De Leuw, Cather/Parsons, Washington, D.C.

Harwood, Herbert H., Jr. 1979. *Impossible Challenge: The Baltimore and Ohio Railroad in Maryland*. Barnard, Roberts & Co., Baltimore, Maryland.

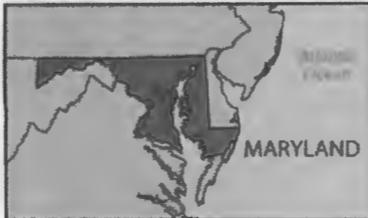
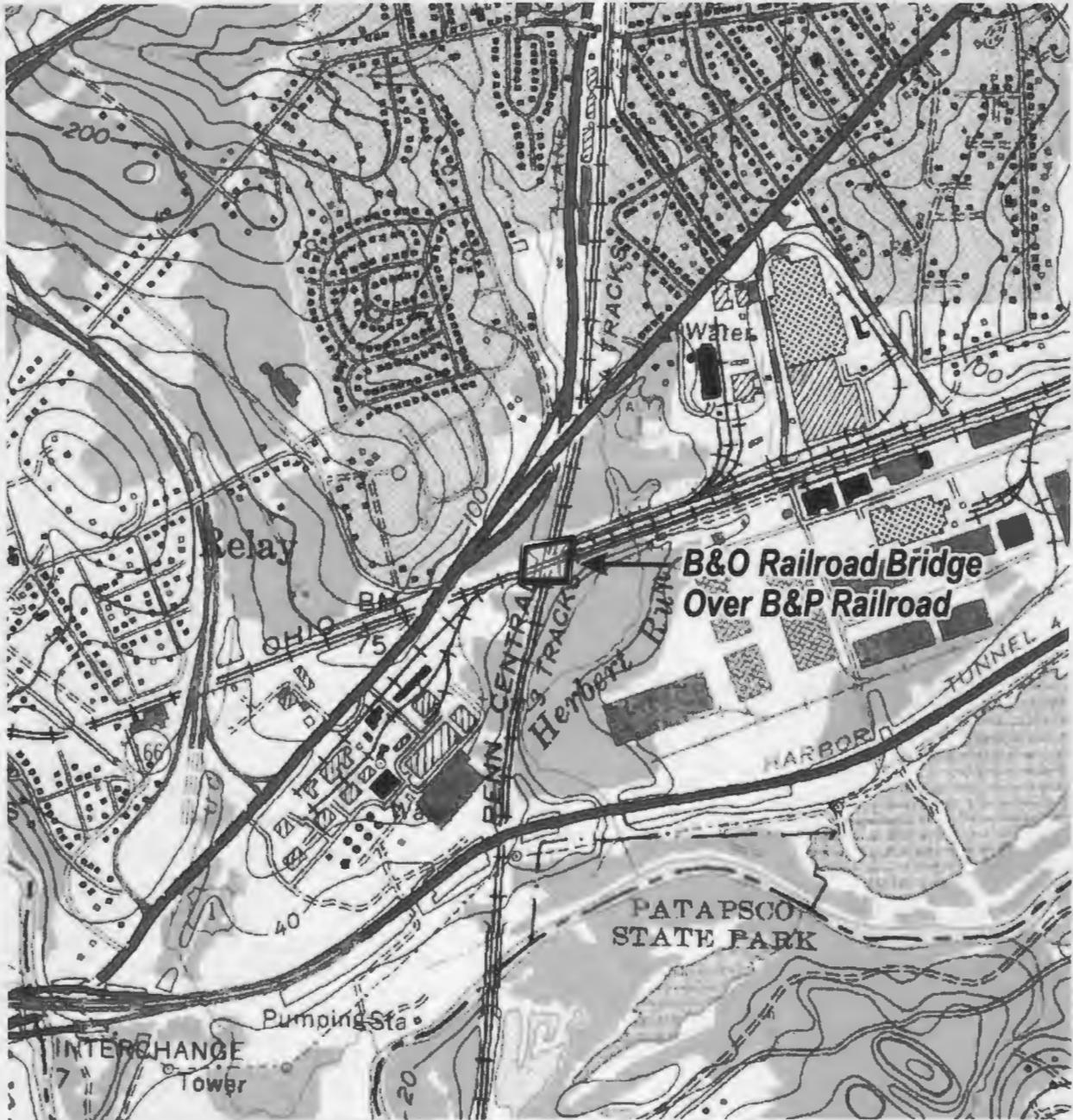
Hunter, Wilbur Harvey. 1997. Baltimore Architecture in History. In *A Guide to Baltimore Architecture* by John Dorsey and James D. Dilts, pp. 3-30. Tidewater Publishers, Centreville, Maryland.

P.B. & W. R.R., Maryland Division

1918 Right of Way and Track Map, Philadelphia, Baltimore & Washington Railroad, Station 371+56 to Station 424+36. Office of Valuation Engineer, Philadelphia, Pennsylvania. June 30.

Roberts, Charles S. and David W. Messer. 2003. Triumph VI, Philadelphia, Columbia, Harrisburg to Baltimore and Washington, DC, 1827-2003. Barnard, Roberts and Co., Inc. Baltimore, Maryland. PP 329-371.

USGS Location Map



**Legend**

 Resource Location

1:24,000 - Relay Quadrangle  
USGS 7.5 Minute Series  
Survey Date: 1974  
Publish Date: 1984

0 0.25  
Scale shown in Miles



MIHP BA-3269

B&O RAILROAD BRIDGE OVER B&P RAILROAD

STATION 534+00

BALTIMORE COUNTY, MD

CARRIE CHASTEEN

4/26/11

NEGATIVE - MD SHPO

VIEW SOUTHWEST ALONG B&P RAILROAD (AMTRAK)  
OF WEST ABUTMENT AND BRIDGE UNDERSIDE

PHOTO 1 OF 2



MINP BA-3269

B&O RAILROAD BRIDGE OVER B&P RAILROAD

STATION 534+00

BALTIMORE COUNTY, MD

CARRIE CHASTEEN

4/26/11

NEGATIVE MDSHPO

VIEW SOUTH ALONG B&P RAILROAD (AMTRAK) OF  
NORTH SIDE OF BRIDGE

PHOTO 2 OF 2