

Property Address 6704 Chew Road (now Van Wagner Road), Upper Marlboro vicinity, Prince George's County
Owner Name/Address Robert and Donald Nash; Sandy Spring National Bank, 17801 Georgia Avenue, Olney, Maryland 20832
Year Built 1895

Description:

Ellerslie and the Chew Bridge was previously surveyed by the Maryland-National Capital Park and Planning Commission in 1986. The property remains unoccupied. Although vacant for many years, the house appears to be in sound condition. All of the windows are intact and the roof is in good condition. Parts of the porch, such as the cornice, fascia and railing, are beginning to deteriorate. The hipped roof shed is still visible to the northeast of the house, although the windmill was not visible. All other buildings discussed in the prior form were not visible or accessible. The grounds are completely overgrown, with a small front yard and a maintained grass perimeter around the house. The front yard is framed by boxwoods on the south and west.

The lane leading from Chew Road no longer continues to the Chew Bridge and the eastern portion of the property, and terminates at the house with no apparent access to the house by vehicle. The metal components of the superstructure and substructure are in good condition, while the wood plank road surface is deteriorating. The most deterioration occurs along the sides of the roadbed. A layer of soil has accumulated on the road surface with vegetation obscuring most of the superstructure.

National Register Evaluation:

The property including Ellerslie (PG:82B-34) and Chew's Bridge (PG:82B-35) is eligible for the National Register of Historic Places under Criterion A and C. Still within the same ownership, together these resources comprise the surviving structures of a large farm, which once contained the main house, five barns and three tenant houses. The iron beam bridge was constructed by the Baltimore and Potomac Railroad company circa 1870 when the new railroad divided the farm into two sections. The bridge is eligible for the National Register of Historic Places under Criterion A. The Chew Bridge is the oldest remaining structure associated with the Pope's Creek Branch of the Baltimore and Potomac Railroad and is a very early railroad-related bridge within Prince George's County. The main house, Ellerslie, is eligible for the National Register as a good example of an early Colonial Revival structure. Ellerslie blends typical features such as a projecting pavilion, pedimented gables, molded cornice and Palladian window with late nineteenth century features such as irregular window placement and canted bays. Although the house and land has been vacant for several years, the structures retain sufficient architectural and material integrity.

Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. Based upon the date of construction of the original Chew house (1840s) and the property type, there is a likelihood that an archaeological component could exist on the property. However, as no archaeological investigation has been conducted, the eligibility of the property under Criterion D cannot be assessed at this time.

Verbal Boundary Description and Justification:

The National Register boundaries of Ellerslie (PG: 82B-34) and the Chew Bridge follow the current property lines of its tax parcel (Tax Maps 110, Lot/Block #P65). This 61 hectare (150.69 acre) parcel is bounded on the north, east and west by adjacent parcels and on the south by Chew Road. The boundary includes all of the land currently associated with the structures and includes the house, shed and bridge, contributing structures on the property.

MHT CONCURRENCE:

Eligibility recommended not recommended
Criteria A B C D Considerations A B C D E F G None
Comments: _____

[Signature] 10/19/99
Reviewer, Office of Preservation Services Date

[Signature] 10/21/99
Reviewer, NR program Date

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Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. Based upon the date of construction of the original Chew house (1840s) and the property type, there is a likelihood that an archaeological component could exist on the property. However, as no archaeological investigation has been conducted, the eligibility of the property under Criterion D cannot be assessed at this time.

Verbal Boundary Description and Justification:

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Eligibility recommended not recommended
 Criteria A B C D Considerations A B C D E F G None
 Comments: _____

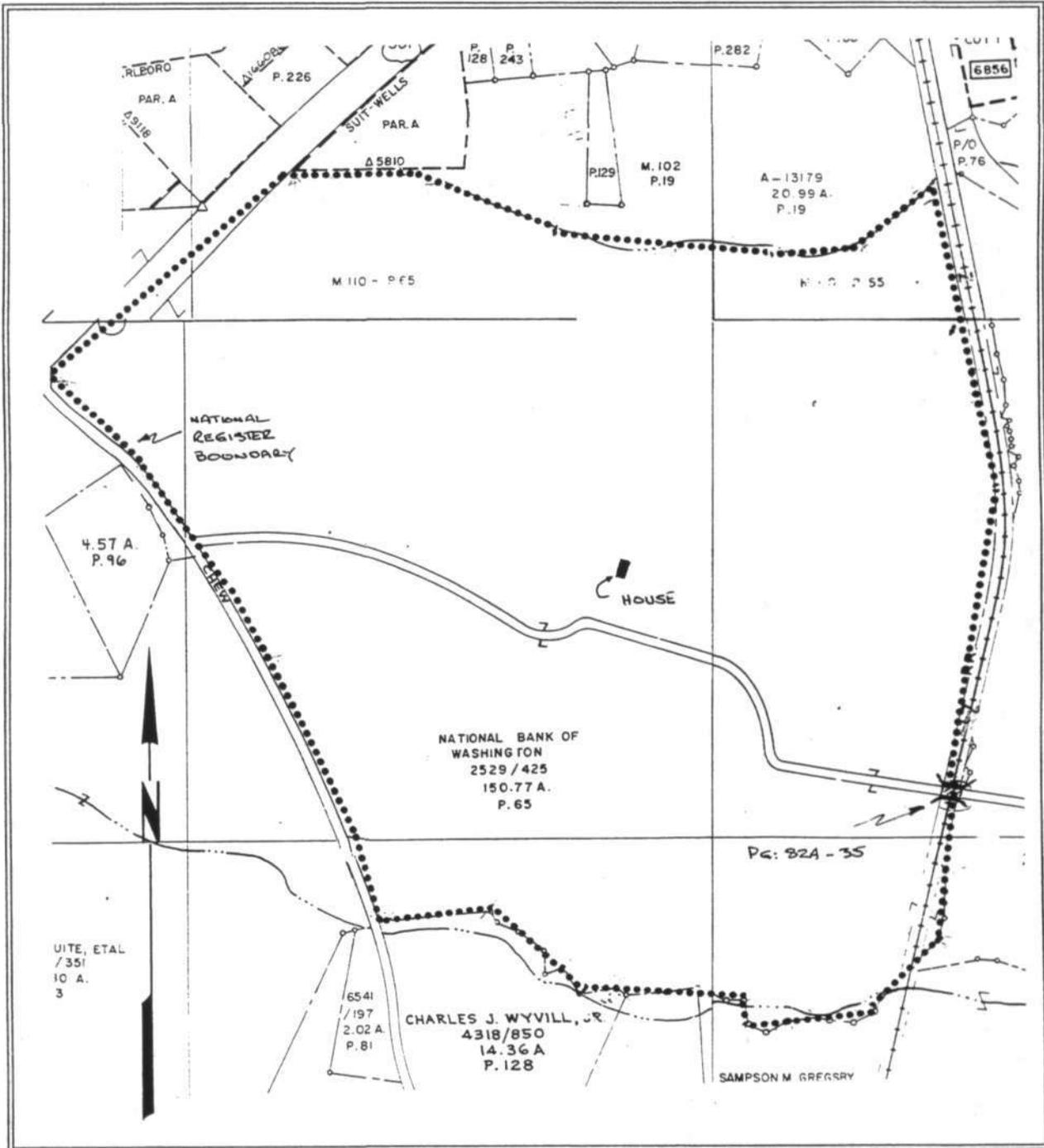
Suzanne Pickens 07/21/1997
 Reviewer, Office of Preservation Services Date

Pickens 7/21/97
 Reviewer, NR program Date

gms

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Owner Name/Address Robert and Donald Nash; Sandy Spring National Bank, 17801 Georgia Avenue, Olney, Maryland 20832
Year Built 1895

Resource Sketch Map and National Register Boundary Map:





1. PG: 82A-34 & PG: 82A-35

2. ELLERSLIE AND CHEW BRIDGE, PRINCE GEORGES CO, MD

3. TIM TAMBURRINO 9/96

4. P.A.C. Spero & Co

40 W. Chesapeake Ave, Suite 412

BALTIMORE, MD 21204

5 6704 Chew Road, East elevation of House

6 1 of 12 West view



1. PG: 82A-34 and PG: 82A-35
2. ELLERSLIE AND CHEW BRIDGE, PRINCE GEORGE'S CO, MD
3. TIM TAMBURRINO, 9/96
4. P. A. C. Spero & Co
40 W. Chesapeake Ave, Suite 412
BALTIMORE, MD 21204
5. 6704 Chew Road, South and east elevations,
6. 2 of 12 Northwest view



1. PG: 82A-34 + PG: 82A-35
2. ELLERSUE AND CHEW BRIDGE, PRINCE GEORGE'S CO, MD
3. TIM TAMBURINO, 9/96
4. P.A.C. Speno & Co
40 W. Chesapeake Ave, Suite 412
BALTIMORE, MD 21204
5. Chew Bridge, South side, North view
near Chew Road
6. 30F12



1. PG: B2A-34, PG: B2A-35

2. ELLERSLIE AND CHEW BRIDGE, PRINCE GEORGE'S CO, MD

3. TIM TAMBURINO 9/96

4. P.A.C. Spens E, CO

40 W. Chesapeake Ave, Suite 412

Baltimore, MD 21204

5 Chew Bridge
near Chew Road

Bottom of structure, Western
view

6. 4 of 12



1. PG:82A-34-35

2. Eilerslie and Chew Bridge
PRINCE GEORGE'S CO, MD

3. TIM TAMBURRINO

4. D.A.C. Spero + CO, 40 W. Chesapeake Ave
#412, Balto, Md 21204

5. 6701 Chew Road, South and east
elevations of House,

6. 5 of 12

Northwest View



1. PG. 82A-34-35
2. Ellerslie and Chew Bridge
PRINCE GEORGE'S CO MD
3. TIM TAMBURRINO, 9/96
4. P.A.B. Spero + Co, 40 W. Chesapeake Ave, #412
Balto, Md 21204
5. 6704 Chew Road, East elevation
of House, West View
6. 6 of 12



1. PG: 82A-34-35
2. Ellerslie and Chew Bridge
PRINCE GEORGE'S CO, MD
3. TIM TAMBURRINO, 9/96
4. P.A.C. Sford + Co, 40 W. Chesapeake Ave,
#412, Balto, md 21204
5. 6704 Chew Road, Porch detailing
of house, South view,
6. 7 of 12



1. PL 82A-34-35
2. Ellerlie and Chew Bridge
PRINCE GEORGE'S CO MD
3. TIM TAMBURRINO 9/96
4. P.A. G. Spord 4501-10 W. Chesapeake Ave,
#412, Balto, Md 21204
5. 6704 Chew Road, Shed, East
elevation, West view.
6. 8 of 12



1. PG: 82A-34-35

2. Ellenslie and Chew Bridge
PRINCE GEORGE'S CO MD

3. TIM TAMBURRINO, 9/96

4. P.A.C. Spero + CO, 40 W. Chesapeake Ave,
#412, Balto, Md 21204

5. Chew's Bridge, North side of
near Chew ~~Road~~ Bridge, South view.

6. 9 of 12



1. PG 82A-34-35

2. Eilerside and Chew Bridge
PRINCE GEORGE'S CO, MD

3. TIM TAMBURRINO, 9/96

4. P.A.C. Spero & CO, 40 W. Chesapeake Ave, #412
Baltimore, MD 21204

5. Chew Bridge, West Abutment
near Chew Road West View,

6. 10 of 12



1. PG: 82A-34-35
2. Ellerslie and Chew Bridge
PRINCE GEORGE'S CO MD
3. TIM TAMBURRINO 9/16
4. P.A.C. Spero + CO, 40 W. Chesapeake Ave, #412
Baltimore Md 21004
5. Chew Bridge, East Abutment,
(near Chew Road) East view.
6. 11 of 12



1. Pg. 82A - 34-35
2. Eilersie and Chew Bridge
PRINCE GEORGE'S CO MD
3. TIM TAMBURINO, 9/96
4. P.A.C. Sperry & Co, 40 W. Chesapeake Ave,
#412, Balto md 21204
5. West Chew Road, Board bed,
6. 12 of 12 West view,

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #82A-34 Building Date: 1895
Building Name: Ellerslie
Location: 6704 Chew Road, Upper Marlboro, Maryland

Private/Residence/Unoccupied/Fair/Inaccessible

Description

Built in 1895, Ellerslie is a large two-part gable-roof frame house of the Colonial Revival style. It is an early example of the popular "Classic Box" plan and is distinguished by its use of bays, pediments and a Palladian window. The house consists of a two-and-one-half-story main block and a slightly lower gable-roof wing to the east. The main block is side-gabled with entrance in the central bay of the main (south) facade through a double door. A one-story hip-roof porch across the south facade is supported by plain square posts, with cross-rail balustrade. Above the porch there is a central projecting cross gable cantilevered over the entrance; the gable end is pedimented at third level, and within the tympanum is a tripartite Palladian window. In the third bay of the west gable end is a two-story hip-roof semi-octagonal bay. There is another two-story semi-octagonal bay in the first bay of the north facade, surmounted by a fully pedimented overhanging cross gable. A one-story hip-roof porch shelters the remainder of the north facade west of the projecting bay. Extending east from the main block, flush with the north facade, is a two-bay-by-two-bay kitchen wing; it has a gable roof with a ridge line lower than that of the main block.

Significance

Ellerslie is a very good example of a late nineteenth century Colonial Revival frame dwelling, a transition from the Queen Anne style to the popular early twentieth century "Classic Box" plan. It was built by Richard B.B. Chew in 1895 to replace an older family home which had been destroyed by fire. The house has a floor plan of four nearly square spaces and classical decorative elements such as a Palladian window and fully pedimented gable ends. It was built by John C. Yost, considered by the Chews to be "one of the best builders then residing in Washington City." Ellerslie was sold out of the Chew family in 1925, but the road which leads from Upper Marlboro to Ellerslie is still called Chew Road. Ellerslie is a large and handsome house, a very good example of late nineteenth century Colonial Revival architecture.

Acreage: 150.69 acres

Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Ellerslie

and/or common

2. Location

street & number 6704 Chew Road not for publicationcity, town Upper Marlboro vicinity of congressional district 5

state Maryland county Prince George's

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" 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 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 checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name National Bank of Washington

street & number 14th and G Streets, N.W. telephone no.:

city, town Washington, D. C. state and zip code 20005

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 2529

street & number Main Street folio 425

city, town Upper Marlboro state MD.

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. P.G. #82A-34

Condition		Check one	Check one	
<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.

Ellerslie is a large two-part gable-roof frame house of the Colonial Revival style; it is an early example of the popular "Classic Box" plan. It stands in a rural area between Marlboro and Mount Calvert, and faces roughly south towards the Popes Creek line of the Baltimore and Potomac (now Conrail) Railroad. It is distinguished by its use of bays, pediments and Palladian window.

The house consists of a two-and-one-half-story main block, three bays by three bays and roughly square, and a slightly lower gable-roof wing to the east. The main block is side-gabled with entrance in the central bay of the main south facade through a double door. Each leaf of the door has six molded panels. A bead-and-reel molding above the door separates it from the single pane transom on which the number 1895 (date of construction) is painted in gilt. The door has a molded surround, and lintel with molded cornice. A one-story hip-roof porch across the south facade is supported by plain square posts, with cross-rail balustrade, and is approached by a wide flight of concrete steps embedded with ornamental quartz.

Above the porch there is a central projecting cross gable cantilevered over the entrance, with paired windows at second level. The gable end is pedimented at third level, and within the tympanum is a tripartite Palladian window. The central window 12/6, with interlaced muntins has a round arch and keystone molding and is flanked by 8-pane single-sash windows with molded lintels.

The building is sided with narrow horizontal board painted white (covered on the first story of the south facade with wide aluminum siding). Windows are 2/2 double hung sash on the first story, and 6/2 on the second; they have plain board surrounds with outer bead and molded lintel. Ghosts of shutters indicate that the house once had them. The window in the first bay of the south facade is 2/4 and full-length, while the third bay consists of three small windows with colored border lights, ascending toward the east to light the interior staircase.

The east and west gable ends of the main block are fully pedimented; two side-by-side 12/1 windows are centered in the west tympanum. In the third bay of the west gable end is a two-story hip-roof semi-octagonal bay; the bay is lighted on all faces at both levels, and has paired windows in its main west face. There is another two-story semi-octagonal bay in the first bay of the north facade; this projecting bay is surmounted by a fully pedimented overhanging cross gable.

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 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 1895 **Builder/Architect** John C. Yost

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.

Ellerslie is a very good example of a late nineteenth century Colonial Revival frame dwelling, a transition from the Queen Anne style to the popular early twentieth century "Classic Box" plan. It was built by Richard B.B. Chew in 1895 to replace an older family home which had been destroyed by fire.

The original house at Ellerslie was built by Philemon Chew, probably in the 1840's, on 630 acres of land south of Upper Marlboro. After his death it became the house of his son, Richard Benjamin Brookes Chew; the younger Chew served for many years as Judge of the Circuit Court, and then retired to Ellerslie.¹

Ellerslie was divided into two discrete parcels of land by the construction through it of the Baltimore and Potomac Railroad in 1870. After that time the westerly portion of the mansion and gardens, meat house, ice house, stable, corn house, two tenant houses and a tobacco barn, was referred to as the "upper farm"; the "lower farm", east of the tracks, included three more tenant houses, a tobacco barn and a five-acre lake.²

The house at Ellerslie was destroyed by fire in December 1894. The Prince George's Enquirer recorded the event: "The dwelling house of ex-Judge R. B. B. Chew at "Ellerslie", his farm located about 2 miles from here was totally destroyed by fire last Monday afternoon, the conflagration being caused by defect in chimney. It caught in the attic and rapidly spread through the whole building. The Judge was at his law office and his sons were in Washington. Mrs. Chew and Miss Lilly and Minnie were the only members of the household at home. Kind neighbors soon reached the scene and succeeded in saving the furniture from the basement and first floor. Nearly everything on the upper floors was lost, including much clothing. Insurance to the amount of \$3,500 on building and contents is held in the Montgomery Fire Insurance Company, and Judge Chew expects to rebuild in the spring."³

A one-story hip-roof porch (screen enclosed) shelters the remainder of the north facade west of the projecting bay. There is a gable dormer between second and third bays in the north plane of the roof.

Extending east from the main block, flush with the north facade, is a two-bay-by-two-bay kitchen wing; it has gable roof with ridge line lower than that of the main block. Siding and fenestration are the same as that of the main block. The east gable end is fully pedimented, and lighted at third level by two small two-pane windows.

The roof of the building is covered with gray asphalt shingle. There are two interior corbelled brick chimneys at the east gable end of the main block, another (transverse) chimney in the south plane near the west gable end, and a fourth chimney at the east gable end of the wing. The cornice throughout is boxed with crown molding and there is a plain board frieze below it. The building rests on a high brick foundation which encloses a basement.

Interior plan of the main block consists of four large spaces, the stairhall taking up the southeast quadrant. The closed string two-run staircase rises along the south wall, then turns 90 degrees at a landing and continues along the east wall. The newel is square and fluted, and is surmounted by a square fluted column which continues to the ceiling with Ionic capital. The staircase has turned balusters, panelled spandrel and corner pendants.

Sliding double doors (each leaf with six molded panels) separate the two rear parlors, and retract into pockets in the north-south wall. There is a fireplace in each of the four spaces, the mantel in the northeast being the most plain. In the northwest parlor, colonettes flank the firebox while Ionic colonettes and entablature frame the over-mantel mirror. There is a similar mantel with over-mantel in the southwest parlor, further ornamented with applied acanthus leaf moldings on the friezes. The most ornate mantel is in the stairhall. Full-length Ionic colonettes frame the firebox and over-mantel; there is an applied shell design around the mirror, egg-and-dart molding below the mirror, and bead-and-reel molding at the mantel shelf. Door and window surrounds have multiband molding with bulls eye corner blocks.

North of the house there are remnants of terraced gardens, and there are daffodils, hollies and boxwood to the south.

Immediately northeast of the house is a square pyramidal-roof outbuilding which houses the windmill apparatus. The building is covered with German siding, unpainted, and has entrance in the south facade. The steel windmill tower rises from the roof.

To the east are several more farm outbuildings: a relatively new cow shed, and a large deteriorating barn in which can be seen both sawn and hewn members.

Judge Chew did rebuild in 1895, using a house plan which was then becoming popular. This house was a forerunner of the "Classic Box" plan, with a floor plan of four nearly square spaces, and classical decorative elements such as Palladian window and fully pedimented gable ends. It was built by John C. Yost, considered by the Chews to be "one of the best-builders then residing in Washington City."⁴ The new house was built on the old foundation, with many of the bricks in the old foundation being used in the new house.

Thirty years later the Judge's son described the house as a fine and substantial mansion. "The first floor consists of a large reception hall, which opens into a parlor on the left with a bay window; into a large sitting room; into a large dining room with a bay window and all these rooms communicate with each other with sliding doors. Then between the dining room and large kitchen is a large butler's pantry. There is a front and back stairway. There are six bedrooms and bath on the second floor and a large attic on the third floor. There is a beautiful old English garden in the rear of this house said to have been laid out by the late Judge William H. Tuck in my grandfather's time. And a great many valuable shade trees in the front yard as well as the garden."⁴

Ellerslie was sold out of the Chew family in 1925, but the road which leads from Upper Marlboro to Ellerslie is still called Chew Road. Ellerslie has since that time been the home of John Van Wagoner (the Ellerslie farm lane is officially listed as Van Wagoner Road), and, from the 1940's, of Captain A. R. Nash.⁵ It has in recent years been unoccupied, and is in deteriorating condition, but is fully restorable.

Ellerslie is a large and handsome house, a very good example of late nineteenth Colonial Revival architecture. It stands in a beautiful and secluded rural setting, the home of a prominent and well-known citizen of Upper Marlboro.

Notes

¹ Prince George's County Marriage Licenses; Prince George's County Deed, FS #1:254, JBB #3:151; Prince George's Enquirer December 14, 1894, January 18, 1895.

² Equity ##6194; Prince George's County Deed HB #4:273.

³ Prince George's Enquirer, December 14, 1894.

⁴ Prince George's County Equity #6194.

⁵ Prince George's County Deeds, #135:175; #233:124; #261:395; #265:238; #835:35.

R-A

PG 82A-34

NATIONAL BANK OF
WASHINGTON
2529/425
150.77 A.
P. 65

82A-35

5344
/ 339
2.02 A.
P. 81

CHARLES J. WYVILL, JR.
4318/850
14.36 A
P. 128

SAMPSON M. GREGSBY
5608/906
14.10 A.
P. 10

R-A

CARLTON J. WYVILL
4318/841
31.33 A.
P. 50

CARLTON J. WYVILL
4318/837
11.59 A
P. 51

O-S

MILLARD T. TR
550
13

CARLTON J WYVILL
4318/844
23.62 A.
P. 53

116-392
1 A.
P. 14

0.98 A.
P. 42

1.00 A.
P. 20

CHEV

RR

PENN.

RD.



PG#82A-34

Ellerslie
Prince George's County
Susan G. Pearl
March 1986
South elevation
Neg: MD Hist. Trust, Annapolis, MD



PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
Southwest 3/4 elevation
Neg: MD Hist. Trust, Annapolis, MD



PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
North elevation
Neg: MD Hist. Trust, Annapolis, MD



PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
West elevation
Neg: MD Hist. Trust, Annapolis, MD



PG# 82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
South entrance, interior
Neg: MD Hist. Trust, Annapolis, MD



PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
Staircase
Neg: MD Hist. Trust, Annapolis, MD



PG#82A-34

Ellerslie

Prince George's County, MD

Susan G. Pearl

March 1986

Windmill, view to north

Neg: MD Hist. Trust, Annapolis, MD

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #82A-35 Building Date: ca. 1870

Building Name: Chew's Bridge

Location: Van Wagner Road at Conrail Railroad, Upper Marlboro, Maryland

Private/Transportation/NA/Good/Inaccessible

Description

Chew's Bridge is a heavy wood and iron bridge which spans the Popes Creek roadbed of the Baltimore and Potomac Railroad between Upper Marlboro and Croom Station. It was constructed circa 1870 when the tracks were laid for this line through southern Prince George's County. The bridge is 90 feet long and 14 feet wide; it runs east and west over the deeply cut railroad bed. It consists of three spans, two 20 foot spans flanking the central 43 foot span. The road surface (11 feet wide) consists of wide heavy planks of wood laid on a heavy wooden trestle structure. The large beams which form the horizontal supports are laid in shiplap joints; they are supported by upright posts standing in the slope of the roadbed cut. The central and highest section of the bridge is reinforced with a massive iron-girder on each side. The girders also are formed by plates riveted together in "I-beam" profile. The bridge was built to connect the east and west sections of the Chew family farm after the railroad line divided it.

Significance

Chews Bridge is probably the oldest surviving structure from the period of construction of the Popes Creek Line of the Baltimore and Potomac Railroad through southern Prince George's County. Its basic structure may have been constructed as early as 1870 when the tracks were being laid, and, if so, it is the only known surviving railroad bridge from that period in Prince George's County. The Baltimore and Potomac Railroad was chartered in 1853, after pressure from planters (notably members of the Bowie family) to provide transportation for their produce between Southern Maryland and the markets in Baltimore. The line of the new railway ran through Eilerslie, the farm of Judge Richard B. B. Chew, cutting it into two discrete parcels. It was therefore obligatory for the railroad company to build a connecting bridge over the railroad track. A station building was erected on the west side of the tracks, just south of the bridge. A farm lane led from the Eilerslie mansion eastward across the bridge to the extensive cultivated fields, tenant houses, and lake on the east side of the tracks. Chew's Bridge is the only known bridge surviving from the early period of the Baltimore and Potomac Railroad in Prince George's County. It has been reinforced and repaired in this century, but is essentially the same bridge which was built to connect the two parts of Judge Richard B. B. Chew's farm, Eilerslie. It is an important vestige of the period of railroad construction which had a profound effect on the history and economy of Prince George's County.

Acreage: 148.69 acres

Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Chew's Bridge

and/or common

2. Location

street & number Chew Road across Conrail Railroad (Now Van Wagner Road) not for publicationcity, town Upper Marlboro vicinity of congressional district 5state Maryland county Prince George's

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input 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	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input 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 checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

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

name National Bank of Washington

street & number 14th and G Street, N.W. telephone no.:

city, town Washington, D. C. state and zip code 20005

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 2529

street & number Main Street folio 425

city, town Upper Marlboro, state MD.

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town state

7. Description

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

Chews Bridge is a heavy wood and iron bridge which spans the Popes Creek roadbed of the Baltimore and Potomac Railroad between Upper Marlboro and Croom Station. It was constructed circa 1870 when the tracks were laid for this line through southern Prince George's County.

The bridge is 90 feet long and 14 feet wide; it runs east and west over the deeply cut railroad bed. It consists of three spans, two 20 foot spans flanking the central 43 foot span. The road surface (11 feet wide) consists of wide heavy planks of wood laid on a heavy wooden trestle structure. The large beams which form the horizontal supports are laid in shiplap joints; they are supported by upright posts standing in the slope of the roadbed cut. These posts are composed of iron plates riveted together to form vertical tubes known as Phoenix sections (similar in construction to a New Jersey bridge dated to 1891).

The central and highest section of the bridge is reinforced with a massive iron-girder on each side. The girders also are formed by plates riveted together in "I-beam" profile. On the north side of the bridge, a series of (newer) vertical posts supports a heavy railing above the girders.

The bridge was built to connect the east and west sections of the Chew family farm after the railroad line divided it. To the west, a path leads from the bridge along cultivated fields to the Chew home place, known as Ellerslie. To the east, the path leads to a deteriorating tenant house in open fields now owned by the W.S.S.C.

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. 1870 Builder/Architect

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.

Chews Bridge is probably the oldest surviving structure from the period of construction of the Popes Creek Line of the Baltimore and Potomac Railroad through southern Prince George's County. Its basic structure may have been constructed as early as 1870 when the tracks were being laid, and if so, it is the only known surviving railroad bridge from that period in Prince George's County.

The Baltimore and Potomac Railroad was chartered in 1853, after pressure from planters (notably members of the Bowie family) to provide transportation for their produce between Southern Maryland and the markets in Baltimore. The interruption of the Civil War postponed the actual construction of the line; work began in 1868 on the 73-mile line between Baltimore and Pope Creek in Charles County, and the first trains ran in 1873.¹

The line of the new railway ran through Ellerslie (#82A-34), the farm of Judge Richard B. B. Chew. The 66 foot wide right-of-way ran 3,144 feet through Chew's property, cutting it into two discrete parcels. Approximately 2/3 of the farm would lie to the east of the proposed line, cut off from the mansion on the west side. It was therefore obligatory for the railroad company to build a connecting bridge over the railroad track. A station building was erected on the west side of the tracks, just south of the bridge. A farm lane led from the Ellerslie mansion eastward across the bridge to the extensive cultivated fields, tenant houses, and lake on the east side of the tracks.

In June of 1870, a jury of 20 local men was called to decide the amount of damages sustained by Judge Chew because of the railroad construction, to be weighed against the benefits of the same. They awarded the Judge \$1.00, to be paid by the railroad company.²

9. Major Bibliographical References

Survey No. P.G. #82A-35

Cf. Notes, Item #8

10. Geographical Data

Acreeage of nominated property 148.69 acres Tax Map 110, parcel 65
Quadrangle name Bristol, Section D Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	D	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	F	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan G. Pearl, Research Historian

organization Historic Preservation date September 1986
c/o County Planning Division, M-NCPPC

street & number 14741 Gov. Oden Bowie Drive telephone 952-3521

city or town Upper Marlboro, state MD. 20772

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

Chew's Bridge is the only known bridge surviving from the early period of the Baltimore and Potomac Railroad in Prince George's County. Parts of its construction, e.g., the Phoenix sections, resemble those in the Doty Road Bridge in Bergen, New Jersey, constructed in 1891.³ Chew's Bridge has been reinforced and repaired in this century, but is probably essentially the same bridge which was built to connect the two parts of Judge Richard B. B. Chew's farm, Ellerslie. It is an important vestige of the period of railroad construction which had a profound effect on the history and economy of Prince George's County.

Notes

1 "The Baltimore and Potomac Railroad", Prince George's County Historical Society, 1973.

2 Prince George's County Deed, HB #4:273; Prince George's County Equity, #6194.

3 Pagan, A. R., "A Happy Marriage of the Old and the New," Better Roads, May 1984, pp. 36-47. The name plate on the New Jersey bridge reads "1891, Built by Dean and Westbrook, Bridge Engineers, New York".

cf. also Van Wagoner Bridge file, Prince George's County Department of Public Works, Upper Marlboro.

R-A

82A-34

NATIONAL BANK OF
WASHINGTON
2529 / 425
150.77 A.
P. 65

PG 82A-35

5344
/ 339
2.02 A.
P. 81

CHARLES J. WYVILL, JR.
4318/850
14.36 A
P. 128

SAMPSON M. GREGSBY
5608/906
14.10 A.
P. 10

R-A

CARLTON J. WYVILL
4318 / 841
31.33 A.
P. 50

CARLTON J. WYVILL
4318/837
11.59 A
P. 51

O-S

MILLARD T. TR
5501
13

1.00A.
P. 20

0.98A.
P. 42

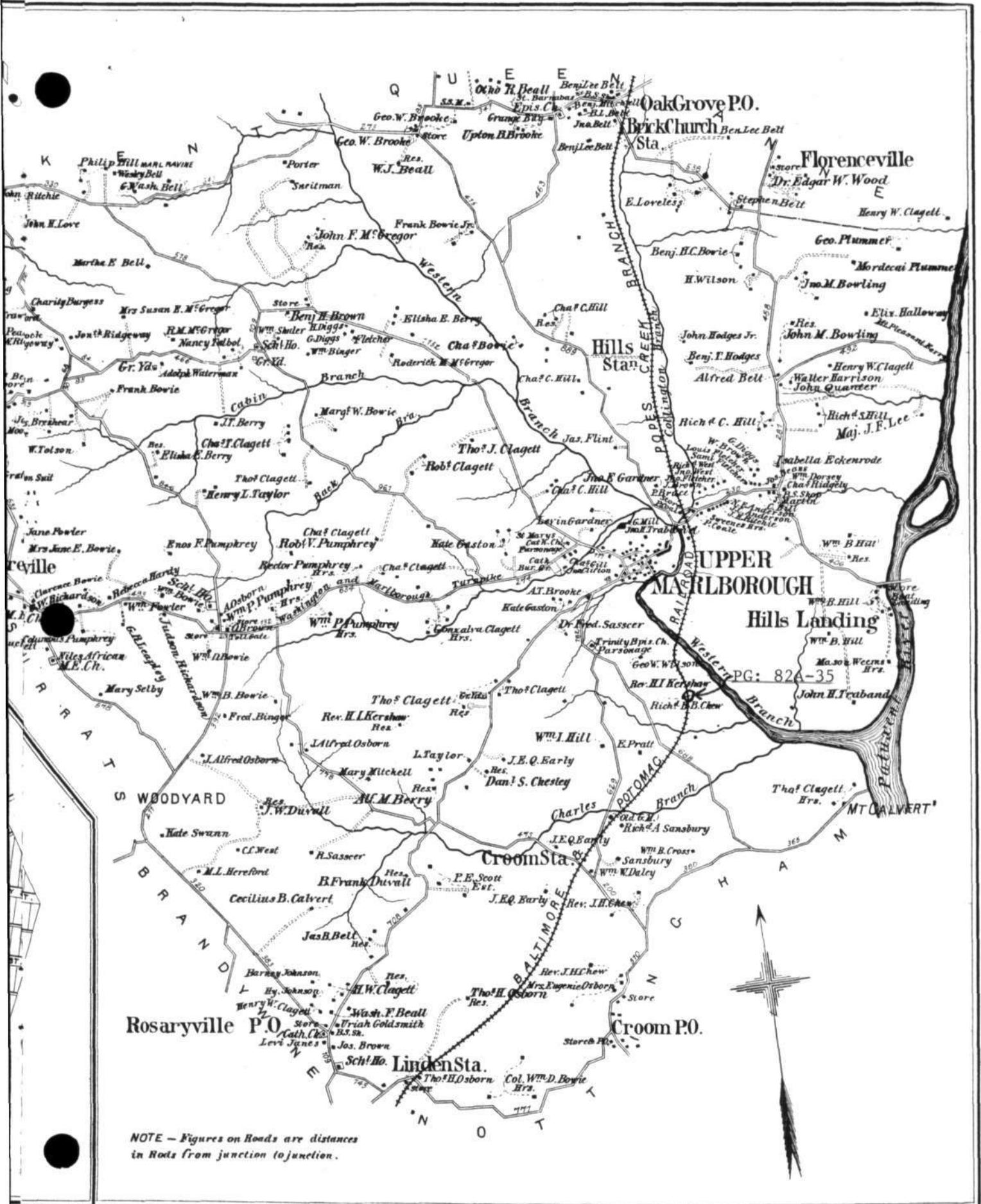
116-992
1A.
P. 14

CARLTON J WYVILL
4318/844
23.62 A.
P. 53

PENN.

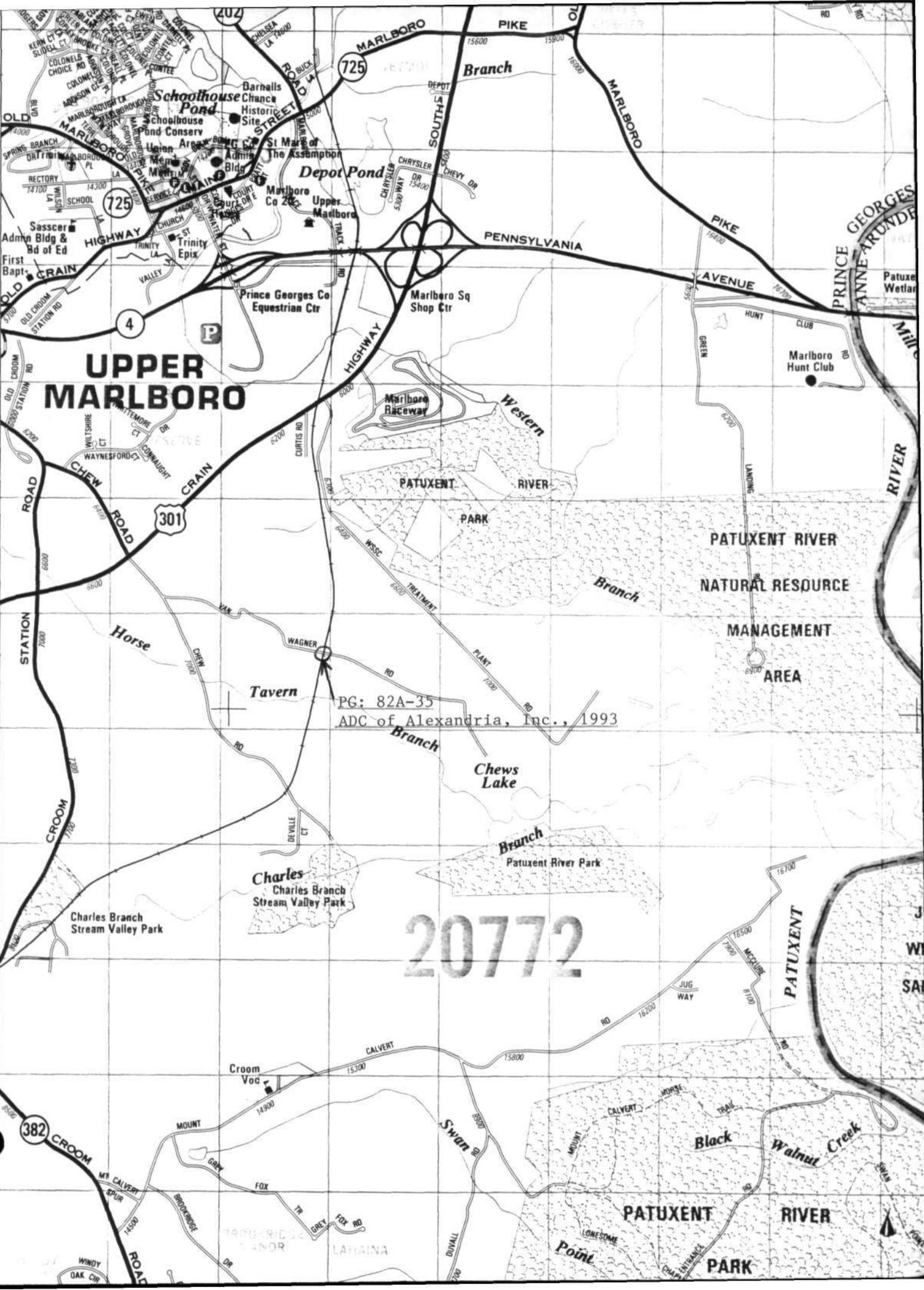
RR

VIEW



NOTE - Figures on Roads are distances in Roads from junction to junction.

360,000 FT
2
3
4
5
6
7
8
9
10
11
12
38°47'30"
1000 FT
Joins M-26
MD GRID 340,000 FT

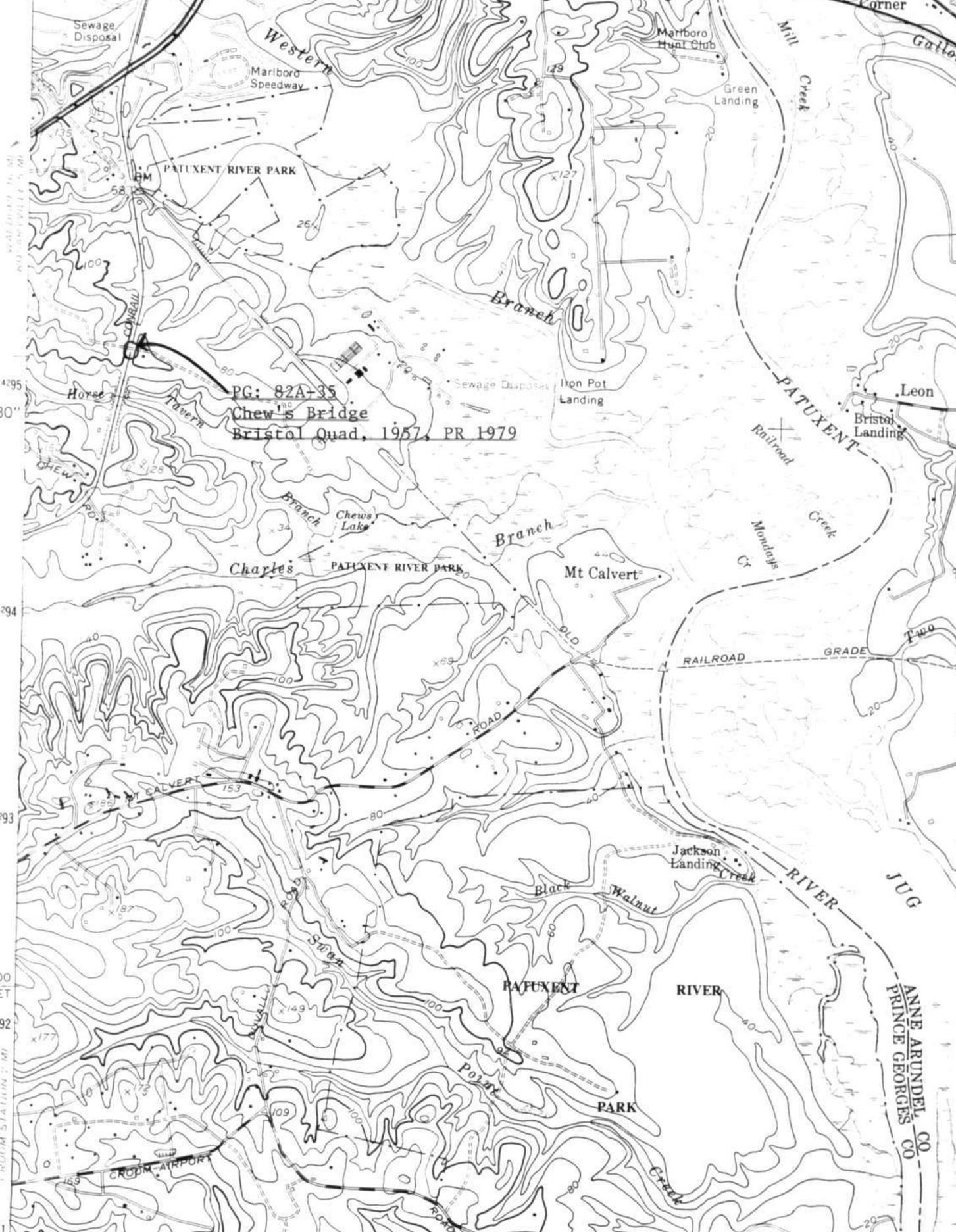


PG: 82A-35
ADC of Alexandria, Inc., 1993

20772

5661 IV SE
UPPER MARLBORO

PG: 82A-35
PRINCE GEORGE
ANNE ARUNDEL



4295

4294

4293

340 000
FEET

4292

4291

WATERWAY TO MILL
AND MARLBORO
5 MI

PG: 82A-35
Chew's Bridge
Bristol Quad, 1957, PR 1979

ANNE ARUNDEL CO
PRINCE GEORGES CO



PG#82A-35

Chew's Bridge
Prince George's County, MD
Susan G. Pearl
March 1986
View to west
Neg: Md. Hist. Trust, Annapolis, MD



PG#82A-35

Chew's Bridge

Prince George's County, MD

Susan G. Pearl

March 1986

View to north

Neg: Md. Hist. Trust, Annapolis, MD



PG#82A-35

Chew's Bridge
Prince George's County, MD
Susan G. Pearl
March 1986
View to north, detail
Neg: Md. Hist. Trust, Annapolis, MD