

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no

Property Name: PW&B Railroad Bridge Carrying Chesapeake View Rd Inventory Number: CE-1565

Address: Approximately 97 Chesapeake View 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 CE-1565

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)*

The Philadelphia, Washington and Baltimore (PW&B) Railroad Bridge Carrying Chesapeake View Road is an approximately 120-foot-long Warren pony truss former farm bridge that crosses Amtrak's Northeast Corridor mainline tracks. It is located in the middle of a golf course and now conveys golfers and their carts from one section of the course to the other. 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 is comprised two 120-foot-long trusses constructed of riveted iron and rests on cut stone block abutments. The bridge was built as part of a farm lane that provided the access between the farmyard and the fields to the south. The bridge represents a known historic bridge type and is historically associated with the Bromwell Farm (Ce-1564).

NRHP Evaluation: Not Eligible

The bridge no longer has integrity of setting, feeling, and association with an agricultural landscape, and it is not related to persons of historical significance. The bridge is a minor example of a ubiquitous bridge type common throughout the United States in 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 replacement of the wire mesh on the railings with corrugated metal and the installation of metal grating applied to the bridge deck. The bridge does not appear to be eligible for the National Register of

**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

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

\_\_\_\_\_  
Date  
5/21/2014

\_\_\_\_\_  
Date  
6/12/14

Historic Places 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-1565

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

historic Philadelphia, Washington and Baltimore Railroad Bridge Carrying Chesapeake View Road (Preferred)  
other Furnace Bay Golf Course Bridge

## 2. Location

street and number 97 Chesapeake View 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 487-488  
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 checked="" type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input 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-1565

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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 Carrying Chesapeake View Road is an approximately 120-foot-long Warren pony truss bridge that crosses Amtrak's Northeast Corridor mainline tracks. It is located in the middle of a golf course and now conveys golfers and their carts from one section of the course to the other.

### Bridge

The PW&B Railroad Bridge Carrying Chesapeake View Road is located on the Furnace Bay Golf Course and consists of two metal seven-panel Warren pony truss spans with verticals. Each span is approximately 120 feet long and is comprised of riveted angle iron. The northern span crosses four mainline tracks (Attachment 2, Figures 1 and 2). The southern span crosses an access road and a sidetrack to the Amtrak Maintenance of Way facility (Attachment 2, Figures 3 and 4). The spans rest on abutments consisting of large ashlar stones with capstones. The metal floor beams and stringers support a wood deck topped with a wire mesh to provide traction for golf carts (Attachment 2, Figures 1 and 3). Each span rests on stone abutments (Attachment 2, Figures 2 and 4). 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.

# 8. Significance

Inventory No. CE-1565

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/ 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 type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

<b>Specific dates</b>	1905 - 1940	<b>Architect/Builder</b>	Penn. Steel Co. and Penn. RR
<b>Construction dates</b>	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

The Philadelphia, Washington and Baltimore (PW&B) Railroad Bridge Carrying Chesapeake View Road is an extant example of a Warren pony truss span bridge popular during late nineteenth and early twentieth century. This bridge is comprised of two 120-foot-long trusses constructed of riveted iron resting on cut stone block abutments. The bridge was built as part of a farm lane that provided the access between the farmyard and the fields to the south. The bridge represents a known historic bridge type and is historically associated with the Bromwell Farm (CE-1564).

History

The PW&B Railroad Bridge Carrying Chesapeake View Road was constructed in 1905 on a farm property owned by Josephine E. and Robert E. Bromwell. The bridge provided passage over the tracks of the Philadelphia, Washington, and Baltimore Railroad (Cecil County Land Records Liber MD 2 folio 487). 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, for the purpose of eliminating at-grade railroad crossings. The bridge conveyed a farm lane through the center of the Bromwell Farm property and provided access from the Post Road (Maryland Route 7) to non-extant farm buildings and fields south of the PW&B Railroad.

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 metal truss bridge construction in Maryland was spurred the early growth of railroads 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).

Shortly after the bridge was constructed, the Bromwell Farm was sold to Edwin and Alice Rowland who operated a dairy farm on the property known as "Friendship Dairy Farm" (Cecil County Land Records Liber CK 4 folio 208; Cecil County Historical Society, n.d.). In 1936, Omar and Margaret Crothers purchased the property and built the stone house that currently serves as a clubhouse on the Furnace Bay Golf Course. After a succession of owners, the current owners, Beverlee and Howard Neff, purchased the farm property in 1966 and converted it to an eighteen-hole

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CE-1565

Name Philadelphia, Washington and Baltimore Railroad Bridge Carrying Chesapeake View Road  
**Continuation Sheet**

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golf course in 2000 (Neff, personal communication 2013). The bridge continues to function as part of the golf course, linking holes two through six, south of the railroad tracks, to holes one and seven through eighteen, north of the railroad tracks.

### NRHP Evaluation: Not Eligible

The bridge is no longer has the setting, feeling, and association with an agricultural landscape, and it is not related to persons of historical significance. 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 diminished by the replacement of the wire mesh on the railings with corrugated metal and the installation of the metal grating applied to the bridge deck. 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-1565

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.

Neff, Beverlee. Personal communication, October 14, 2013.

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

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

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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

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

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-1565

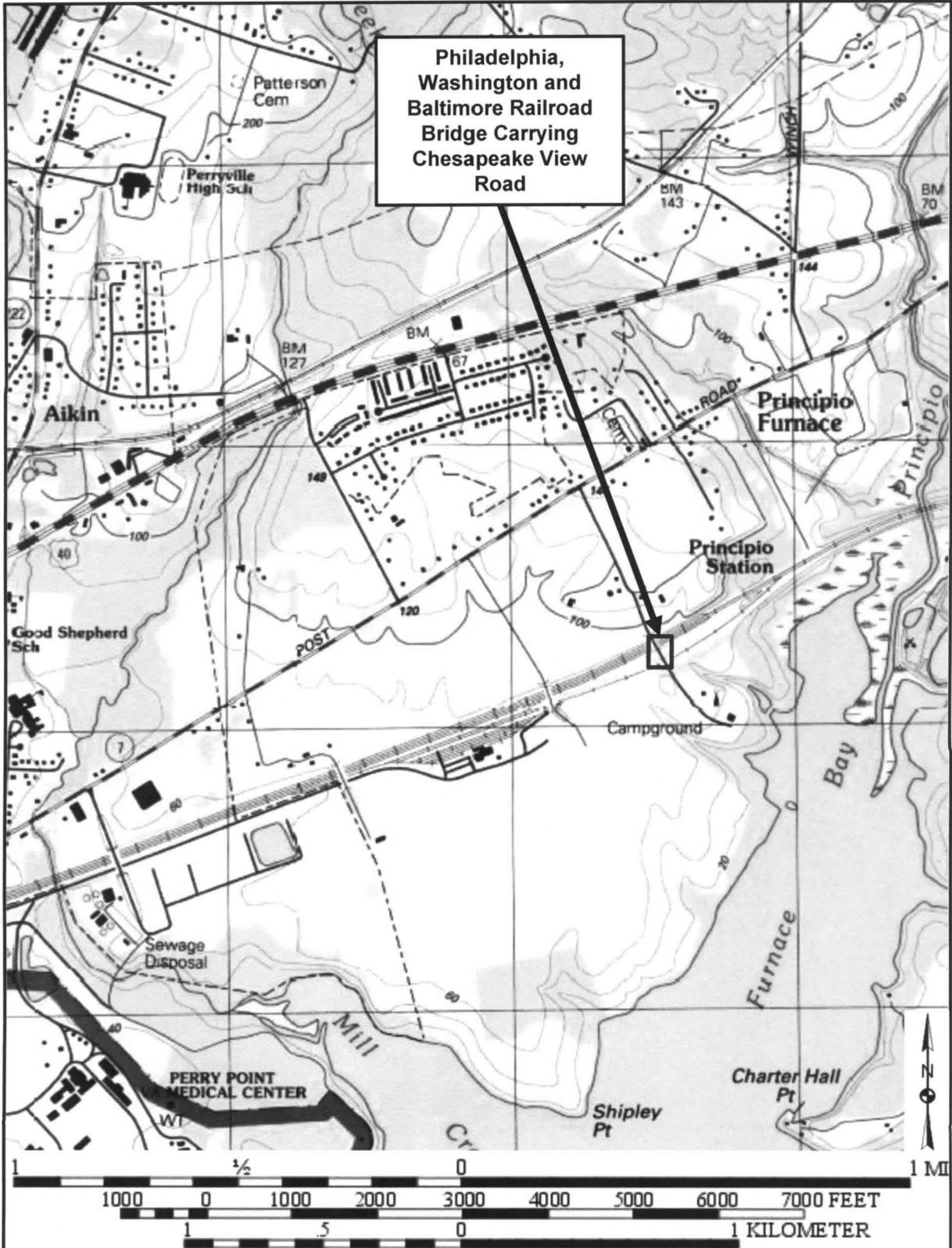
Name: Philadelphia, Washington and Baltimore Railroad Bridge Carrying Chesapeake View Road  
**Continuation Sheet**

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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	USGS Topographic Map Showing PW&B Railroad Bridge Carrying Chesapeake View Road	
SCALE 1:24,000	<b>URS</b>	Project No. 20836023
SOURCE USGS 7.5' Series Havre de Grace MD 1998		Attachment 1

**Photo Log**

**CE-1565, PW&B Railroad Bridge Carrying Chesapeake View Road**

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-1565, 2013-10-22_01	Bridge, view SSE
CE-1565, 2013-10-22_02	Bridge, view SE
CE-1565, 2013-10-22_03	Bridge, view NNW
CE-1565, 2013-10-22_04	Bridge, view NW



CE-1565, PW+B Railroad Bridge Carrying  
Chesapeake View Road

Cecil County, Maryland

Brian Cleven

October 22, 2013

MD SHPO 5388440, Chesapeake View Road (2)\_836

Bridge, view South-Southeast

1/4

(ILFORD), (Foster True B&O, 02/19/14



CE-1565, PW+B Railroad Bridge Carry  
Chesapeake View Road

Cecil County, Maryland

Brian Cleven

October 22, 2013

MD SHPO

Bridge, view Southeast

2/4

CE-1565, Chesapeake View Road, 02/19/14

CE-1565, Chesapeake View Road (B)-037



CE-1565, PW+B Railroad Bridge Carrying  
Chesapeake View Road  
Cecil County, Maryland

Brian Cleven

October 22, 2013

MD SHPD

Bridge, view North-Northwest ew Road (4)\_030

3/4

(ILFORD), (F-zae) True B&W, 23/19/14



CE-1565, PWTB Railroad Bridge  
Carrying Chesapeake View Rd

Cecil County, Maryland

Brian Clevin

October 22, 2013

MD SHPD

Bridge, view northwest

4/4

LF0001, C:\Users\True\OneDrive\02/19/14

5300410, Chesapeake View Road (1)\_035