

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: PW&B Railroad Bridge Pilings Inventory Number: HA-836

Address: Old US 40 over Susquehanna River Historic district: yes no

City: Havre de Grace Zip Code: 21078 County: Harford

USGS Quadrangle(s): Havre De Grace

Property Owner: Maryland State Highway Administration Tax Account ID Number: n/a

Tax Map Parcel Number(s): n/a Tax Map Number: n/a

Project: Old US 40 Bridge over Susquehanna River Agency: State Highway Administration

Agency Prepared By: State Highway Administration

Preparer's Name: Melissa Blair Date Prepared: 01/08/2006

Documentation is presented in: MIHP HA-836

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)*

The Philadelphia, Wilmington and Baltimore (PW&B) Railroad Bridge Pilings consists of the twelve original piers of the PW&B Railroad Bridge. The piers are constructed of granite, likely mined from Port Deposit, Maryland, sit about twenty feet above water level, and are approximately six feet wide. Individual piers consist of two sections above the water level; a lighter-colored more decorative clustered block and a massive darker-colored base. The piers extend across the Susquehanna River at approximately 260 foot intervals, spanning a total length of approximately 3,000 feet. The piers are located between Havre de Grace and Perryville and directly south of the National Register-eligible Amtrak Railroad Bridge over the Susquehanna River (HA-1712).

The PW&B Railroad Bridge Pilings have a unique history, beginning with the distinction of carrying the first bridge built across the mouth of the Susquehanna River. Since their construction in 1866, the piers have carried a number of incarnations of the bridge, including the original wooden railroad bridge, an iron railroad bridge, a narrow, one-way, privately-owned toll bridge for automobiles, and finally, a double-decker bridge, which was possibly the first of its kind in the country.

In the early nineteenth century, Maryland had very few bridge crossings of the Susquehanna River. With the exception of the Rocks Run Bridge (c.1818-1856) and the Old Conowingo Bridge (c.1820-1928), most transportation across the river was by ferry

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 Stalman
Reviewer, Office of Preservation Services

2/9/07
Date

[Signature]
Reviewer, National Register Program

2/12/07
Date

(Wright 1967). With the advent of railroads in the 1820s and 1830s, the need for a bridge crossing at Havre de Grace became more acute.

By 1838, the PW&B Railroad Company had completed a line from Baltimore to Havre de Grace. Crossing the Susquehanna River presented both engineering and financial problems. For close to thirty years, railroad cars were ferried across the river by boat. As can be imagined, this process was difficult and slow, taking an average of one to two hours, and causing up to several days delay during times of bad weather. During the particularly cold winter of 1852, railroad workers laid tracks across the frozen river and built inclined trestles at either bank. Freight cars were pulled by teams of horses to the opposite shore. The cars were pulled up the bank by train engines waiting on the opposite shore (Wright 1967).

Planning for a permanent railroad bridge started in 1852, but the Civil War delayed its construction until 1866. One month before its completion, a tornado largely destroyed the first wooden structure at the site. By 1866, the PW&B Railroad opened a bridge with granite piers and wooden spans. Beginning in 1873, the company converted the superstructure to iron and a pedestrian walkway was added underneath the tracks. The conversion took five years to complete (Craig 2005).

By 1902, the PW&B had been absorbed into the Pennsylvania Railroad. In 1909, the Pennsylvania Railroad opened a new bridge just north of the old bridge (Morton, 1977). Initially, the company planned to tear down the old bridge. The two counties on either shore, Cecil and Harford, were given first option to buy the old railroad bridge for conversion into a vehicular bridge, but refused, due to the cost of converting and maintaining it. Seven enterprising local businessmen from Harford and Cecil Counties purchased the bridge for \$700 with plans to operate the span as a toll bridge. With the increase in the use of automobiles, the men envisioned a need for an automobile crossing.

Initially, traffic across the bridge was one-way and crossing was accomplished by a relay system. The driver of the last vehicle in line going in one direction carried a flag and handed it to the driver of the last vehicle in line on the opposite side of the river. Tolls varied with the size of the vehicle, and with no competition, the bridge's owners reaped substantial profits. Locals began to refer to the bridge as the "Million Dollar Bridge" and the "Gold Mine Bridge" (Craig 2005).

The expensive tolls became a matter of great controversy, which prompted State Delegate Millard Tydings to lobby for the state to take over the bridge. In 1926, the State Roads Commission (SRC) purchased the bridge for \$585,000 and made plans to convert it into a two-way vehicular bridge (SRC 1958). That year, SRC officials noted "the interesting and different manner of providing for an additional traffic lane on what was considered a strictly 'one-way' bridge." Plans called for an additional deck at an elevation 14 feet higher than the existing roadway, which had a 12-foot clear width of roadway that was to be used for all east bound traffic. The existing roadway was to be used to carry all west bound traffic. In order to provide for easy grades to the new upper level, the end span at Havre de Grace and Perryville had to be lowered. The total length of the re-designed bridge together with its approach spans and fills was approximately 4,000 feet (SRC 1927). The new double-decker bridge was thought to be one of the first in the country and was considered by many to be one of the most ingenious bridge engineering feats of the generation. By 1928, the bridge was toll free (SRC 1958).

In the decade to follow, the bridge became functionally obsolete once more, due to a low vehicle clearance and ever-increasing traffic needs. It was common for trucks stacked high with freight to become wedged between the deck and the overhead structure, making it necessary to deflate the tires to allow the truck to pass. This caused delays along a heavily traveled transcontinental route (SRC 1958).

In 1939, the SRC built a new bridge upstream from the double-decker bridge as a component of the newly constructed U.S. 40. During the construction of the new bridge, guarantees were made that the double-decker bridge would remain open for the use 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

Date

Reviewer, National Register Program

Date

people in Perryville and Havre de Grace, but when the new bridge was opened the old bridge was quickly closed. Several petitions were put forth to keep it open. In 1943, the bridge was declared necessary for the scrap iron and steel efforts for World War II and it was dismantled.

The twelve original 1866 piers remain today as a reminder of the ingenuity and perseverance of previous generations in crossing the Susquehanna River. In May of 2005, a barge struck Pier No.5. The pier sustained severe damage to the granite stone base blocking. The impact removed a substantial section of base blocking at the north side of the pier, leaving only three base blocks on the east side of the pier to protect the interior pier shaft and to aide in the transfer of horizontal load.

To be eligible for the National Register of Historic Places (NRHP), a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity. The piers remain in their original location across the mouth of the Susquehanna River and the setting maintains its historic character. Due to the removal of the entire superstructure, the design, materials, and workmanship of the various manifestations of the historic bridge of which the piers were a part are no longer apparent. The resource is not sufficiently intact to evoke the feeling of nineteenth-century engineering or to convey its association with decades of innovative transportation history.

Despite an interesting history, the Philadelphia, Wilmington and Baltimore Railroad Bridge Pilings (HA-836) are not eligible for the National Register of Historic Places due to a lack of historic integrity. The resource is not eligible under Criterion A for its association with significant historical events and trends, specifically transportation history and the crossing of the mouth of the Susquehanna River, because it no longer conveys that association. The resource is not associated with the lives of persons significant in our past and is therefore not eligible under Criterion B. The resources does not embody the distinctive characteristics of a type, period, or method of construction, due to a lack of integrity of design, materials, and workmanship, and is therefore not eligible under Criterion C. While the piers might yield information on nineteenth-century bridge building techniques, the resource would not be the principle source of such information. The resource is not eligible under Criterion D, as it is not likely to yield information important in prehistory or history.

MARYLAND HISTORICAL TRUST REVIEW

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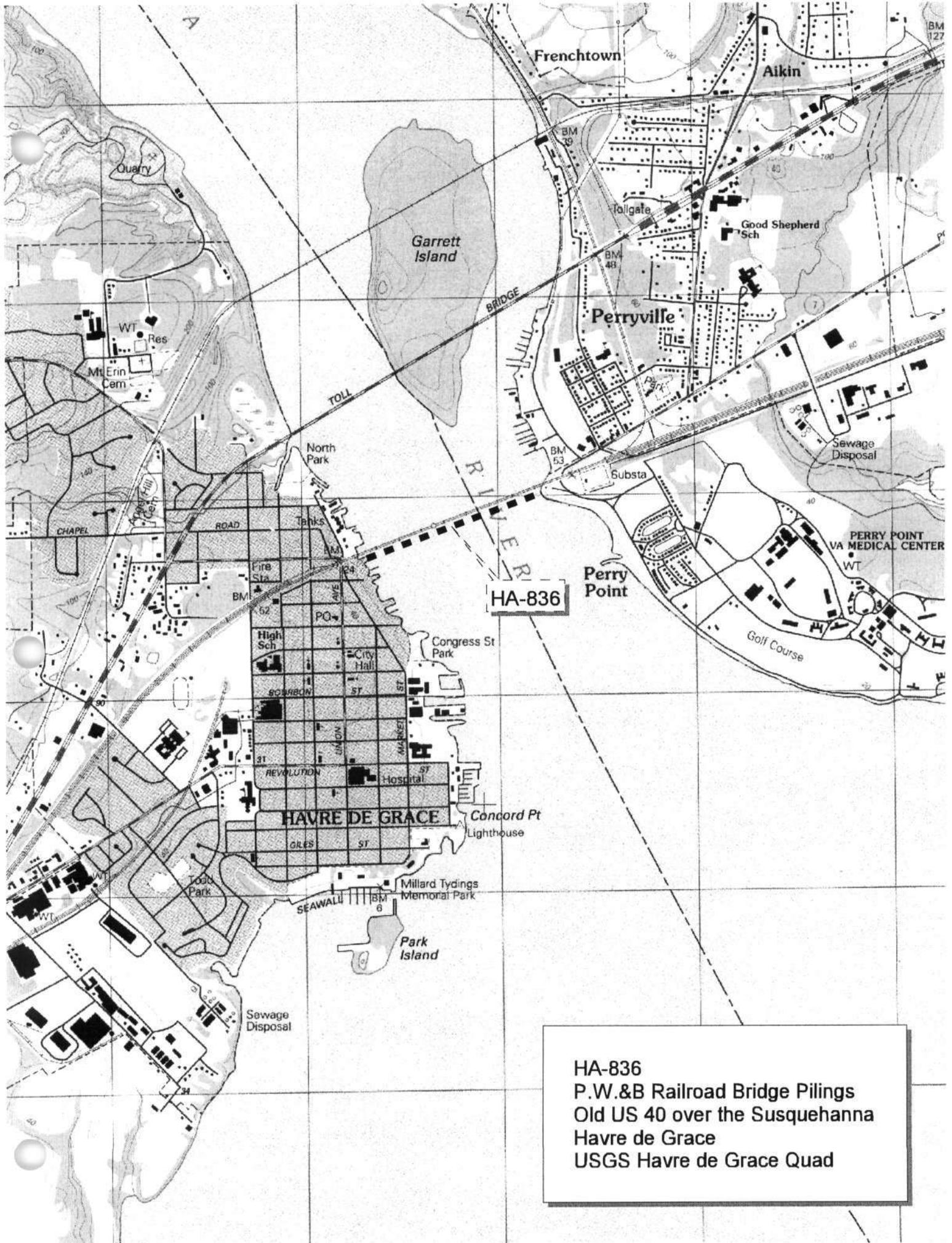
MHT Comments:

Reviewer, Office of Preservation Services

Date

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Date



HA-836
 P.W.&B Railroad Bridge Pilings
 Old US 40 over the Susquehanna
 Havre de Grace
 USGS Havre de Grace Quad



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Pilings
across the Susquehanna

Harre de Grace

Hartford County

M. Hless

10/2005

ART-2411 10/1 1 2014
681 27/05 1 10/14 10/1 2014

MD SHPO

View Northeast

Photo 1 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Pilings
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART 101-3-1105
682 1-11-2005

MD SHPO

1st Pier from Havre de Grace (west bank)

View East

Photo 2 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Hartford County

M. Hess

10/2005

ART 7631 N. P. 1003
681 1711 5 2442

MD SHPO

View Southeast taken from west bank

Photo 3 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Hartford County

M. Hess

10/2005

ART-2041

10/11/05

681

10/11/05

MD SHPO

Abutment remains on west bank

View North

Photo 4 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART-2111 12/16/05 11:01 AM
681 10/16/05 11:01 AM

MD SHPO

View Northeast taken from west bank

Photo 5 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART-2611

681

MD SHPO

View North

Photo 6 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART 0611 10/17/05 7:40 AM
581 111 1 1 14 4 101 001836

MD SHPO

View North

Photo 7 of 12





HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Piling
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART-2611 10.12.05
681 1717 10.12.05 10.12.05

MD SHPO

View West

Photo 9 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Pilings
across the Susquehanna

Havre de Grace

Harford County

M. Hoss

10/2005

ART-2011 11/13 1126
681 1711 11/13 12 (8947)

MD SHPO

View West (towards Havre de Grace)

Photo 10 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Pilings
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART-2611 14.10.2029
681 1711 11 19 (814)20

MD SHPO

View Southwest

Photo 11 of 12



HA-836

Philadelphia, Wilmington & Baltimore Railroad Bridge Pilings
across the Susquehanna

Havre de Grace

Harford County

M. Hess

10/2005

ART-2611 11/15/05 4:12 PM
681 1211 11/15/05 10:00 AM

MD SHPO

Possible remains of bridge abutment
located on east bank of the Susquehanna

View Northeast

Photo 12 of 12

1308364519

HA-836
OLD RAILROAD BRIDGE PILINGS
Havre de Grace, Md.

c. 1866

These granite pilings are all that remain today of the first bridge across the Susquehanna at Havre de Grace; first a Railroad bridge, it later became an automobile bridge.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Pilings of the First Railroad Bridge across the Susquehanna River
 AND/OR COMMON _____

2 LOCATION

STREET & NUMBER Otsego St. at the Susquehanna River
 CITY, TOWN Havre de Grace VICINITY OF _____ CONGRESSIONAL DISTRICT 6
 STATE Md. COUNTY Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Maryland State Highway Dept. Telephone #: _____
 STREET & NUMBER State Office Building
 CITY, TOWN Annapolis VICINITY OF _____ STATE, zip code _____

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Harford County Liber #: _____
 STREET & NUMBER Main St. Folio #: _____
 CITY, TOWN Bel Air STATE Md.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE _____
 DATE _____
 _____ FEDERAL _____ STATE _____ COUNTY _____ LOCAL _____
 DEPOSITORY FOR SURVEY RECORDS _____
 CITY, TOWN _____ STATE _____

7 DESCRIPTION

CONDITION

- EXCELLENT
- GOOD
- FAIR
- DETERIORATED
- RUINS
- UNEXPOSED

CHECK ONE

- UNALTERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

All that remains of the first bridge across the Susquehanna River at Havre de Grace are the granite pilings (1866) The pilings, perhaps of Port Deposit granite, are about 20' above water level and about six feet wide. The wide sided are on the east and west with the narrow sides to the current, The pilings are constructed in two sections; a lighter colored more decorative clustered block surmounts a massive darker base. The piers extend all the way across the river.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M.H.T. inventory notes of interview conducted by Jean Ewing with Mr. and Mrs. G. Taylor Lyon at their house May 14, 71

The Harford Directory 1953 p. 150-151

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Marion Morton-Historic Sites Surveyor

ORGANIZATION Maryland Historical Trust

DATE May, 77

STREET & NUMBER 21 State Circle

TELEPHONE

CITY OR TOWN Annapolis

STATE Md.

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Railroads

WHEN PETER COOPER, the former carriage builder and New York merchant, made the first trial run of an American railway train from Baltimore to Ellicott's Mills (Ellicott City) on August 28, 1830, inhabitants of Harford cheered the great event. This accomplishment demonstrated the superiority of steam over motive power of the horse-drawn vehicle.

Little did they know that the slow, two-hour journey of the Tom Thumb would be the beginning of a new era in transportation and that Harford County would be one of the first to profit by that bold and daring venture. In less than twenty years after the invention of the steam locomotive by George Stephenson, of England, in 1815, a railroad was on its way across the southern part of the county.

Pennsylvania Railroad

Plans were begun for the new railroad to extend from Baltimore to Philadelphia, but the first step was a line from Baltimore to the Susquehanna River. The road known as the Baltimore and Port Deposit Railroad was started from Baltimore in 1834 and by 1836 it was completed as far as Havre de Grace. By 1838 a line called the Philadelphia, Wilmington, and Baltimore Railroad had been completed to the north and the Baltimore and Port Deposit Railroad was taken into the corporation.

Many small streams along the route caused construction engineers little trouble, as by that date they could build short wooden bridges to carry the light trains. The Susquehanna, however, presented not only an engineering problem, but a financial one. Trains were therefore ferried across the river from 1838 to 1866. This proved to be difficult and slow, as the crossing sometimes required one-to-two hours.

By 1852 the freight and passenger traffic had increased to such an extent that engineers began plans for a bridge. It was not until 1866 that it was completed and ready for use. The first bridge was erected of wood but was gradually replaced with steel during the period from 1873 to 1878. This bridge stood the test of time from 1866 to 1939. Its unique history has been related in Chapter 9.

Many interesting stories are told of the difficulties encountered during the time the railroad had to use a ferry. Often in winter the ferry boats were frozen in at the dock and trains were delayed for hours, and sometimes for days. In 1852 the long, cold winter froze the Susquehanna River

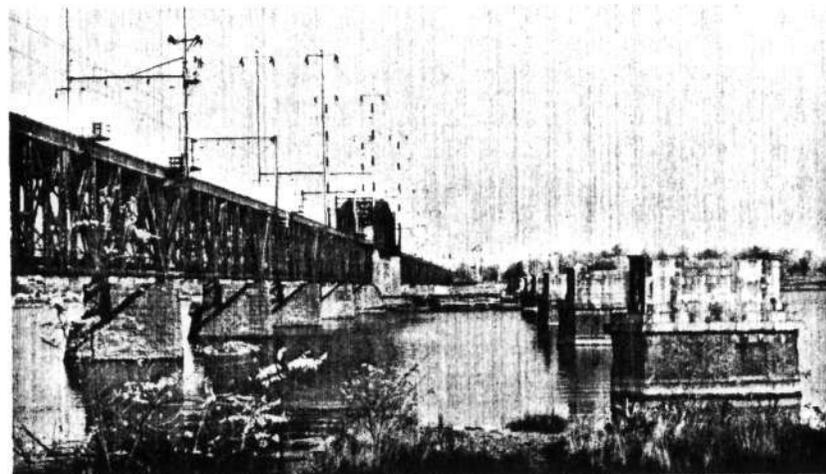


Photo by Dr. David C. Hodge

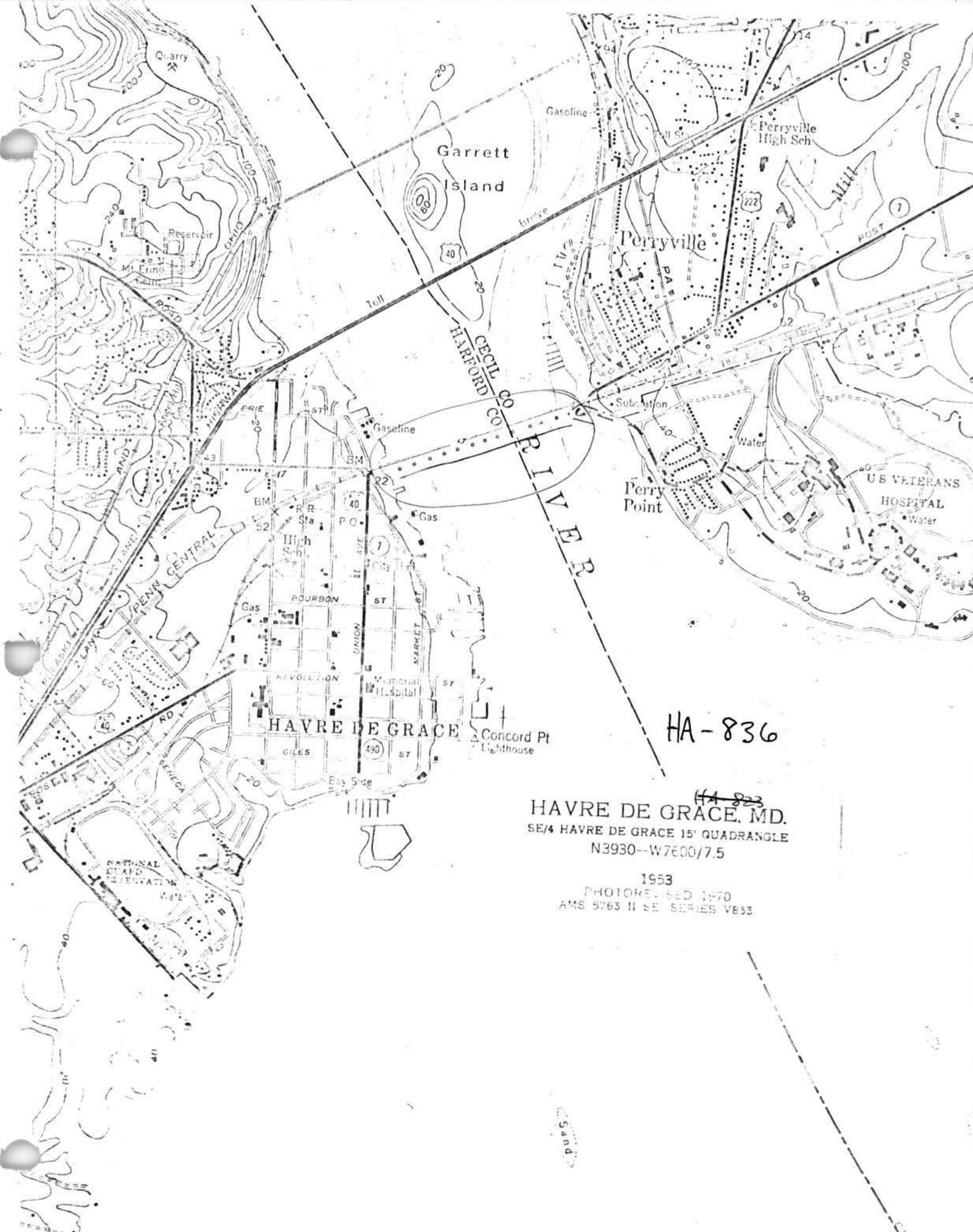
PIERS OF FIRST RAILROAD BRIDGE AT HAVRE DE GRACE
Built 1866. Used as road bridge 1908-1939.

to a depth of 2 to 3 feet, preventing all ferry service and leaving trains halted at the river's edge. Railroad officials overcame this perplexing situation by laying tracks across the ice, with trestles for inclines at either bank. Freight cars glided down the inclined rails to the ice and were pulled by teams of horses to the opposite shore. The horses pulled cars across the river by means of ropes in much the same way as a canal boat was pulled along the tow path. The cars were pulled up again by the train engines waiting on the opposite shore. During the several weeks from January 15 to February 29, approximately 1,300 cars with a total weight of 10,000 tons were hauled across the river. It is significant that none of the eight-wheeled cars that crossed this ice bridge was lost and there was no injury to person or property.

The P. W. & B. was absorbed into the Pennsylvania system in 1902. In 1908 the present bridge was completed and the original structure was converted to a highway bridge and remained in use until 1939. The Pennsylvania line from Philadelphia to Baltimore was electrified about 1930, receiving most of its power from the Philadelphia Electric Company, some of which came from Conowingo. It was one of the first railroads to convert entirely to electric power.

Baltimore and Ohio Railroad

While the Baltimore and Ohio Railroad was the pioneer in Maryland with its first railroad from Baltimore to Ellicott City, it did not extend its



HA-836

~~HA 823~~
 HAVRE DE GRACE, MD.
 SE/4 HAVRE DE GRACE 15' QUADRANGLE
 N3930-W7600/7.5

1953
 PHOTO REPRODUCED 1970
 AMS 5763 II SE SERIES V833

Sand



BRIDGE PILINGs

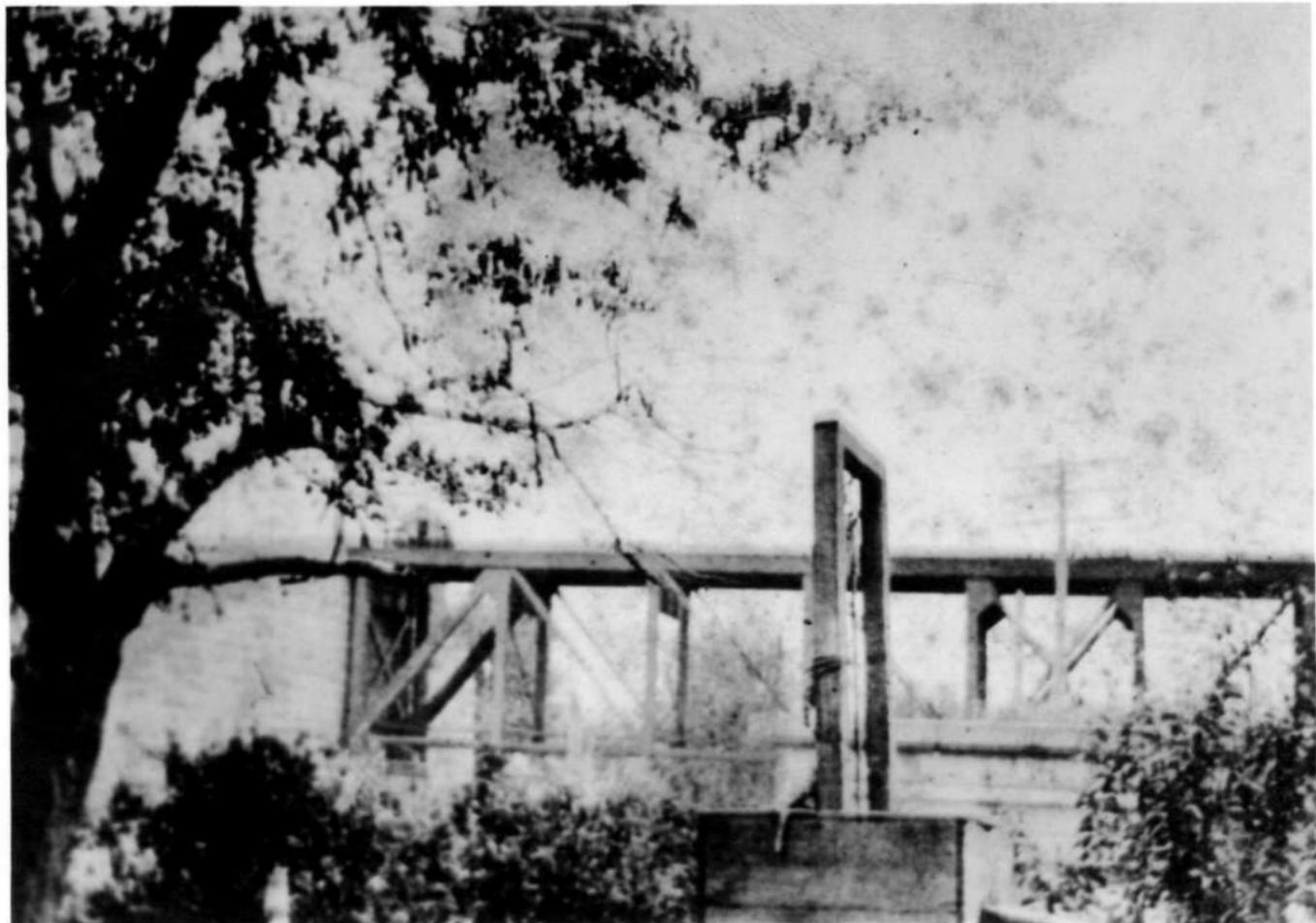
HA-836

Otsego St.

Havre de Grace

MARION MORTON

6/77



A3-HA790

HA-790 Abraham Jarrett Thomas House
501 St. John Street
Havre de Grace, MD

Well and (background) old RR
crossing over Susquehanna.
c. 1894-5 or early 1900's

Gift from: Mrs. Elise B. Deller
1708 Chatham Road
Camp Hill, PA 17011

October 27, 1984



Havre De Grace

Harford County, Maryland

Marion Morton, 1976

negative on file-Maryland Historical Trust

Annapolis, Maryland HA 836

Bridge Pilings (Union Avenue)



Haure De Grace
Hartford County
Marion Morton, 1976
Deg # HA 836

Bridge Piling (Union Shew)

AB768



HA 836

Haure de Grace

LSE May '71

Pilings of the first railroad bridge



HA 836

Haute de Grace

KE May 71

Pilings of the first railroad bridge