MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ **no** X

Property Name: PW&B Railroad Bridge 58-34 Inventory Number: CE-1563

Address: approximately 1200 Principio Furnace Road Historic district: ___ yes X 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 Cleven Date Prepared: 1/1/2014

Documentation is presented in: MIHP form CE-1563

Preparer's Eligibility Recommendation: ___ Eligibility recommended X 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 X no Name: ___ Date: ___

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

PW&B Railroad Bridge 58-34, also known as the 1905 Woodlands Farm South Bridge, is an approximately 300-foot-long abandoned farm bridge that crosses Amtrak's Northeast Corridor mainline tracks. The bridge currently extends from a former access road for Woodlands Farm Lane South, which now is heavily overgrown with trees, and ends at an IKEA warehouse distribution center.

The bridge is an extant example of a Warren pony truss span bridge popular during late nineteenth and early twentieth century. Constructed by the Philadelphia, Washington, and Baltimore Railroad in 1905, this bridge consists of three Warren pony trusses and a girder span, all constructed of riveted iron. The bridge rests on cut stone block abutments and the bridge's metal piers rests 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. PW&B Bridge 58-34 is an example of a 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 the setting and feeling of being part of an agricultural landscape, and it is no longer associated with the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

[signature] ✓ 5/21/2014

Reviewer, Office of Preservation Services **Date**

[signature] 6/12/14

Reviewer, National Register Program **Date**

201401544

Coudon farm's transportation or access needs, having been sold to Firestone Plastics in 1966. The bridge is a minor example of a ubiquitous bridge type common throughout the United States in from the middle of the nineteenth century to the middle of the twentieth century. Its integrity of design, materials, and workmanship have been impacted by the replacement of the wire mesh on the railings with corrugated metal. The bridge lacks sufficient historic integrity to be eligible for National Register of Historic Places consideration under Criteria A, B, or C.

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-1563

1. Name of Property (indicate preferred name)

historic	Philadelphia, Washington and Baltimore Railroad Bridge 58-34 (Preferred)
other	Woodlands Farm Lane South Bridge

2. Location

street and number	approximately 1200 Principio Furnace Road	__	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
_____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
_____transportation
_____work in progress
_____unknown
__X__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. CE-1563

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.

Summary

Philadelphia, Washington and Baltimore (PW&B) Railroad Bridge 58-34, also known as the 1905 Woodlands Farm Lane South Bridge, is approximately 300-foot-long and consists of three metal Warren pony truss and two plate girder bridge spans. The abandoned farm bridge crosses Amtrak's Northeast Corridor mainline tracks. The bridge currently extends from a former access road for Woodlands Farm Lane South, which now is heavily overgrown with trees, and ends at an IKEA warehouse distribution center.

Bridge

PW&B Railroad Bridge 58-34, also known as the 1905 Woodlands Farm Lane South Bridge, is approximately 300 feet long. It consists of five sections, three of which are metal Warren pony truss with the remaining two being plate girder bridge spans. From north to south, the spans are a six-panel 72-foot-long Warren pony truss, a five-panel 60-foot-long Warren pony truss, a 75-foot-long plate girder span, a five-panel 60-foot-long Warren pony truss, and a 20-foot-long plate girder span. Each span is comprised of riveted angle iron (Attachment 2, Figures 1-3). The metal floor beams and stringers support a wood deck (Attachment 2, Figure 4). Riveted metal bents resting on stone foundations supports the center of the bridge. The ends of Bridge 58-34 rest on ashlar stone abutments with a stone cap. 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 on the railings over the mainline tracks to prevent debris from falling.

From north to south, the first Warren pony truss span crosses a ditch, and the second Warren pony truss span crosses four mainline tracks. The next span is a plate girder bridge that crosses a track providing access to an Amtrak rail yard. This span is followed by the southernmost Warren pony truss span that crosses over a paved access road, and the last section is the second plate girder span that ends at the stone abutment. The bridge currently extends from a former access road for Woodlands Farm Lane South, which is heavily overgrown with trees, and ends at an IKEA warehouse distribution center.

8. Significance

Inventory No. CE-1563

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	X engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce	__ ethnic heritage	__ law	__ science
	__ communications	__ exploration/ settlement	__ literature	__ social history
	__ community planning		__ maritime history	__ transportation
	__ conservation		__ military	__ other: ____

Specific dates 1905 - 1960 **Architect/Builder** Penn. Steel Co. and Penn. RR

Construction dates 1905

Evaluation for:

__X__ National Register __X__ 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

The Philadelphia, Washington and Baltimore (PW&B) Railroad Bridge 58-34, also known as the 1905 Woodlands Farm South Bridge is an extant example of a Warren pony truss span bridge popular during late nineteenth and early twentieth century. This bridge is comprised of three Warren pony trusses and two plate girder spans, all constructed of riveted iron. The bridge is supported by cut stone block abutments and metal piers resting 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. Bridge 58-34 is a known historic building type and is one of several in the immediate area that dates back to the early 20th century and spans this length of track.

History

PW&B Railroad Bridge 58-34 was constructed circa 1905 as an overpass of the Philadelphia, Washington, and Baltimore Railroad 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 PW& B Railroad, a subsidiary of the Pennsylvania Railroad, with the purpose of eliminating at-grade railroad crossings. The bridge conveyed Woodlands Farm Lane South across the railroad tracks between the Coudon's lower farm complex, on the north side of the tracks, and the southernmost fields and outbuildings associated with the operation of the farm. The bridge was the westernmost of two farm lane overpasses constructed by the PW&B Railroad on the Coudon property. The original railroad line was built through the area in the 1850s.

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.).

No records were found that document when the bridge stopped being used, but farm operations on Woodland Farms were declining in the 1960's and officially ended in 1970. In 1966, Firestone Plastics purchased 125.6 acres of Woodlands Farm southwest of the bridge and constructed a polyvinyl chloride resin manufacturing facility and compounding facility on 43 acres. Firestone operated the plant from 1968 until 1977. Access to the facility was provided by a new bridge across the railroad tracks that was constructed on Firestone Road/Maryland Route 327 located approximately 0.5 miles to the west. Occidental Chemical Corporation purchased the entire property in

December 1980. All plant operations ceased in June 1982. In 2001, IKEA Properties purchased the former Occidental property and additional property from Woodlands-Coudon, Inc. immediately south of the bridge. An IKEA distribution facility was constructed partially over Woodlands Farm Lane South on the south side of the bridge, effectively cutting off the southern bridge approach and access to farm fields south of the railroad tracks from the bridge.

NRHP Evaluation: Not Eligible

The bridge no longer has the setting and feeling associated with a working agricultural landscape and it ceased being longer associated with Coudon family after it was sold to Firestone Plastics in 1966. Bridge 58-34 lacks integrity of setting feeling and association and is not considered eligible under Criteria A or 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 impacted by the replacement of the wire mesh on the railings with corrugated metal. The bridge is not considered an important example of a historic bridge type and is not eligible for listing under Criterion C for design or engineering significance.

9. Major Bibliographical References

Inventory No. CE-1563

Land Records of Cecil County, Maryland. Available online at MDLandRec.Net Digital Image Retrieval System. Accessed online at www.mdlandrec.net in November, 2013.

Maryland Department of the Environment. Facility Information Sheet, Occidental Chemical Corporation Property, Route 7 (Principio Furnace Road) and Firestone Road Perryville, Maryland. Prepared by MDE Voluntary Cleanup/Brownfields Division. Available online at http://www.mde.state.md.us/assets/document/brownfields/Occidental_Chem.pdf

Pennsylvania Railroad Records, Engineering Department. Accession 1810, Pennsylvania Railroad Collection, Engineering Dept., Box 1467. Records available at Hagley Museum Library, Wilmington, DE., n.d.

10. Geographical Data

Acreage of surveyed property	0.5 acres		
Acreage of historical setting	0.5 acres		
Quadrangle name	Havre de Grace	Quadrangle scale:	1:24,000

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.

11. Form Prepared by

name/title	Brian Cleven / 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

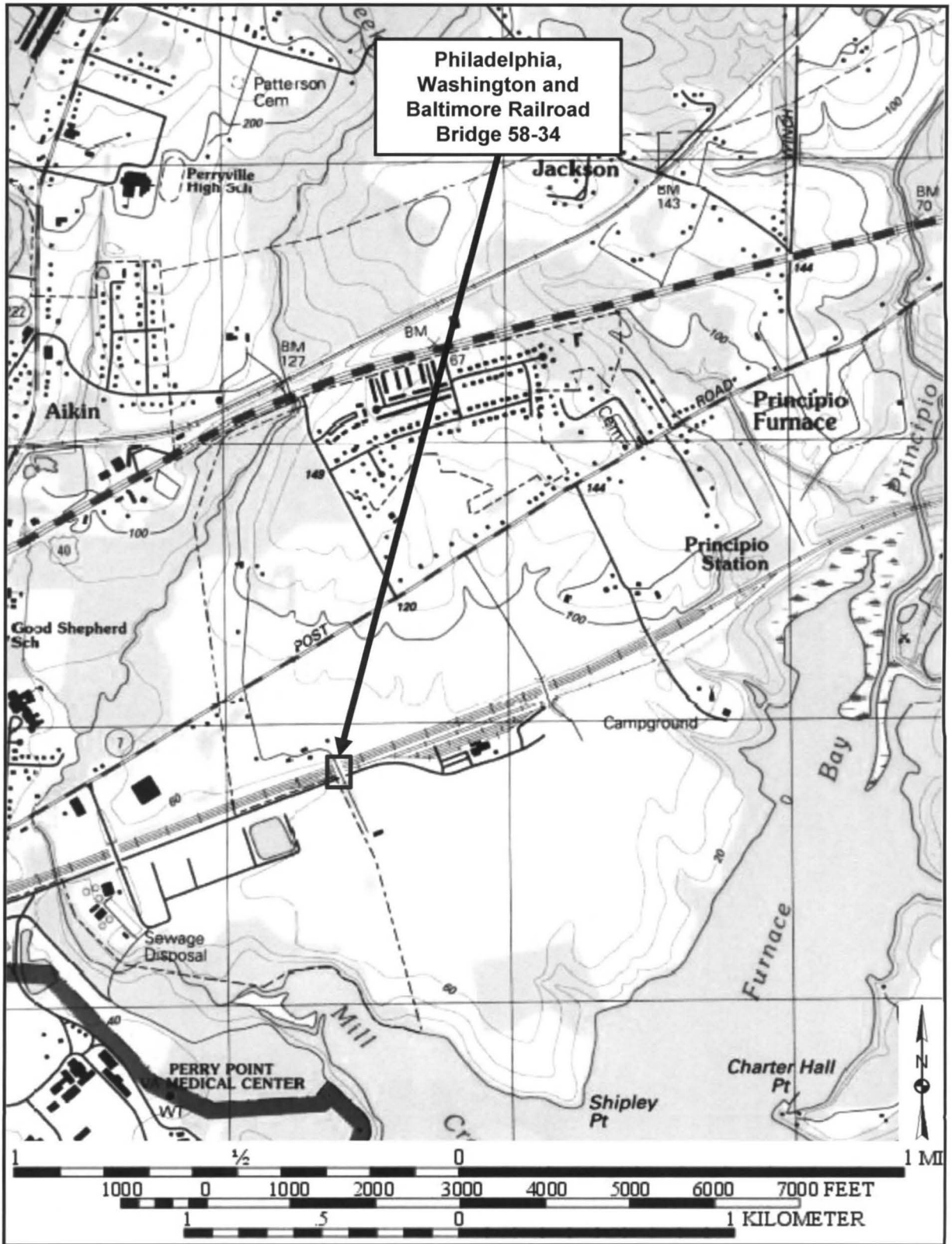
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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

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, Mayland and Louis Berger & Associates, Richmond, Virginia.

CE-1563



PROJECT MARC Maintenance and Layover Facility	**USGS Topographic Map Showing PW&B Railroad Bridge 58-34**
SCALE 1:24,000	**URS** Project No. 20836023
SOURCE USGS 7.5' Series Havre de Grace MD 1998	Attachment 1

Photo Log

CE-1563, PW&B Railroad Bridge 58-34

Cecil County, Maryland

Photographer: Brian Cleven

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-1563, 2013-10-22_01	Bridge, view SSE
CE-1563, 2013-10-22_02	Bridge, view E
CE-1563, 2013-10-22_03	Bridge, view SE
CE-1563, 2013-10-22_04	Bridge, view E

CE-1563, Philadelphia, Washington, & Baltimore
Railroad Bridge 58-34
Cecil County, Maryland
Brian Cleven
October 22, 2013
MD SHPO
Bridge, view South-South-East
1/4

DANGER
LIVE WIRE
KEEP OFF

CE-1563, Philadelphia, Washington, & Baltimore
Railroad Bridge 58-34
Cecil County, Maryland
Brian Cleven
October 22, 2013
MD SHPO
Bridge, view East
2/4

CE-1563, Philadelphia, Washington, & Baltimore
Railroad Bridge 58-34
Cecil County, Maryland
Brian Cleven
October 22, 2013
MD SHPO
Bridge, view Southeast
3/4

CE-1563, Philadelphia, Washington, & Baltimore
Railroad Bridge 58-34
Cecil County, Maryland
Brian Cleven
October 22, 2013
MD SHPO
Bridge, view East
4/4