MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: Delaware & Chesapeake Railroad Bridge 32.03 Inventory Number: CAR-368/ QA-575

Address: over the Tuckahoe Creek Historic district: ___ yes X no

City: Queen Anne Zip Code: 21657 County: Queen Annes/Caro

USGS Quadrangle(s): Ridgely

Property Owner: Maryland Transit Administration Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A Tax Map Number: N/A

Project: modifications to the existing Delaware & Chesapeake Railroad Agency: Maryland Transit Administration

Agency Prepared By: STV Inc.

Preparer's Name: Joseph Schuchman Date Prepared: 7/6/2006

Documentation is presented in: A physical description of this resource may be found under Item 7, on the Maryland Inventory of Historic Properties Form; the significance of the resource is evaluated under Item 8.

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

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

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes ___ no Name: ___ Date: ___

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

The Delaware & Chesapeake Bridge 32.03 crossing Tuckahoe Creek is not eligible for listing in the National Register. Under Criterion A, while the resource is associated with growth and development brought to the eastern shore by the presence of the railroad, the present appearance of this resource no longer illustrates that period of its history. Under Criterion B, Bridge 32.03 is not associated with the lives of persons significant in our past. Under Criterion C, the abandonment of the rail line and the subsequent deterioration of this bridge crossing inhibit the resource's ability to appropriately convey its early 20th century origin and use. The bridge crossing is vernacular in execution, does not embody the distinctive characteristics of a type, period or method of construction and does not represent the work of a master or possess high artistic high artistic values. This determination has been made in accordance with the National Register Bulletin entitled "How to Apply the National Register Criteria for Evaluation" (National Park Service 1988).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

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

MHT Comments:

[signature] 2/28/07

Reviewer, Office of Preservation Services **Date**

[signature] 2/28/07

Reviewer, National Register Program **Date**

200700649

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

CAR-368/
Inventory No. QA-575

1. Name of Property (indicate preferred name)

historic Delaware & Chesapeake Railroad Bridge 32.03

other

2. Location

street and number Crossing the Tuckahoe Creek ___ not for publication

city, town ___ vicinity

county Queen Anne/Caroline

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

name Maryland Transit Administration

street and number 6 St. Paul St telephone (410)-539-5000

city, town Baltimore state MD zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
____district
____building(s)
_X_structure
____site
____object

Ownership
_X_public
____private
____both

Current Function
____agriculture
____commerce/trade
____defense
____domestic
____education
____funerary
____government
____health care
____industry
____landscape
____recreation/culture
____religion
____social
____transportation
____work in progress
____unknown
_X_vacant/not in use
____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	1	structures
_____	_____	objects
_____	_____	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Condition

___ excellent ___ deteriorated
___ good ___ ruins
X fair ___ altered

Railroad Bridge No. 32.03 is located north of Queen Anne Highway (Maryland Route 404) and carries the surviving track of the former Delaware and Chesapeake Railroad over the Tuckahoe Creek at the Caroline/Queen Anne County line (Figure 1). The single-track 180 foot long bridge (Photographs 1-11) was constructed in 1915.

At least one earlier railroad bridge carried the track over Tuckahoe Creek approximately 20 feet south of this location; no physical evidence of an earlier crossing survives and no information has yet come to light over the appearance of this earlier bridge (Bartosh). Historic Atlas Maps from 1875 (Figure 2), 1877 (Figure 3) and 1905 (Figure 4) consistently illustrate a bridge spanning the Tuckahoe Creek at this site (Isler, 1875; Griffin and Stevenson, 1877; USGS, 1905).

The bridge is functional in appearance and is comprised of four simple spans. Spans 1 and 4 have span lengths of 43'8" and Spans 2 and 3 have span lengths of 45'0" (Figures 5 and 6). The superstructure for each span consists of two riveted steel plate girders. The bridge deck consists of equally spaced structural timber ties placed on top of the plate girders. The superstructure is supported by three cast-in-place concrete tapered piers and two cast in-place concrete abutments with wing walls parallel to the centerline of the track. Piers and abutments have been scored to suggest the appearance of stone block construction.

Owing to abandonment of the rail line, and subsequent deterioration and vegetation, the bridge crossing at Tuckahoe Creek is now physically and visually isolated from the rail line with which it had been historically associated.

8. Significance

CAR-368/
Inventory No. QA-575

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1915 **Architect/Builder** Pennsylvania Railroad

Construction dates 1915

Evaluation for:

__X__ National Register _____Maryland Register _____not evaluated

The precursor to the present abandoned rail system traces its origin to the mid-19th century. In 1854, the Maryland and Delaware Railroad was charted to construct a 54- mile line between Smyrna Station (later Clayton) Delaware and Oxford Maryland. The rail line would offer passenger and freight system along Maryland's eastern shore and join the main north-south trunk of the Delaware Railroad at Clayton thus providing access to Wilmington, Philadelphia, Baltimore and New York. Construction on the line began in 1857 and by 1859 the line was graded and bridged as far as Greensboro. Work was interrupted by the Civil War and finally resumed in October 1865. The line reached Easton in 1869 and was subsequently completed with an extension to Oxford in 1871 (Fluharty, Talbot County Towns).

Archived notices which originally were posted in the local press illustrate progress in the railroad's construction:

Gazette, July 11, 1868

Frank G. Wright establishes a stage line between Ridgely, the terminus of the railroad, and Easton carrying the mail.

Gazette, January 9, 1868

Copying from the Denton Union, states that the Md. & De. Had been completed as far as Hillsborough, and that a contract had been drawn up for the construction of the road as far as Easton.

Gazette, March 6, 1869

The railroad between Hillsborough and Easton was in progress, and as it approached Easton it came a matter of serious discussion whether it should enter the town from the north and pass along West Street.

9. Major Bibliographical References

CAR-368/
Inventory No. QA-575

Publications:
The Maryland Room Collection, Talbot County Library, Clippings Files.
Fluharty, A. L., Eastern Shore Railroads, unpublished document from the Maryland Room Collection, Talbot County Public Library.
Preston, Donald J. "Talbot County, A History," Centerville: Tidewater Publishers, 1983.
State Railroad Administration's Bridge Inventory, n. d., unpublished document courtesy of Bill Bartosh
Talbot County Towns, A Mullikin Scrapbook, unpublished document from the Maryland Room Collection, Talbot County Public Library.
Maps:
Isler, John B. "Map of Caroline County, Maryland," (1875) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).
Lake, Griffin and Stevenson, "Districts of Talbot and Dorchester Counties" (1877) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).
United States Geological Service, "Atlas, State of Maryland," Denton Maryland, Edition of 1905, reprinted, 1927.
Interviews:
Bill Bartosh, former president, Chesapeake Railroad, July 5, 2006 and July 11, 2006.

10. Geographical Data

Acreage of surveyed property N/A
Acreage of historical setting _____
Quadrangle name Ridgely, Maryland Quadrangle scale: 1" = 2,000'

Verbal boundary description and justification

Railroad bridge spanning the Tuckahoe Creek and associated abutments and wing walls

11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc.	date	July 6, 2006
street & number	7125 Ambassador Road, Suite 200	telephone	(410) 944-9112
city or town	Baltimore	state MD	21244-2708

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~~

The following notice announced the completion of the Maryland and Delaware Railroad to Easton:

Railroad Notice

On Tuesday, the 31st Inst., Cars will be left at Easton to take fruit to New York each day. A Car (sic) will be left at 3 o'clock P. M. and remain until 6 o'clock A.M. next day. An agent will take charge of the fruit. Rates given in freight list.

G. W. Goldsborough
Superintendent

Gazette, November 13, 1869

On or after Monday Next (November 15, 1869) there will be one train a day to Easton which will bring the U. S. mail at present brought from Hillsborough by stage (Maryland Room Collection).

The Maryland and Delaware Railroad schedule dated May 22, 1871(Figure 7) highlights service along the eastern shore and connections to larger urban areas along the east coast. One passenger train and one freight train operated daily, the freight train had a passenger car attached. The schedule noted freight needed to be at designated stations at least 30 minutes prior to train departure otherwise would have a 24 hour layover. This schedule predates the line's extension to Oxford which was completed later that same year. The railroad soon became a mainspring in the region's economy (Maryland Room Collection).

On December 20, 1877, bondholders foreclosed on the railroad's original builders and the line was reorganized as the Delaware and Chesapeake Railroad Company, a name by which it is continued to be identified on several late 19th and early 20th century maps (Fluharty). These same maps (Figures 2, 3 and 4) indicate the presence of a bridge crossing at or near the site of the present bridge (Isler, 1875; Griffin et al, 1877; USGS. 1905).

The nearby community of Queen Anne, originally called Morganville, is one of several towns which credit their existence to the coming of the railroad. The site of the town had been a cornfield on the farm of Colonel Charles Nichols until 1867, when the decision was made to place the railroad station west of Tuckahoe Creek instead of at nearby Hillsborough, near the creek's eastern side. Queen Anne became a two depot town in 1896 with the coming of the Maryland, Delaware and Virginia Railroad which operated a line across the Eastern Shore from Rehoboth and Lewes, Delaware to Love Point on Kent Island (Preston: 234).

In 1882, the railroad was acquired by the Philadelphia, Wilmington and Baltimore Railroad a division of the Pennsylvania Railroad. From 1882, the Delaware and Chesapeake was operated as a branch of the Pennsylvania railroad until the Pennsylvania went bankrupt in the 1970s. Ironically, the last section of the

railroad to be constructed would be the first to be abandoned; in the 1950s service along this line from Easton to Oxford was discontinued (Fluharty).

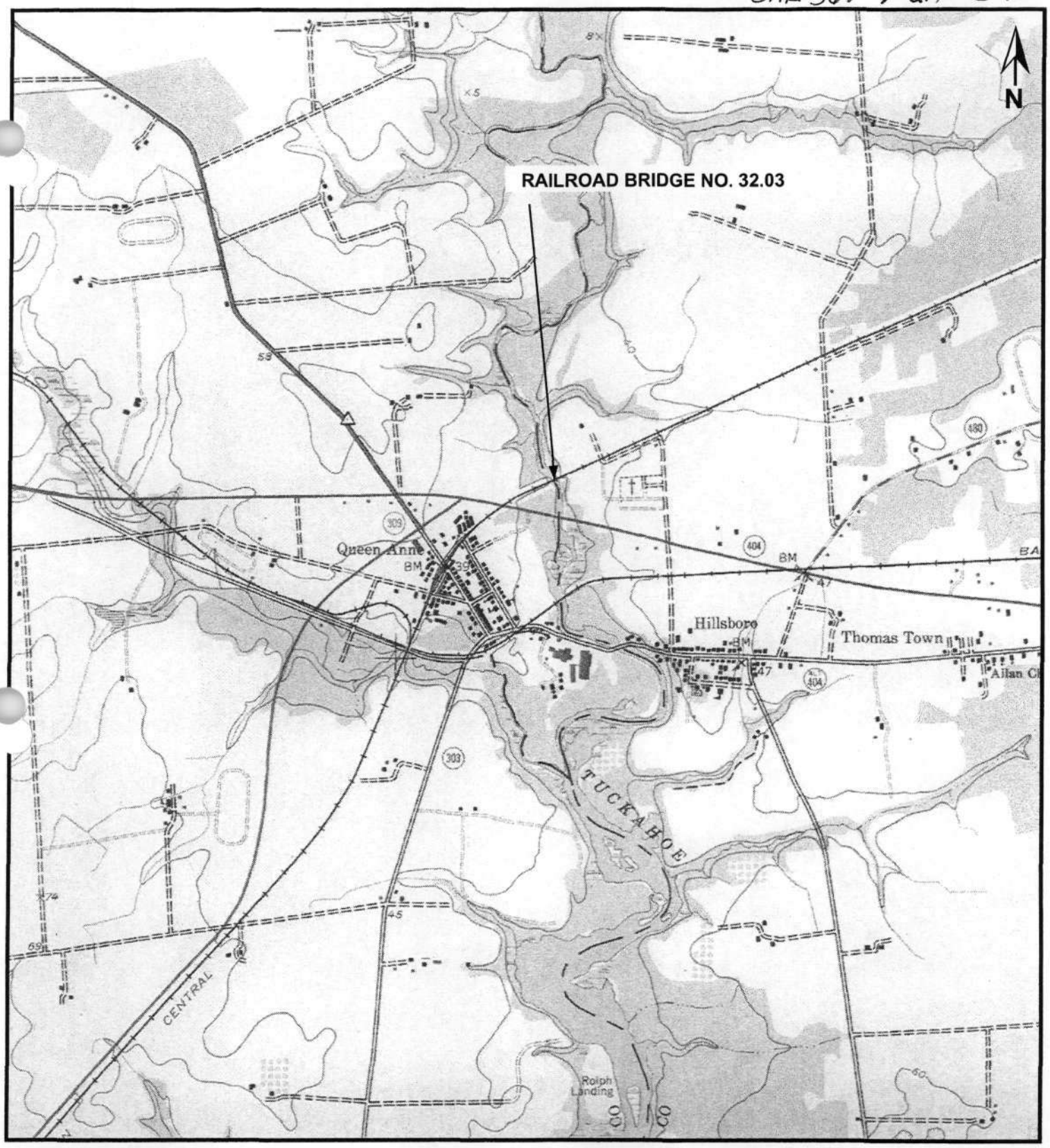
The present bridge crossing over Tuckahoe Creek was constructed in 1915 and may have been a component of overall infrastructure improvements. Speculative reasons for construction include increased usage of the line, increased tonnage of rail locomotives and equipment, and/or modifications necessitated by nearby track realignment. The 1915 Tuckahoe Creek Bridge is located approximately 20 feet north of the earlier Tuckahoe Creek crossing. There is no visible evidence of the former bridge (Bartosh).

A total of sixteen bridges carry the former Clayton to Easton line over roads and waterways. These structures span the years 1897 to 1968. The Tuckahoe Bridge is one of ten crossings which date from the first two decades of the twentieth century (State Railroad Administration's Bridge Inventory).

Beginning in 1977, the line operated as the Maryland & Delaware Railroad Company (MDDE) which had been incorporated on August 1, 1977 and designated by the States of Delaware and Maryland to operate various "light density" lines not included in the Conrail system. Freight traffic on the line notably decreased from over 1000 cars in 1976 to 200 in 1982 (Maryland Room Collection). After passenger service was discontinued, freight service and tourist excursions continued through the early 1980s although by 1982, freight service had been reduced to one trip per week. Under MDDE operations, the last freight train rolled down the rails on February 22, 1983 (Fluharty). The rail line was abandoned from 1983 to 1991. The privately-funded Chesapeake Railroad operated tourist excursions, dinner trains and freight operations from 1991 to 1995 (Bartosh).

Future plans envision the bridge site and adjoining rail corridor as a component of a planned expansion of the Easton-Clayton Rail Trail, a passive recreation trail.

CAR-368 / QA-575



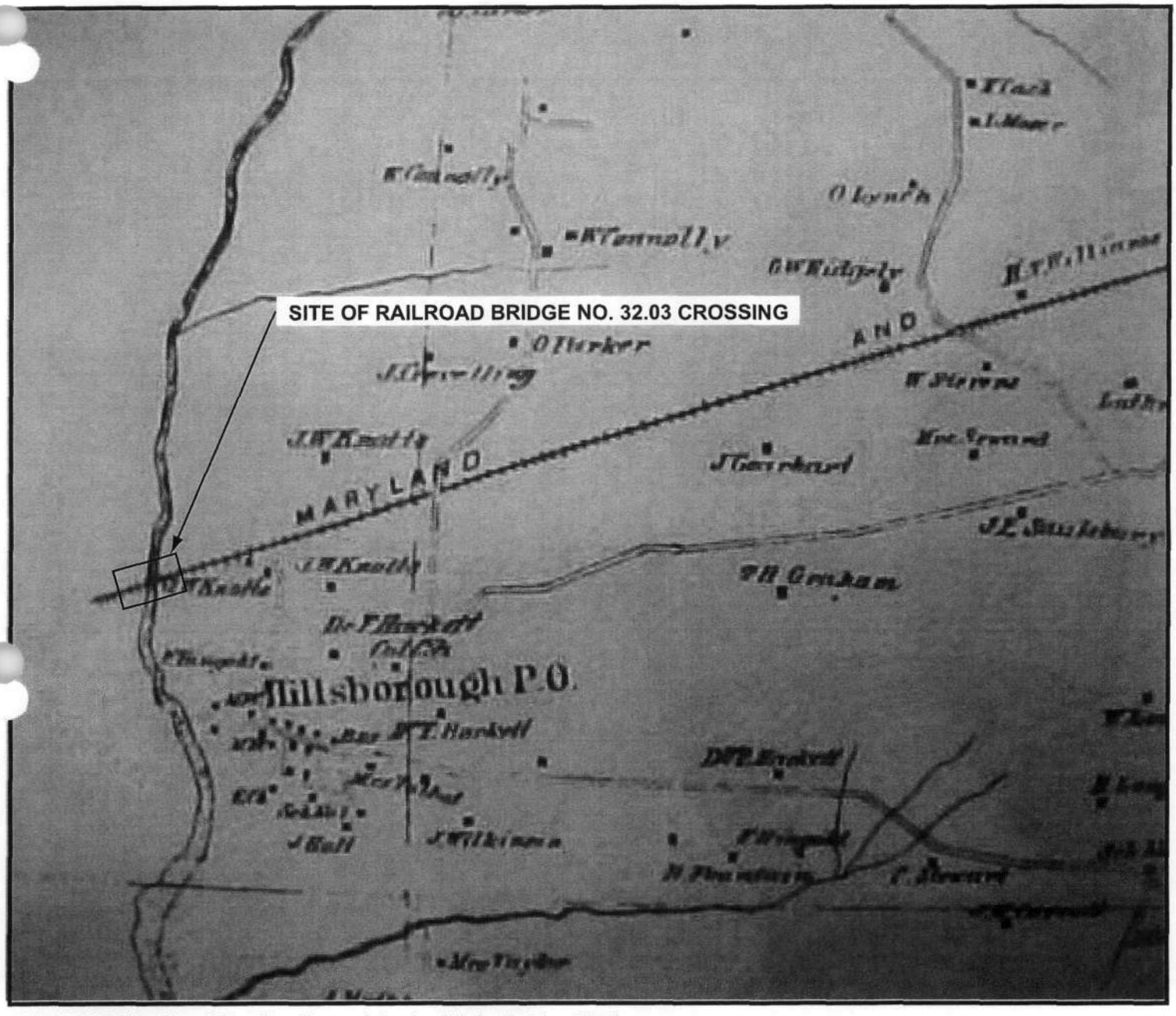
SCALE: 1" = 2,000'

0 1,000 2,000

REFERENCE: United States Department of Interior Geological Survey Ridgely, MD (1944, Photorevised 1973)

FIGURE 1
RAILROAD BRIDGE NO. 32.03 CROSSING THE TUCKAHOE CREEK
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

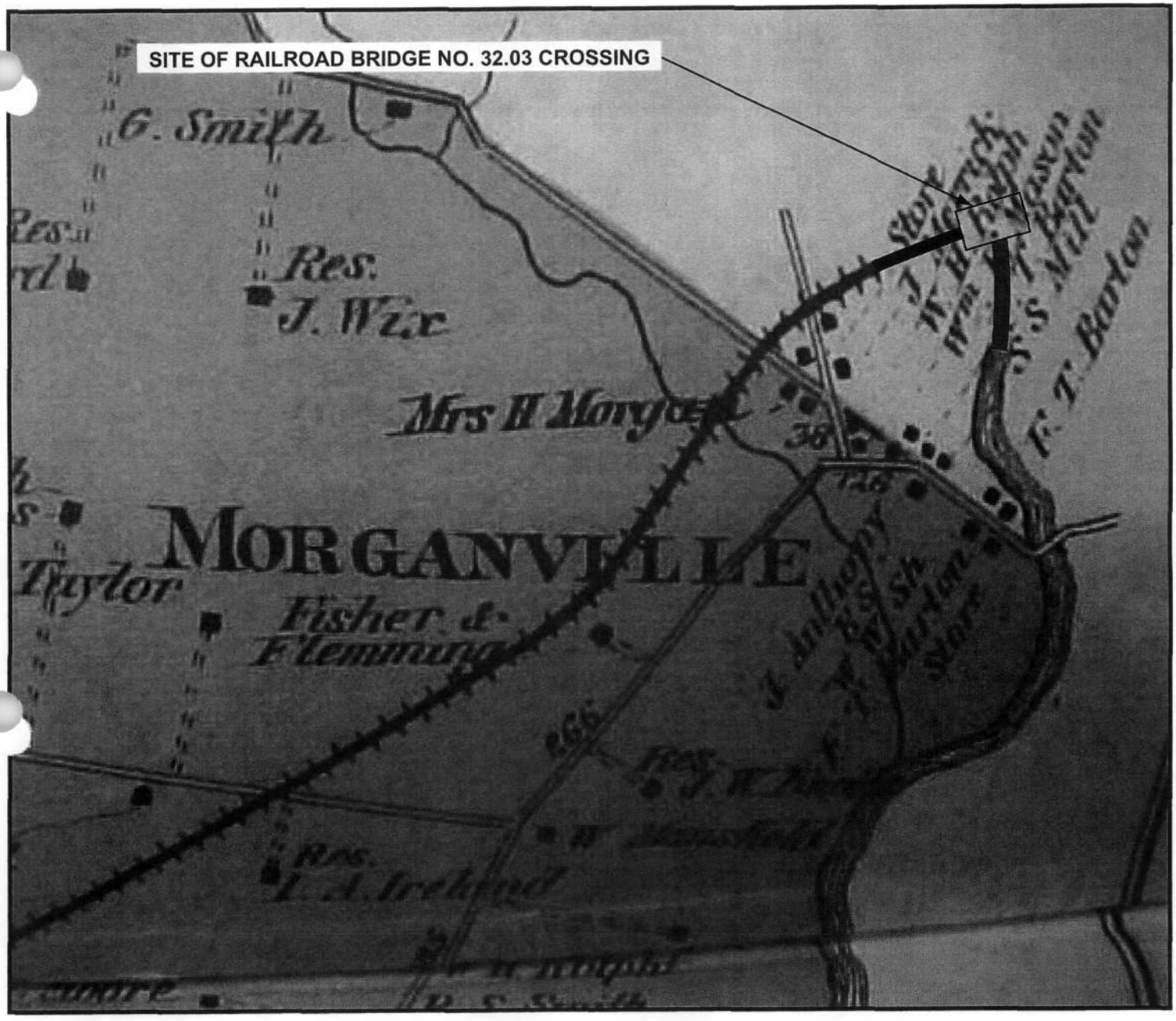
CAR-368 / QA-575



REFERENCE: Map of Caroline County, Maryland (John B. Isler, 1875)

FIGURE 2
SITE OF RAIL CROSSING AT TUCKAHOE CREEK - RAILROAD BRIDGE NO. 32.03
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

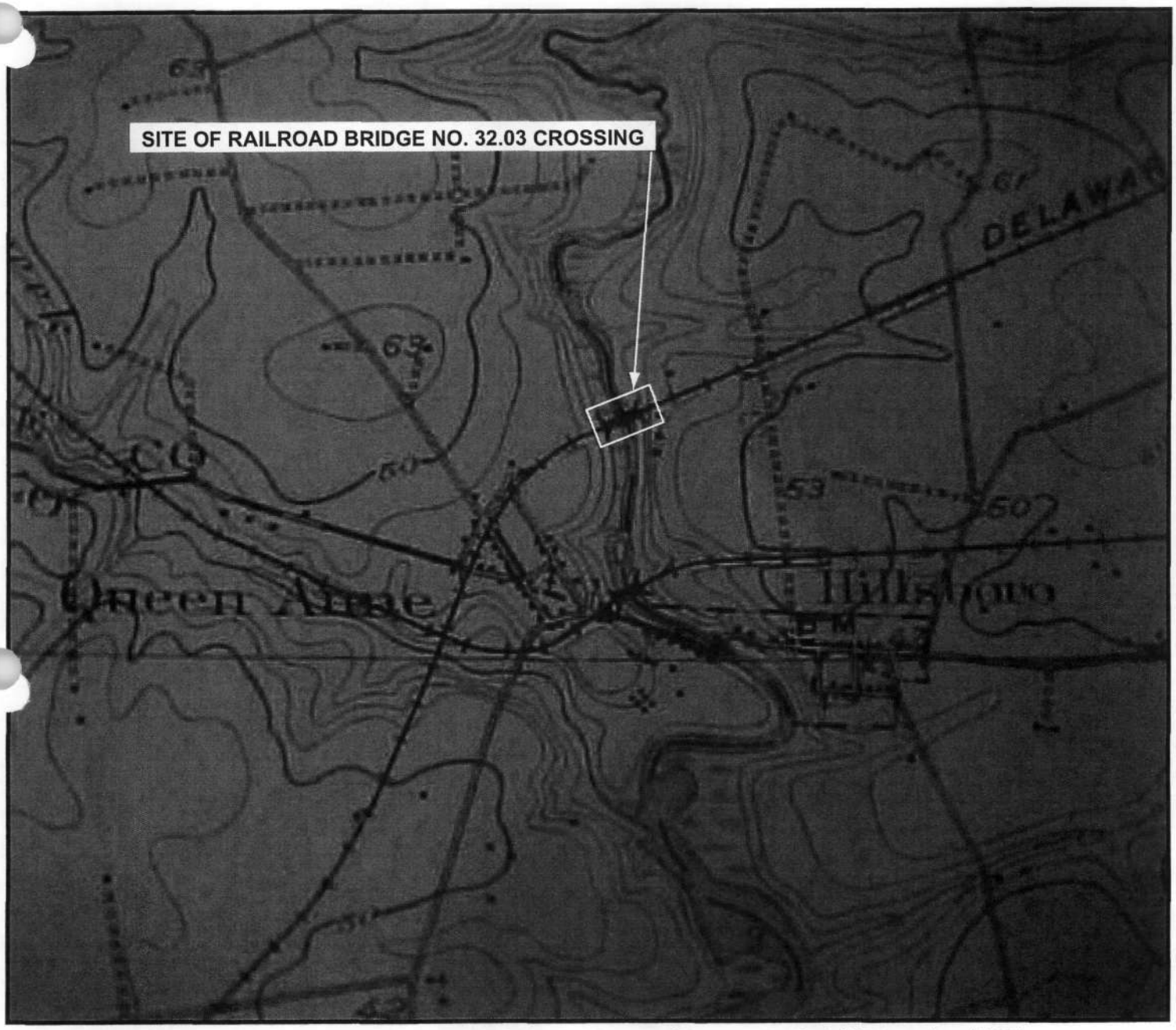
CAR-368 / QA-575



REFERENCE: Districts of Talbot and Dorchester Counties, Maryland (Lake Griffin and Stevenson, 1877)

FIGURE 3
SITE OF RAIL CROSSING AT TUCKAHOE CREEK - RAILROAD BRIDGE NO. 32.03
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

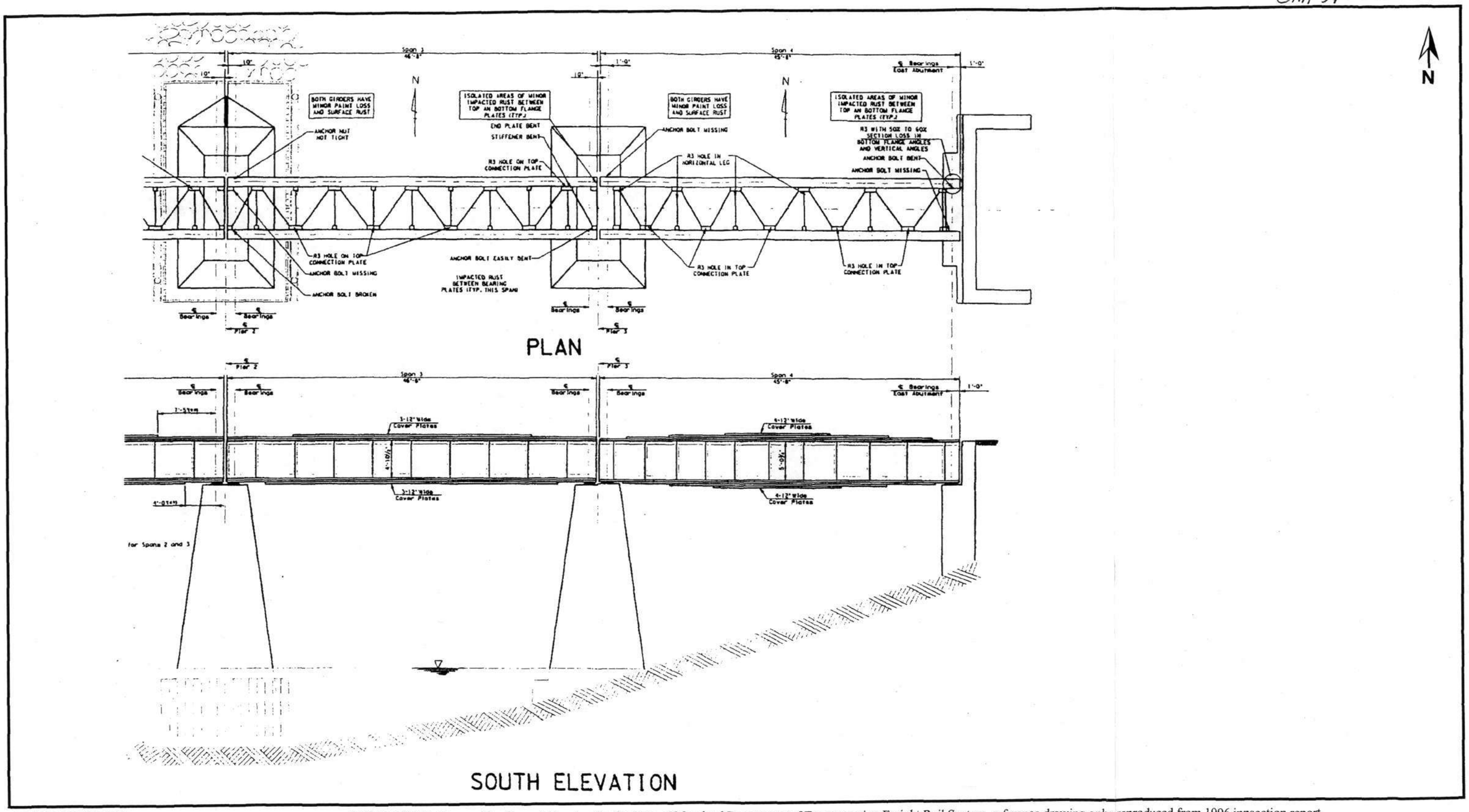
CAR-368 / QA-575



REFERENCE: United States Department of the Interior Geological Survey of Denton, Maryland (1905, reprinted 1927)

FIGURE 4
SITE OF RAIL CROSSING AT TUCKAHOE CREEK - RAILROAD BRIDGE NO. 32.03
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

CAR-368 / QA-525

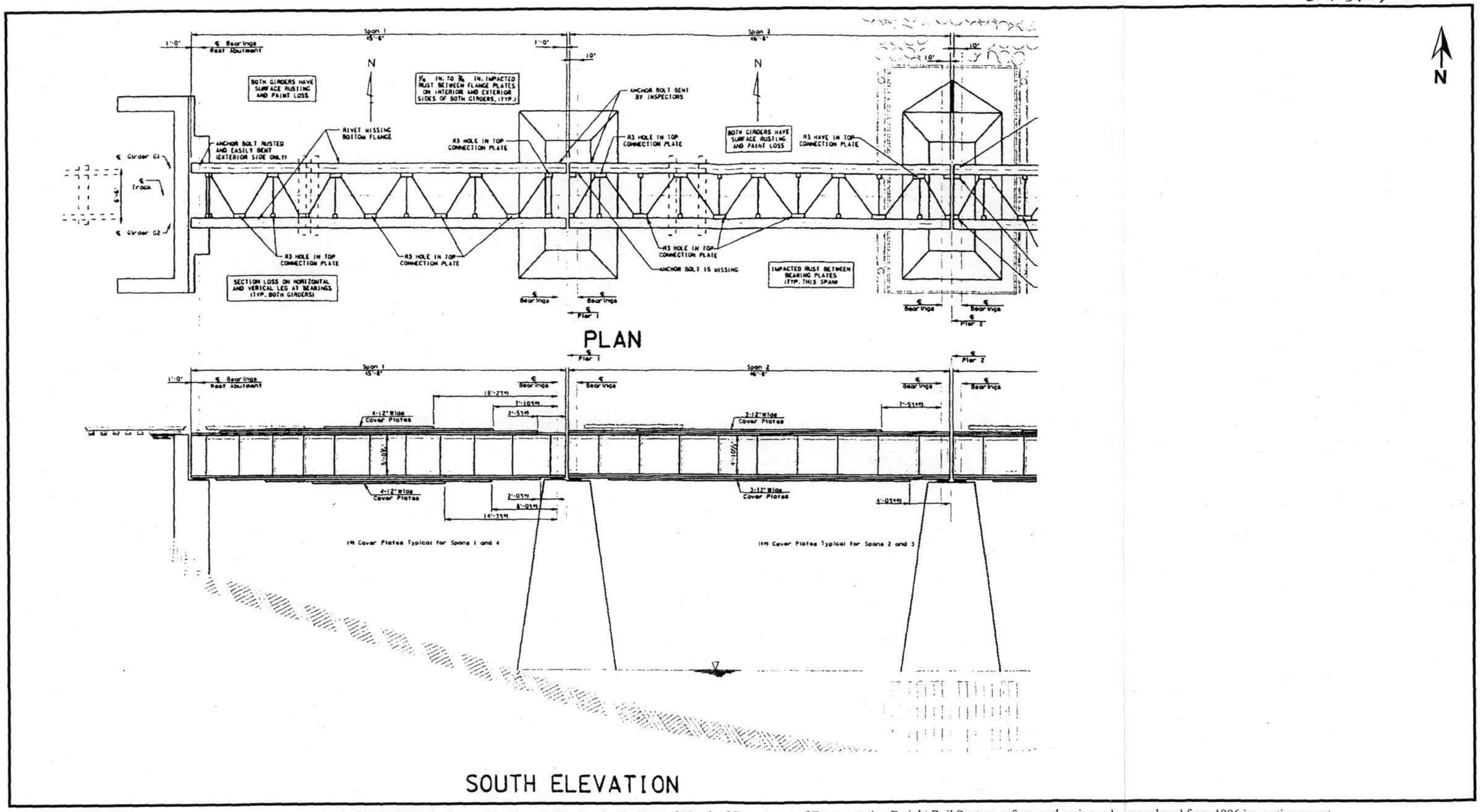


SCALE UNKNOWN

REFERENCE: Prepared by Gannett Fleming for the State of Maryland Department of Transportation Freight Rail System, reference drawing only, reproduced from 1996 inpsection report.

FIGURE 5
SOUTH ELEVATION (RIGHT SIDE)
OF RAILROAD BRIDGE 32.03
MARYLAND INVENTORY OF
HISTORIC PROPERTIES FORM

CAR-368 / QA-575



SCALE UNKNOWN

REFERENCE: Prepared by Gannett Fleming for the State of Maryland Department of Transportation Freight Rail System, reference drawing only, reproduced from 1996 inpsection report.

FIGURE 6
SOUTH ELEVATION (LEFT SIDE)
OF RAILROAD BRIDGE 32.03
MARYLAND INVENTORY OF
HISTORIC PROPERTIES FORM

CAR-368 / QA-575

Maryland & Delaware

RAILROAD.

ON and after MONDAY, May 22d, 1871, trains will run as follows:

PASSENGER TRAIN.

GOING NORTH.

Leave Easton	6 00	A. M.
" Woodland	6 15	"
" Cordova	6 25	"
" Hillsborough	6 40	"
" Ridgely	6 50	"
" Greensborough	7 05	"
" Goldsborough	7 15	"
" Henderson	7 25	"
" Marydell	7 35	"
" Slaughter's	7 45	"
" Kenton	8 05	"
Arrive Clayt n	8 15	"
" Wilmington	10 15	"
" Philadelphia	11 45	"
" Baltimore	1 05	P. M.
" New York	4 54	"

GOING SOUTH.

Leave New York	12 30	P. M.
" Baltimore	2 40	"
" Philadelphia	5 00	"
" Wilmington	6 25	"
" Clayton	8 15	"
" Kenton	8 25	"
" Slaughter's	8 45	"
" Marydell	9 00	"
" Henderson	9 10	"
" Goldsborough	9 20	"
" Greensborough	9 35	"
" Ridgely	9 55	"
" Hillsborough	10 10	"
" Cordova	10 25	"
" Woodland	10 35	"
Arrive Easton	10 50	"

FREIGHT TRAIN

WITH PASSENGER CAR ATTACHED.

GOING NORTH.

Leave Easton	3 15	P. M.
" Woodland	3 30	"
" Cordova	3 45	"
" Hillsborough	4 00	"
" Ridgely	4 15	"
Greensborough	4 35	"
Goldsborough	4 50	"
Henderson	5 00	"
Marydell	5 20	"
Slaughter's	5 35	"
Kenton	5 55	"
Arrive Clayton	6 20	"
" Wilmington	10 00	"
" Philadelphia	11 30	"
" Baltimore	3 50	A. M.
" New York	4 00	"

GOING SOUTH.

Leave New York	12 00	A. M.
" Baltimore	7 25	"
" Philadelphia	8 30	"
" Wilmington	10 10	"
" Clayton	12 05	P. M.
" Kenton	12 15	"
" Slaughter's	12 30	"
" Marydell	12 45	"
" Henderson	1 00	"
" Goldsborough	1 15	"
" Greensborough	1 35	"
" Ridgely	1 45	"
" Hillsborough	1 55	"
" Cordova	2 10	"
" Woodland	2 25	"
Arrive Easton	2 45	"

By the above arrangement, close connections will be made both ways, and passengers will arrive early both in New York and Baltimore, and will be able to visit Philadelphia or Baltimore, returning same day.

All Freights must be at the various stations at least thirty minutes before starting of trains, otherwise they will lay over twenty-four hours.

J. L. CALDWELL,
Superintendent.

my23

Easton Livery Stables.

FRANKLIN G. WRIGHT, PROPRIETOR.

REFERENCE: Maryland and Delaware Railroad, 1871, Courtesy of the Maryland Room Collection, Talbot County Free Library

FIGURE 7
PASSENGER & FREIGHT TRAIN SCHEDULE - RAILROAD BRIDGE NO. 32.03
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

CAR-368/ QA -575

RAILROAD BRIDGE NO. 32.03 AT TUCKAHOE CREEK

Caroline and Queen Anne Counties

PHOTOGRAPH 1

View looking north-northwest toward Railroad Bridge No. 32.03 (June 2006).

PHOTOGRAPH 2

View looking northeast toward Railroad Bridge No. 32.03 (June 2006).

CAR-348 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties

PHOTOGRAPH 1

View looking north-northwest toward Railroad Bridge No. 32.03 (June 2006).

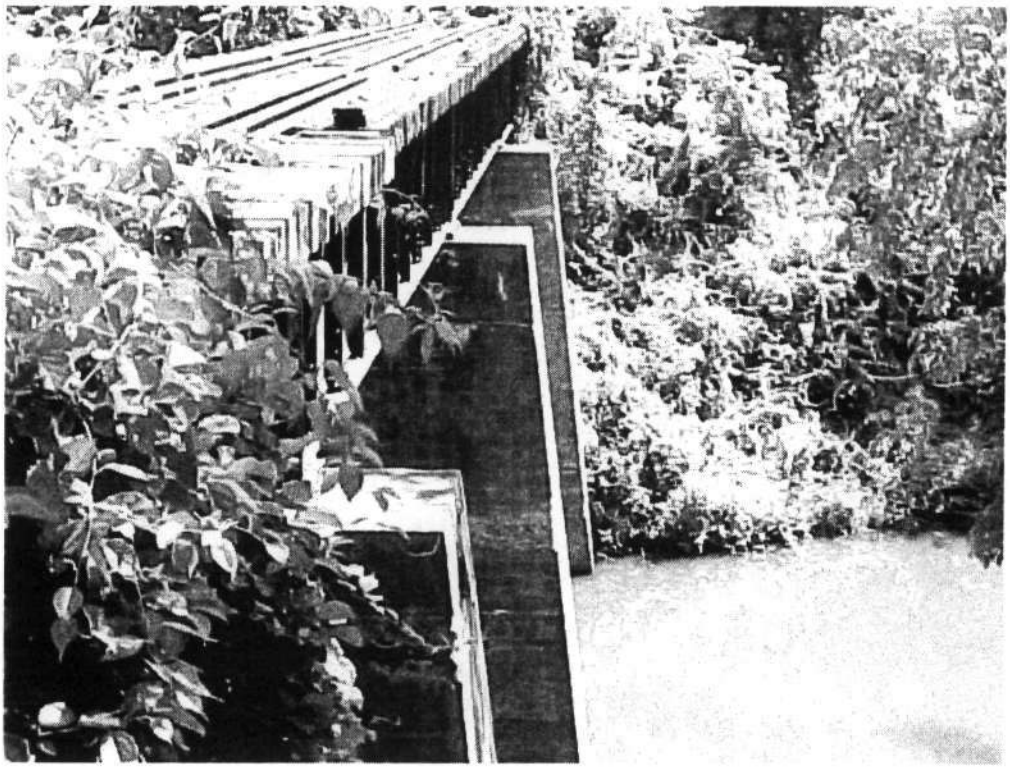
PHOTOGRAPH 2

View looking north-northwest toward Railroad Bridge No. 32.03 (June 2006).

CAR-368 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties



PHOTOGRAPH 3

View looking east-northeast toward Railroad Bridge No. 32.03 illustrating bridge substructure and piers (June 2006).

PHOTOGRAPH 4

View looking northeast toward Railroad Bridge No. 32.03 (June 2006).

CAR-348 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties

PHOTOGRAPH 5

View looking southeast toward the track crossing on Railroad Bridge No. 32.03 (June 2006).

PHOTOGRAPH 6

View looking southeast toward the track crossing and substructure on Railroad Bridge No. 32.03 (June 2006).

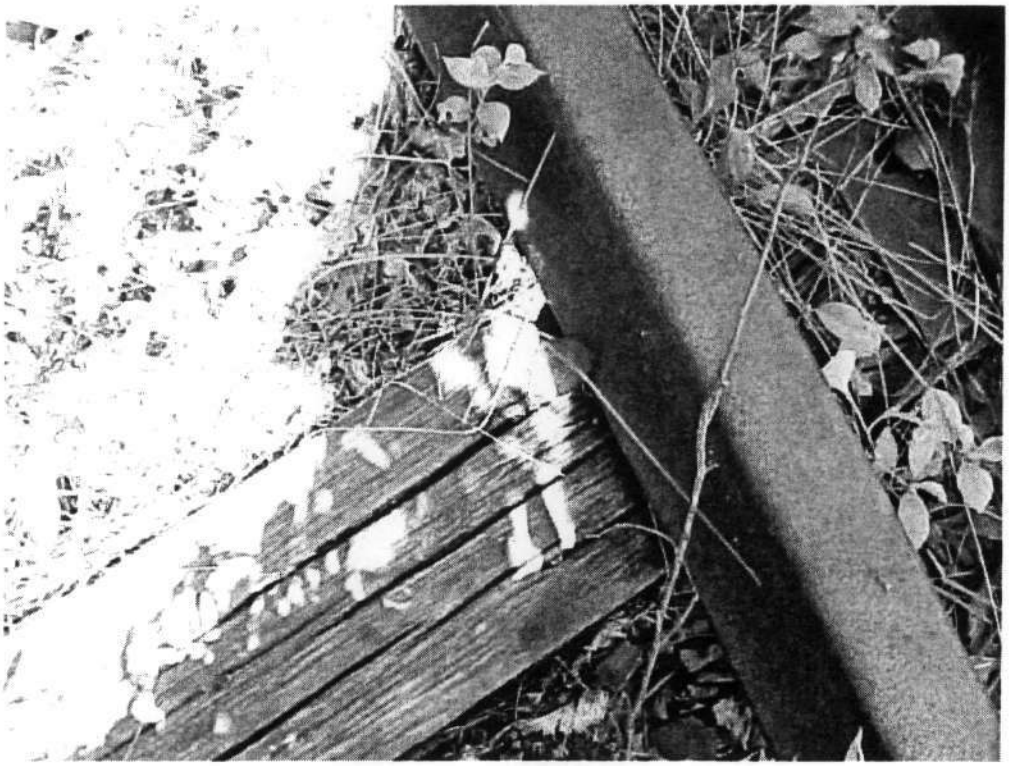
CAR-348 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties

PHOTOGRAPH 7

View looking south toward the substructure on Railroad Bridge No. 32.03 (June 2006).

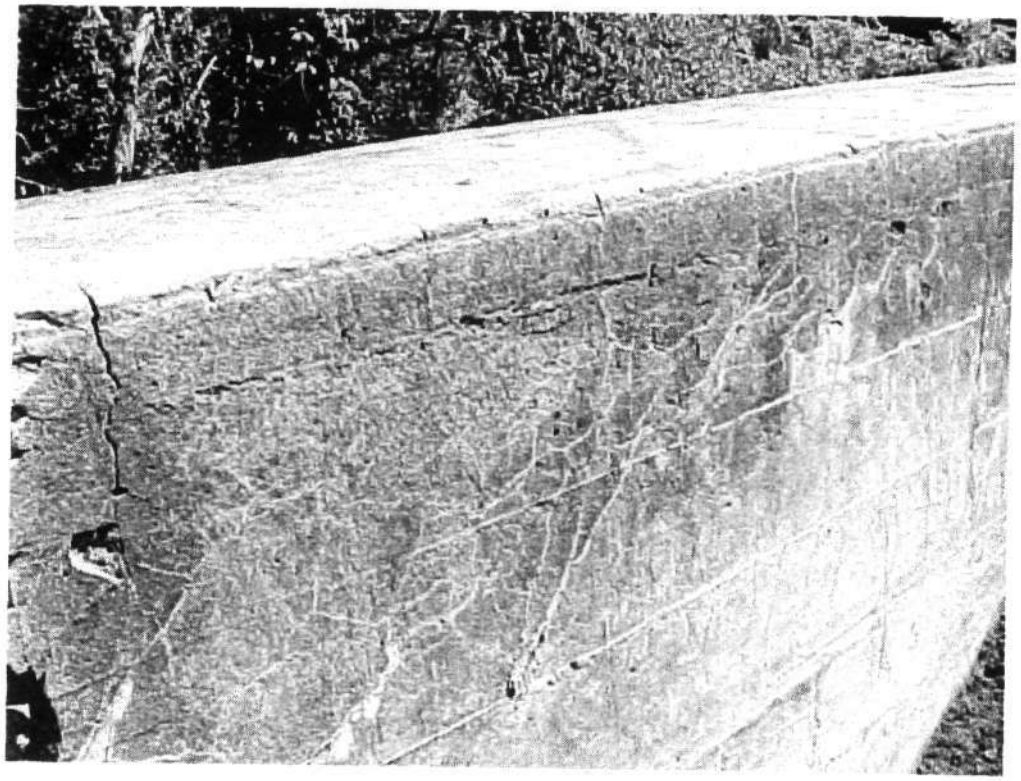


PHOTOGRAPH 8

View looking southeast toward track and rail detail on Railroad Bridge No. 32.03 (June 2006).

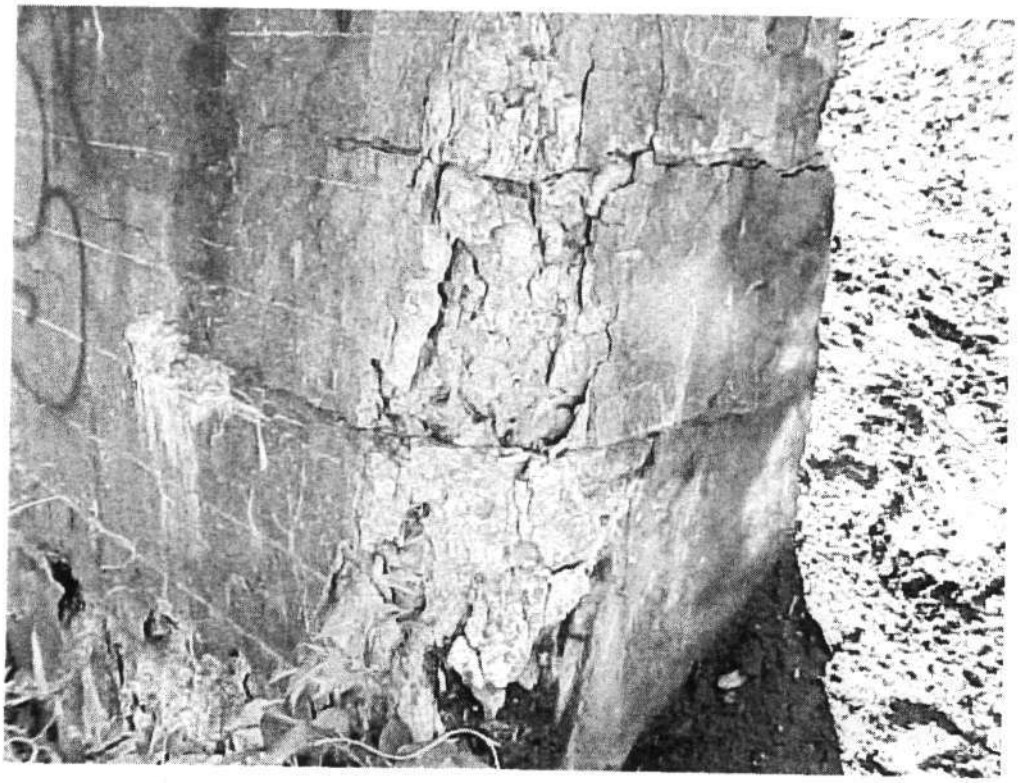
CAR-368 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties



PHOTOGRAPH 9

View looking northeast toward the west abutment of Railroad Bridge No. 32.03 (June 2006).



PHOTOGRAPH 10

View looking southeast toward the deteriorating west abutment of Railroad Bridge No. 32.03 (June 2006).

CAR-348 / QA-575

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Railroad Bridge No. 32.03 at Tuckahoe Creek - Caroline and Queen Anne Counties

PHOTOGRAPH 11

View looking west-southwest toward the surviving elements of the rail corridor from the western terminus of Railroad Bridge No. 32.03 (June 2006).