

PRINCE GEORGE'S COUNTY  
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #74B-12-1 Building Date: ca. 1890

Building Name: Queen Anne Bridge

Location: Patuxent River at Queen Anne Bridge Road, Queen Anne, Maryland

Public/Transportation/Fair/Accessible

Description

Queen Anne Bridge is the only surviving example in Prince George's County of a Pratt through truss bridge built with Phoenix sections. It was built at the end of the nineteenth century to replace an older bridge across the Patuxent River at Queen Anne. The bridge consists of two Pratt truss spans composed of wrought iron Phoenix sections; each span has four vertical members in compression, braced by four diagonal members in tension. The vertical posts consist of two cast iron channel beams joined by lattice bracing, and the diagonals are slim eyebars. The upper chords and inclined end posts are made up of Phoenix sections. The Prince George's County span is intact, but the Anne Arundel County span has been badly broken, and rests almost entirely on silted in earth. The cracked macadam roadbed of each span rests on two long cast-iron I beams, which in turn are supported by four transverse cast-iron floor beams. The floor beam at the juncture of the two spans, rests on two cylindrical concrete pilings partly submerged in the water. The lower chord members of the bridge are supported at the west end by a concrete abutment, dated 1931.

Significance

Queen Anne Bridge is the only surviving example in Prince George's County of a Pratt through truss bridge constructed of Phoenix sections. It was built across the Patuxent River in the late nineteenth century to connect Prince George's and Anne Arundel Counties at the port town of Queen Anne. The first bridge was built at Queen Anne in 1755; a second one was built in 1797, but it was swept away by the flood of June 1804. It was immediately rebuilt. Silting was always a problem with the upper Patuxent, and it had to be repeatedly cleared to keep it navigable. Navigation above Queen Anne effectively ceased by the middle of the nineteenth century. The present bridge was probably built circa 1890, but no confirmation of this date has yet been discovered. A nearly identical bridge was built over the Ramapo River at Oakland, New Jersey, in 1891, by Dean and Westbrook Bridge Engineers of New York; it is very likely that the Queen Anne Bridge was also built by Dean and Westbrook. The Queen Anne Bridge continued to be a frequent crossing place on the Patuxent, long after the town had lost its commercial importance. The Anne Arundel span collapsed under the weight of an overloaded truck circa 1960, and the bridge was not repaired. The Road was closed to traffic and the bridge has become a local fishing pier. The Queen Anne Bridge is a unique example in Prince George's County of a Pratt through truss bridge constructed of wrought iron Phoenix sections.

Magi No.

DOE  yes  no

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic Queen Anne Bridge

and/or common

## 2. Location

street & number Patuxent River at Queen Anne Bridge Road  not for publicationcity, town Queen Anne  vicinity of 5 congressional districtstate Maryland county Prince George's

## 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 checked="" type="checkbox"/> unoccupied	<input 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	<b>Public Acquisition</b>	<b>Accessible</b>	<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 type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other:

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

name Prince George's and Anne Arundel Countiesstreet & number Department of Public Works telephone no.:city, town Upper Marlboro/Annapolis state and zip code Maryland 20772/21401

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 5441street & number Main Street folio 534city, town Upper Marlboro state Maryland

## 6. Representation in Existing Historical Surveys

title Prince George's County Inventory of Historic Sitesdate 1974  federal  state  county  localdepository for survey records History Division, M-NCPPCcity, town Riverdale state Maryland

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

Queen Anne Bridge is the only surviving example in Prince George's County of a Pratt through truss bridge built with Phoenix sections. It was built at the end of the nineteenth century to replace an older bridge across the Patuxent River at Queen Anne.

The bridge consists of two Pratt truss spans composed of wrought iron Phoenix sections; each span has four vertical members in compression, braced by four diagonal members in tension. The vertical posts consist of two cast iron channel beams joined by lattice bracing, and the diagonals are slim eyebars. The upper chords and inclined end posts are made up of Phoenix sections. The Prince George's County span is intact, but the Anne Arundel County span has been badly broken, and rests almost entirely on silted in earth. Two horizontal eyebars form a sort of railing along the length of each side. The cracked macadam roadbed of each span rests on two long cast-iron I beams, which in turn are supported by four transverse cast-iron floor beams, each one about two feet high. The floor beam at the juncture of the two spans, where the two inclined end posts come together, rests on two cylindrical concrete pilings which are partly submerged in the water. Legible on the Phoenix truss at this juncture is the legend "FL 2641."

The lower chord members of the bridge are keyed into and supported at the Prince George's County (west) end by a concrete abutment; this abutment appears to have been rebuilt with pebble-filled concrete formed in molds. The date 1931 appears in the Prince George's County abutment; there is no evidence of a similar abutment at the Anne Arundel County end. This east end of the bridge has collapsed and rests on silted up earth, although the center of the bridge was presumably, at the time of construction, at the mid point of the river at the boundary line between Prince George's and Anne Arundel Counties. The road has been closed by barricades on both sides, and the approaches are overgrown with weeds and undergrowth.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** ca. 1890 **Builder/Architect** (Dean & Westbrook ?)

check: Applicable Criteria:  A  B  C  D  
 and/or  
 Applicable Exception:  A  B  C  D  E  F  G  
 Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

Queen Anne Bridge is the only surviving example in Prince George's County of a Pratt through truss bridge constructed of Phoenix sections. These wrought iron sections were produced by the Phoenix Iron Company, established in 1868 in Phoenixville, Pennsylvania.<sup>1</sup> It was built across the Patuxent River in the late nineteenth century to connect Prince George's and Anne Arundel Counties at the important port town of Queen Anne.

Queen Anne was established as a port town in 1706 by an Act of the General Assembly, and there was a tavern at this location as early as 1711.<sup>2</sup> Queen Anne was named as the site for one of the tobacco inspection warehouses in 1747, and was an important commercial center until the middle of the nineteenth century<sup>3</sup>. From the early years, a ferry crossed the River between Anne Arundel and Prince George's County, and was a principal crossing point from Southern Prince George's County and Virginia to the capital city of Annapolis.

The first bridge was built at Queen Anne in 1755. A second wood bridge was built in 1797 by local carpenter Colmore Duvall, but it was swept away by the great flood of June 1804. Duvall rebuilt the bridge and was reimbursed \$150 by each County.<sup>4</sup> Silting was always a problem with the upper Patuxent, and had to be repeatedly cleared to keep it navigable. Navigation above Queen Anne effectively ceased by the middle of the nineteenth century.

The Laws of Maryland make it clear that in 1865 Richard Wootton of Queen Anne in Prince George's County and D. McCullough Brogden of Anne Arundel County were appointed Commissioners to have a causeway constructed "connecting the bridge over the Patuxent River near the Village of Queen Anne in Prince George's County to the main or firm land in Anne Arundel County opposite the said Bridge."<sup>5</sup> The present bridge was probably built circa 1890, but no confirmation of this date has yet been discovered. A bridge nearly identical to that at Queen Anne was built over the Ramapo

River at Oakland, New Jersey, in 1891.<sup>6</sup> It was built by Dean and Westbrook Bridge Engineers of New York. Two other bridges, one at Suitland and one at Branchville, were built in Prince George's County in 1892 by Dean and Westbrook; it is very likely that the Queen Anne Bridge was also built by Dean and Westbrook, but this has not yet been substantiated. In any case, the Queen Anne Bridge continued to be a frequent crossing place on the Patuxent, long after the town had lost its commercial importance. The Anne Arundel span of the bridge collapsed under the weight of an overloaded truck circa 1960, and the bridge was not repaired. The Queen Anne Bridge Road was closed to traffic and barricaded on both sides, and the bridge itself has become a popular local fishing pier. Despite its damaged condition it survived the floods of Hurricane Agnes in 1972.

The Queen Anne Bridge is a unique example in Prince George's County of a Pratt through truss bridge constructed of wrought iron Phoenix sections. The only comparable bridges in the County are somewhat later: #64-2, the Duvall Bridge (1907), and #74B-1, Governors Bridge (1912). Both of these are Pratt through truss bridges of steel.<sup>7</sup> Queen Anne Bridge exemplifies the historical and industrial heritage of the County, and is a distinctive visual feature on the Patuxent River.

Notes

<sup>1</sup> Darnell, Victor C., A Directory of American Bridge-Building Companies, 1840-1900, Society for Industrial Archeology, 1984.

<sup>2</sup> Archives of Maryland XXVI:636.

<sup>3</sup> Prince George's County Court Records HH:350.

<sup>4</sup> Acts of General Assembly 1805, Chapter 91.

<sup>5</sup> Acts of General Assembly 1865, Chapter 121.

<sup>6</sup> Better Roads, May 1984, p. 36 following.

<sup>7</sup> Cf MHT Inventory Forms PG #64-2 and #74B-1.

# 9. Major Bibliographical References

Survey No. P.G.#74B-12-1

cf. Notes, Item #8

# 10. Geographical Data

Acreeage of nominated property \_\_\_\_\_

Tax Map #71, parcel 87

Quadrangle name Bowie, Section H

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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# 11. Form Prepared By

name/title Susan G. Pearl, Research/Architectural Historian

organization	<u>Prince George's County Historic Preservation Commission</u>	date	<u>May, 1988</u>
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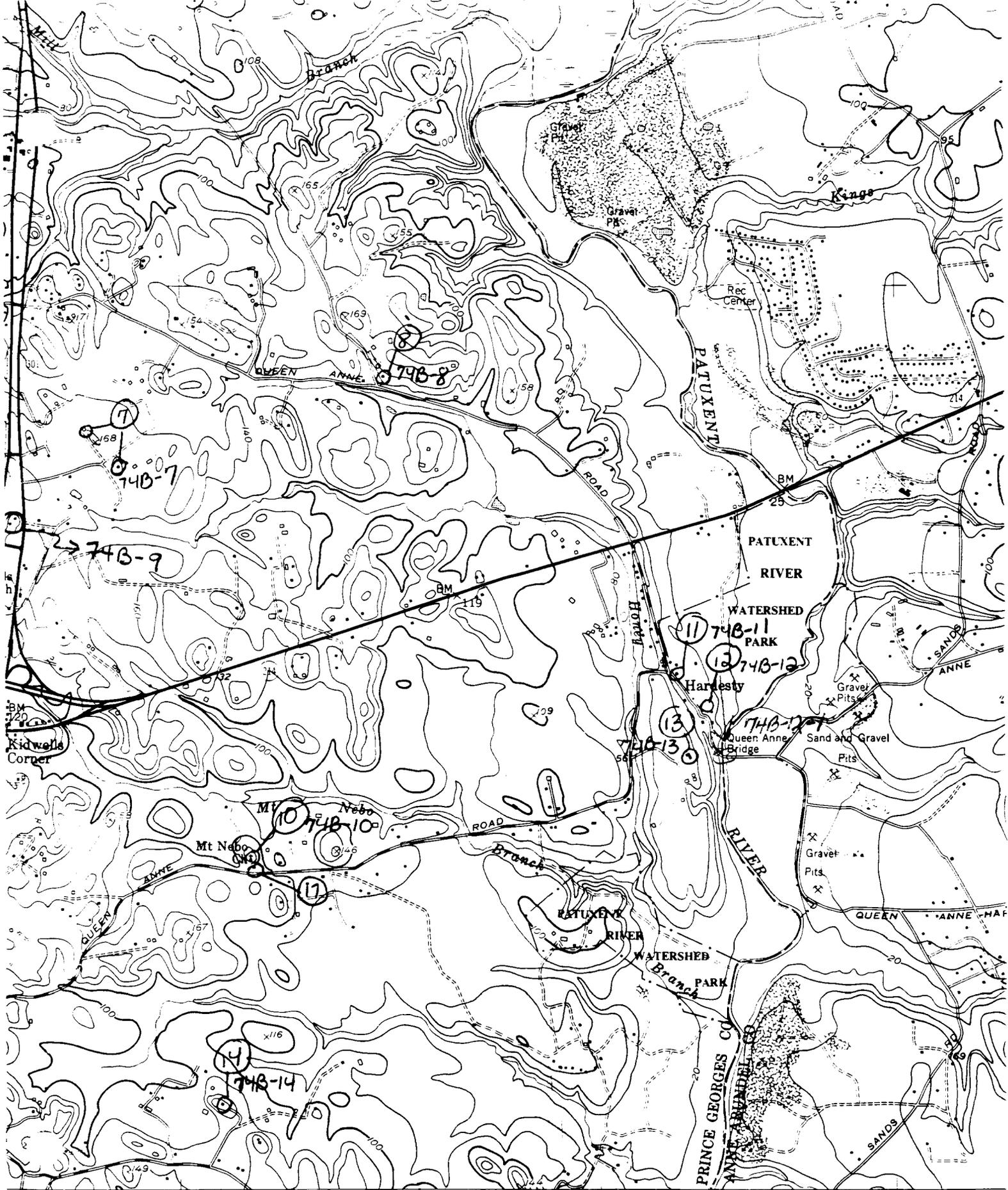
street & number	<u>c/o M-NCPPC, Rm. 4010, C.A.B.</u>	telephone	<u>952-3521</u>
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city or town	<u>Upper Marlboro</u>	state	<u>Maryland 20772</u>
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The Maryland Historic Sites Inventory was officially 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.

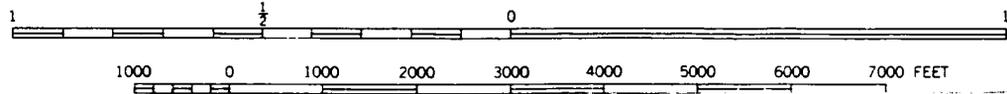
return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438



80 000 FEET      42'30"      352      353      (BRISTOL)      354      355      40'

SCALE 1:24000

PG 74B-12-1



MN  
GN



PG # 74B-12-1

Juan Cane Bridge  
Prince George's County, MD  
Susan H. Pearl  
February 1988  
View from Southwest  
Neg: Md. Hist. Trust,  
Annapolis, MD

to see



P6 #74B-12-1

Queen Anne Bridge  
Prince George's Co. MD.

Susan L. Pearl

February 1988

View to East

Neg: Md. Hist. Trust,  
Annapolis, MD.

View to E



Queen Anne Bridge  
Prince George's Co. MD  
Susan H. Pearl  
February 1998  
Southeast detail  
Fig: MD Nat. Trust,  
Annapolis, MD

SE detail



Queen Anne Bridge  
Prince George's Co. MD  
Susan H. Pearl  
February 1988  
detail  
Fig: MD Hist. Trust,  
Annapolis, MD