

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no

Property Name: PW&B Railroad Bridge 57-85 Inventory Number: CE-1562  
Address: approximately 1350 Principio Furnace Road Historic district: \_\_\_ yes  no  
City: Perryville Zip Code: 21903 County: Cecil  
USGS Quadrangle(s): Havre De Grace  
Property Owner: National Railroad Passenger Corporation Tax Account ID Number: NA  
Tax Map Parcel Number(s): NA Tax Map Number: 34  
Project: MARC Maintenance and Layover Facility Agency: MTA  
Agency Prepared By: URS Corporation  
Preparer's Name: Brian Clevon Date Prepared: 1/1/2014  
Documentation is presented in: MIHP form CE1562  
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 Listed: \_\_\_ yes  
Site visit by MHT Staff \_\_\_ yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

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

Philadelphia, Washington, and Baltimore (PW&B) Railroad Bridge 57-85, also known as the 1905 Woodlands Farm East Bridge, is an approximately 240-foot-long abandoned farm bridge that crosses Amtrak's Northeast Corridor mainline tracks. Both ends of the bridge are currently located in thick woods. The bridge is an extant example of a Warren pony truss span bridge popular during late nineteenth and early twentieth century. Constructed in 1905, this bridge comprises three, 60-foot-long, Warren pony trusses and a 60-foot-long plate girder span, all constructed of riveted iron. The bridge rests on cut stone block abutments and metal piers rest on cut stone foundations. The bridge is associated with the working operation of the Woodlands Farm owned by the Coudon family from 1822 and farmed until 1970. The PW&B Railroad Bridge 57-85 represents a known historic bridge type and is one of several in the immediate area that spans the tracks and dates to the first decade of the 20th century.

NRHP Evaluation: Not Eligible

The bridge no longer has integrity of setting, feeling, and association with an agricultural landscape needed for agricultural significance under Criterion A, and it is not related to persons of historical significance, making it ineligible under Criterion B. The bridge is a minor example of a ubiquitous bridge type common throughout the United States in the middle of the nineteenth century to the middle of the twentieth century. Its integrity of design, materials, and workmanship have been compromised by the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_ Eligibility not recommended   
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

Jim Talamo  
Reviewer, Office of Preservation Services

5/21/2014

Date

Blair  
Reviewer, National Register Program

6/12/14  
Date

replacement of the wire mesh on the railings with corrugated metal. The structure does not possess engineering or design significance and is not eligible under Criterion C. The bridge is not eligible for the National Register of Historic Places.

**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

\_\_\_\_\_  
Reviewer, National Register Program Date

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CE-1562

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

historic Philadelphia, Washington, and Baltimore Railroad Bridge 57-85  
 other Woodlands Farm East Bridge (Preferred)

## 2. Location

street and number approximately 1350 Principio Furnace Rd not for publication  
 city, town Perryville vicinity  
 county Cecil

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

name National Railroad Passenger Corporation  
 street and number 400 North Capitol Street NW telephone (202) 906-3000  
 city, town Washington state DC zip code 20001

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Cecil County Circuit Courthouse liber MD 2 folio 578-579  
 city, town Elkton tax map 34 tax parcel NA tax ID number NA

## 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 checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	_____ buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	_____ 1 _____ structures
		<input type="checkbox"/> funerary	_____ objects
		<input type="checkbox"/> government	_____ 1 _____ Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			0

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## 7. Description

Inventory No. CE-1562

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### Condition

excellent     deteriorated  
 good         ruins  
 fair          altered

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

### Summary

The Philadelphia, Washington, and Baltimore (PW&B) Railroad Bridge 57-85 is an approximately 240-foot-long five-panel Warren pony truss and plate girder bridge that crosses Amtrak's Northeast Corridor mainline tracks. The former farm bridge currently lies abandoned with both ends located in thick woods (Attachment 2, Figures 1 and 2).

### Bridge

PW&B Railroad Bridge 57-85, also known as the 1905 Woodlands Farm East Bridge, is approximately 240 feet long. It is comprised of three metal, five-panel Warren pony truss with verticals bridge spans, each approximately 60 feet long, and a plate girder bridge spanning approximately 60 feet. Each span is constructed of riveted angle iron (Attachment 2, Figure 3). The metal floor beams and stringers support a wood deck. The center of the bridge is supported by riveted metal bents resting on stone foundations (Attachment 2, Figure 4), and the ends of Bridge 57-85 rest on ashlar stone abutments. The bridge features pipe guardrails with cast iron newel posts on the ends. The railings were originally supposed to be equipped with wire mesh. Corrugated metal has been installed over the mainline tracks to prevent debris from falling. From north to south, the first Warren pony truss span crosses a ditch, the second Warren pony truss span crosses four mainline tracks, the plate girder bridge span connects to the southernmost Warren pony truss span, which crosses over two tracks and an access road to an Amtrak Maintenance of Way (MOW) facility. The bridge currently extends from a former access road that is heavily overgrown with trees and separates farm fields to the south and the Furnace Bay Golf Course on the north. The opposite end of the bridge connects to an area overgrown with trees and located in MOW facility site.

## 8. Significance

Inventory No. CE-1562

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 checked="" 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/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1905 **Architect/Builder** Penn. Steel Co. and Penn. RR

**Construction dates** 1905

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.)

### Summary

Philadelphia, Washington, and Baltimore (PW&B) Railroad Bridge 57-85, also known as the 1905 Woodlands Farm East Bridge, is an extant example of a Warren pony truss span bridge popular during late nineteenth and early twentieth century. This bridge comprises three, 60-foot-long, Warren pony trusses and a 60-foot-long plate girder span, all constructed of riveted iron. The bridge rests on cut stone block abutments and metal piers on cut stone foundations. The bridge is associated with the working operation of the Woodlands Farm owned by the Coudon family from 1822 and farmed until 1970. The Woodlands Farm East Bridge represents a known bridge type and is one of several in the immediate area that spans the tracks and dates to the first decade of the 20<sup>th</sup> century.

### History

PW&B Railroad Bridge 57-85 was constructed in 1905 in order to provide access over the Philadelphia, Washington, and Baltimore Railroad tracks for the Woodlands Farm, owned by Joseph and Araetta Coudon (Cecil County Land Records Liber MD 2 folio 578). The bridge was one of several overpass bridges constructed in the early twentieth century for the P, W, & B Railroad, a subsidiary of the Pennsylvania Railroad, in order to eliminate at-grade railroad crossings. The bridge conveyed an unnamed farm lane along the eastern boundary of Woodlands Farm across the railroad tracks. The farm lane and bridge provided access from the Post Road (Maryland Route 7) to farm buildings, including a tenant farmhouse, and fields in the southeast portion of Woodlands Farm. The bridge was the easternmost of two farm lane overpasses constructed by the PW&B Railroad on the Coudon property.

Corporate records of the Pennsylvania Railroad Company indicate that the bridge superstructure was constructed by the Pennsylvania Steel Company in Philadelphia, Pennsylvania (PRR Box 1467 n.d.). Grading and construction of the substructure, however, was undertaken by the Pennsylvania Railroad Engineering Department (PRR Vol.1813 n.d.).

The early growth of railroads in Maryland spurred metal truss bridge construction in the state. The Warren truss was patented in 1846 by British engineers James Warren and Willoughby Monzoni. The warren truss and its variants constitute a ubiquitous metal truss bridge type constructed throughout the United States from the middle of the nineteenth century until well into the twentieth century (P.A.C. Spero & Company 195:74, 78).

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CE-1562

Name: Philadelphia, Washington, and Baltimore Railroad Bridge 57-85  
**Continuation Sheet**

Number 8 Page 1

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No records were found that document when the bridge stopped being used, but it appears that farm operations on Woodlands Farm were declining by the 1960s and ceased in 1970. A 1940 appraisal report of Woodlands Farm indicates there were many farm buildings south of the railroad tracks along the farm lane that have been razed. These include a small building complex that consisted of a foreman's dwelling, granary/crib, a bungalow and other outbuildings adjacent to the south bridge abutment; a tenant farmhouse and outbuildings about 1,500 feet south of the bridge, a machine shop, and several large barns and barracks. Loss of these structures would have decreased the need for a bridge over the railroad tracks. While the agricultural fields south of the railroad tracks are still farmed, the Firestone Road/MD Route 327 now crosses the railroad tracks and other farm lanes provide access the fields.

### NRHP Evaluation: Not Eligible

The bridge no longer has the setting, feeling, and association with an agricultural landscape that would be eligible under Criterion A, and it is not related to persons of historical significance, making it ineligible under Criterion B. The bridge is a minor example of a ubiquitous bridge type common throughout the United States in the middle of the nineteenth century to the middle of the twentieth century. This bridge is not considered an important example of this historic bridge type and does not convey engineering significance. Its integrity of design, materials, and workmanship have been compromised by the replacement of the wire mesh on the railings with corrugated metal. The bridge does not appear to be eligible for the National Register of Historic Places under Criteria A, B, or C.

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## 9. Major Bibliographical References

Inventory No. CE-1562

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Land Records of Cecil County, Maryland. Available online at MDLandRec.Net Digital Image Retrieval System. Accessed online at [www.mdlandrec.net](http://www.mdlandrec.net) in November, 2013.

Lee C. Paul, Inc. *Engineering Report, Woodlands Farm Near Perryville, Cecil County, Maryland*. Wheeling, West Virginia, 1940. Pennsylvania Railroad Records, Engineering Department. Accession 1810, Pennsylvania Railroad Collection, Engineering Dept., Box 1467. Records available at Hagley Museum Library, Wilmington, DE., n.d.

Pennsylvania Railroad Records, Engineering Department. Accession 1810, Pennsylvania Railroad Collection, Construction Works Ledger, Volume No. 1813. Records available at Hagley Museum Library, Wilmington, DE., n.d.

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## 10. Geographical Data

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Acreage of surveyed property 0.5 acres  
Acreage of historical setting 0.5 acres  
Quadrangle name Havre de Grace

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

Area contained by the foot print of the bridge and its approaches. The Pennsylvania Railroad Company built the overpass in order to eliminate at grade crossings of the tracks.

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## 11. Form Prepared by

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name/title	Brian Clevon / Sr. Architectural Historian; Sarah Michailof / Cultural Resources Specialist		
organization	URS Corporation; Staughan Environmental Inc.	date	January 2014
street & number	12420 Milestone Center, Ste150; 10245 Old Columbia	telephone	301.820.3000; 301.362.9200
city or town	Germantown; Columbia	state	MD

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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

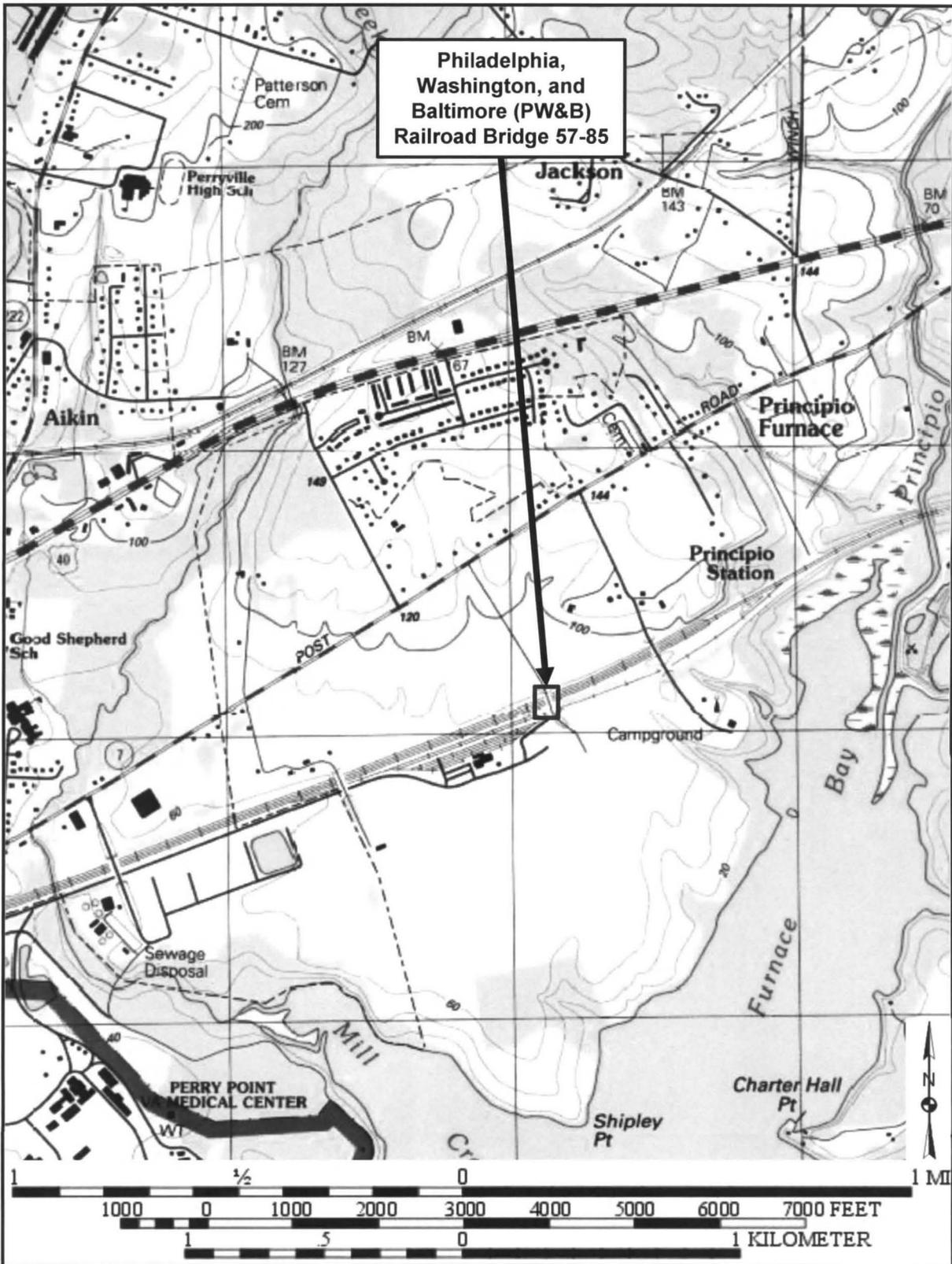
Inventory No. CE-1562

Name: Philadelphia, Washington, and Baltimore Railroad Bridge 57-85  
**Continuation Sheet**

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P.A.C. Spero and Company and Louis Berger & Associates  
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Prepared for Maryland State Highway  
Administration. P.A.C. Spero & Company, Baltimore, Maryland and Louis Berger & Associates, Richmond, Virginia.



PROJECT	MARC Maintenance and Layover Facility	<b>USGS Topographic Map Showing PW&amp;B Railroad Bridge 57-85</b>	
SCALE	1:24,000		
SOURCE	USGS 7.5' Series Havre de Grace MD 1998	<b>URS</b>	Project No. 20836023 Attachment 1

**Photo Log**

**CE-1562, PW&B Railroad Bridge 57-85**

Cecil County, Maryland

Photographer: Brian Clevon

Date: October 22, 2013

Fuji Frontier Silver Edition Digital Printer on ILFORD Express Digital B&W Silver Gelatin RC paper

Verbatim UltraLife Archival Grade DVD-R

CE-1562, 2013-10-22_01	Bridge, view SSE
CE-1562, 2013-10-22_02	Bridge, view SW
CE-1562, 2013-10-22_03	Bridge, view WSW
CE-1562, 2013-10-22_04	Bridge, view SW



CE-1562, PW+B Railroad Bridge 57-85

Cecil County, Maryland

Brian Clevon

October 22, 2013

MD SHPO

Bridge, view South-Southeast

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(JLFOOD). (Fronze True E213). (2/19/14



CE-1562, PW+B Railroad Bridge 57-85

Cecil County, Maryland

Brian Clevin

October 22, 2013

MD SHPD

Bridge, view Southwest

2/4

<ILFDR2>, <From: True BSM>, 02-19-14



CE-1562, PWTB Railroad Bridge 57-85  
Cecil County, Maryland

Brian Cleven

October 22, 2013

MD SHPO

Bridge, view West-Southwest

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(NLFORD), 07-044-0100 CEV 22/19/14



CE-1562, PW+B Railroad Bridge 57-85  
Cecil County, Maryland

Brian Clevon

October 22, 2013

MD SHPD

Bridge, view Southwest

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