

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes no

Property Name: Queen Anne's & Kent Co RR Bridge, Milepost 15.82 Inventory Number: QA-704

Address: Queen Anne's and Kent County Railroad over the Unicorn Branch, Milepost 15.82 Historic district: yes no

City: Sudlersville Zip Code: 21668 County: Queen Annes

USGS Quadrangle(s): Sudlersville

Property Owner: State of Maryland Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Statewide Repairs to Freight Line Rail Structures Project Agency: Maryland Transit Administration

Agency Prepared By: A.D. Marble & Company

Preparer's Name: Shauna Haas Date Prepared: 2/13/2013

Documentation is presented in: Queen Anne's and Kent Rail Corridor Maryland Historical Trust Determination of Eligibility Form, 2007. On file at the Maryland Historical Trust, Crownsville, Maryland.

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: Queen Anne's and Kent Rail Corridor

Inventory Number: K-699/QA-599 Eligible: yes Listed: yes

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

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

Description

The following is summarized from Maryland Transit Administration (MTA), Maryland Department of Transportation (MDOT), Comprehensive Structural Inspection of Aerial Structures and Bridges, for the Massey/Centreville Freight Rail Line 148 and Massey/Chestertown Freight Rail Line 149, Inspection Year 2011 (Wilson T. Ballard Company 2011).

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 is located northeast of the town of Sudlersville, just south of Hingman Mill Road in a predominantly rural area of Queen Anne's County, Maryland. The structure was originally constructed between 1918 and 1920, and is a one-span, single-track, steel, plate-girder bridge with a span length of 38'-6" (Photographs 1 to 7). The bridge carries freight rail traffic of the former Queen Anne's and Kent County Railroad (presently Massey/Centreville Freight Line) over the Unicorn Branch, which flows from east to west under the bridge. The railroad is oriented in a north-south direction.

The superstructure consists of an open bridge deck supported by two simply-supported, riveted steel plate-girders spaced at 5'-0".

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments: <u>Contributes to K-699/QA-599</u>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>4/23/13</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>5/2/13</u> Date

The plate-girders consist of a 48½" x ½" web plate, 4" x 4" x 5/8" top and bottom flange angles and three 12" wide top and bottom flange cover plates. The railroad tracks are supported by structural timber ties on top of the girders.

The substructure consists of two straight concrete gravity abutments. The concrete is deteriorating and has numerous patches, but it is original. The 1918 date inscription is located at the top outer corner of the north abutment (Photograph 7).

Integrity

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 retains integrity of location, setting, and association as it continues to carry freight rail traffic over the Unicorn Branch at Milepost 15.82 in a predominantly rural location in Queen Anne's County. Although the concrete is deteriorated and patched, the original materials remain intact, and the bridge retains integrity of design and workmanship. Materials such as the structural ties, concrete abutments, and steel girders have been repaired, and pieces may have replaced over time in order to maintain the bridge; however, these minor maintenance items do not detract from the integrity of the bridge, as the work is conducted in character with the original design and in-kind materials are used. The retention of these features and the original use and appearance of the bridge result in the retention of integrity of feeling; the bridge continues to convey its significance as an early-twentieth-century railroad bridge associated with the Queen Anne's and Kent Rail Corridor.

Historical Narrative

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 carries the former Queen Anne's and Kent County Railroad (presently Massey/Centreville Freight Line) over the Unicorn Branch at Milepost 15.82. The bridge was constructed between 1918 and 1920, replacing an earlier crossing at that location.

The following is taken from the Queen Anne's and Kent Rail Corridor Maryland Inventory of Historic Properties Form (Schuchman 2007) on file at Maryland Historical Trust (MHT), except where noted.

Queen Anne's and Kent County Railroad Overview

The Queen Anne's and Kent County Railroad traces its origin to an act of the Maryland legislature passed in 1856 to incorporate what was then known as the Queen Anne's and Kent County Railroad. The railroad was authorized to locate and construct a railroad from Centreville, Maryland, or from any other point in the county that might be deemed advisable through Kent County to Fredericktown in Cecil County. Here, the railroad would connect with the Sassafras River Railroad "about to be constructed" or to Elkton to connect with the Philadelphia, Wilmington and Baltimore Railroad (PW&B); or to the Delaware line to connect with the Delaware Railroad or branches.

Delayed by the Civil War, the State Legislature in 1864 renewed the 1856 legislation. In 1867, a route had been surveyed "from Massey's to Millington to Sudlersville to Cox's saw mill, to Centreville, to the Chester River near Carpenter's Island," and in January 1868, a contract was entered into to build a railroad from Massey to Centreville at a cost of \$300,000.

Proving unprofitable shortly after its opening, the Queen Anne's and Kent County Railroad was sold under the foreclosure of its mortgage on July 14, 1874. The line was subsequently reorganized and operated under the same name until December 31, 1898, when four Eastern Shore railroads (the Delaware Railroad Company; the Queen Anne's and Kent County Railroad Company, as reorganized; the Delaware and Chesapeake Railway; and the Cambridge and Seaford Railroad Company) were consolidated under the name Delaware Railroad. The Delaware Railroad was a subsidiary of the PW&B, which was subsequently absorbed into the

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_____	_____
Reviewer, National Register Program	Date

Pennsylvania Railroad (PRR) in 1902.

The PRR made changes and improvements over the decades in order to allow the line to continue in operation and to keep up with advancing rail transportation technology. The bridge at Milepost 15.82 was constructed in 1918-20 as part of this maintenance and upgrades, and was one of several bridges that replaced earlier crossings during this period. The bridges constructed in the early twentieth century reflect changes in both bridge technology and the need for improved crossings brought about by either increased usage of the line and/or increased tonnage of the rail locomotives and equipment. The bridge was maintained and repair and replacement of materials in kind were conducted through the years; however, no major alterations have been made to the bridge at Milepost 15.82 since its original construction.

The PRR continued operation of the former Queen Anne's and Kent County Railroad as a freight and passenger line through the mid-twentieth century. On February 1, 1968, the PRR and New York Central merged to form the Penn Central, which declared bankruptcy in June 1970. The Consolidated Rail Corporation (Conrail) was created in April 1976 as a federally funded railroad to assume control of the major Northeast railroad companies, all of which were financially failing.

The Final System Plan that created Conrail in 1976 omitted the Delmarva Peninsula rail lines, including the primary mainline between Wilmington, Delaware, and Pocomoke, Maryland; the Delaware Railroad; and several other smaller branch lines. These lines were slated to be abandoned; however, politicians from Maryland and Delaware contracted with Conrail to operate these struggling branches as a subsidized "designated operator" with ownership retained by Penn Central. After only a year, the expense of subsidizing these lines at Conrail's high rate led the state governments to seek a lower cost short line as a designated operator. The Maryland and Delaware Railroad Company (MDDE) was subsequently created and served as the designated operator of three branches in Maryland and Delaware under contract with MDOT.

The MDDE line originally included the Cambridge-Seaford Line; the now-abandoned route between Clayton, Delaware, and Easton, Maryland; and the Chestertown-Centreville Line, which included the former Queen Anne's and Kent County Railroad. The Chestertown-Centreville Line runs between the Conrail interchange in Townsend, Delaware; and Massey, Maryland, at which point the rail line divides into two branches: one to Chestertown and the second to Centreville. The bridge at Milepost 15.82 is located on the branch to Centreville, which includes the former Queen Anne's and Kent County Railroad. The Maryland portion of these lines was subsequently purchased by the State of Maryland and is presently operated by the MDDE.

Queen Anne's and Kent County Railroad Bridge, Milepost 15.82

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 is an example of a plate-girder deck bridge. The girder bridge is commonly found on spans up to 100' and consists of connected parallel girders supporting the bridge deck. The girder design was introduced to railroad and roadway construction in the mid-nineteenth century, allowing bridges to cross longer spans than earlier beam bridges. These longer spans were enabled by the use of girders that have a deeper cross section than beams, as they are created by riveting or welding together metal beams and reinforcing them with side braces. The introduction of plate girders, fabricated from metal shapes such as plates and beams with I and L cross sections, allowed railroad spans to exceed 100' in length. Railroad girder bridges are typically deck types like the bridge at Milepost 15.82, where the track is laid above the side girders, allowing unrestricted side clearance. Short girder bridges such as the bridge at Milepost 15.82 are often fabricated off-site and erected by crane lifting or skidding the entire prefabricated bridge structure into place on the bridge seats (Bianculli 2003; Howson et al. 1921; P.A.C. Spero & Company and Louis Berger & Associates [Spero and Berger] 1995).

Significance Evaluation

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Reviewer, National Register Program	Date

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 is a contributing feature of the Queen Anne's and Kent County Railroad, which was determined eligible for listing in the National Register of Historic Places (National Register) in 2007 under Criteria A and C (Schuchman 2007). The rail corridor was significant in the economic and social development of Queen Anne's and Kent counties and is a good example of a mid-nineteenth century rail line. The bridge at Milepost 15.82 was constructed during the period of significance of the rail line (1868-ca. 1957) and retains its association with the railroad. The bridge continues to carry freight rail traffic over the Unicorn Branch, and represents the early twentieth-century maintenance and upgrades the railroad undertook to continue operations.

The Queen Anne's and Kent County Railroad bridge, Milepost 15.82 is not individually eligible for listing in the National Register. Although the greater rail line is eligible under Criterion A, the bridge is not individually associated with significant events. The bridge replaced an earlier crossing at the same location, and is therefore not associated with the initial construction of the railroad or the establishment of a critical crossing. The bridge at Milepost 15.82 is not associated with the lives of significant persons and is therefore not eligible under Criterion B. The bridge is a typical example of a plate-girder deck bridge, which is a common bridge type throughout Maryland. The bridge at Milepost 15.82 is not of a notable design, nor is it an exceptional example of the bridge type; therefore, it is not eligible under Criterion C. The bridge is not eligible under Criterion D as it is not likely to yield information important in history or prehistory.

References

Bianculli, Anthony J.

2003 *Trains and Technology: The American Railroad in the Nineteenth Century. Volume 4: Bridges and Tunnels Signals.* University of Delaware Press, Newark, Delaware.

Howson, E.T., et. al., editors

1921 *Maintenance of Way Cyclopedia.* Simmons-Boardman Publishing Company, New York, New York.

P.A.C Spero & Company and Louis Berger & Associates (Spero and Berger)

1995 *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report.* Prepared for the Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Schuchman, Joseph

2007 *Queen Anne's and Kent Rail Corridor Maryland Historical Trust Determination of Eligibility Form.* On file at the Maryland Historical Trust, Crownsville, Maryland.

Taber, Thomas T. III

1987 *Railroads of Pennsylvania: Encyclopedia and Atlas.* Thomas T. Taber III, Muncy, Pennsylvania.

Wilson T. Ballard Company

2011 *Comprehensive Structural Inspection of Aerial Structures and Bridges for the Massey/Centreville Freight Rail Line 148 and Massey/Chestertown Freight Rail Line 149.* Inspection Year 2011. Prepared for the Maryland Transit Administration and Maryland Department of Transportation.

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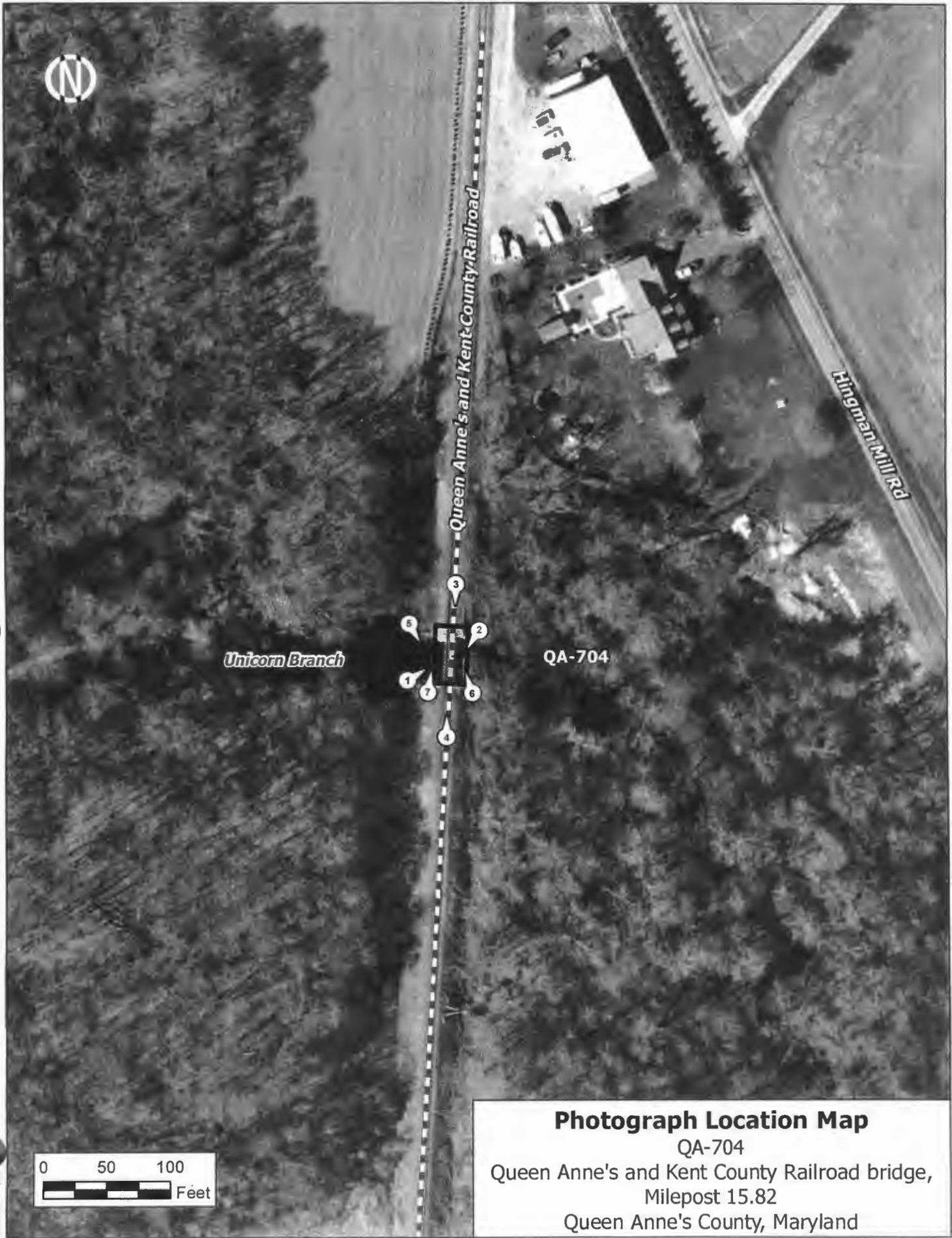
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date



Photograph Location Map

QA-704

Queen Anne's and Kent County Railroad bridge,
Milepost 15.82

Queen Anne's County, Maryland

Queen Anne's and Kent County Railroad Bridge, Milepost 15.82 (704)

Digital Photo Log: All photographs printed using Epson Ultrachrome Pigmented Ink on Epson Premium Matte Photo Paper

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
QA-704_2012-12-19_01	QA-704	Queen Anne's and Kent County Railroad Bridge, Milepost 15.82	Queen Anne's	R. Stevenson	12/2012	Overview of bridge at Milepost 15.82, west elevation, view looking northeast.	1 of 7
QA-704_2012-12-19_02	"	"	"	"	"	East elevation, showing the south abutment that has minimal patching. View looking southwest.	2 of 7
QA-704_2012-12-19_03	"	"	"	"	"	View looking south along rail line toward bridge (center).	3 of 7
QA-704_2012-12-19_04	"	"	"	"	"	View looking north along rail line toward bridge (center). The crossing with Hingman Mill Road is in the background.	4 of 7
QA-704_2012-12-19_05	"	"	"	"	"	West side of bridge, view looking southeast.	5 of 7
QA-704_2012-12-19_06	"	"	"	"	"	East side of bridge, showing the heavily patched north abutment. View looking northwest.	6 of 7
QA-704_2012-12-19_07	"	"	"	"	"	Detail of construction date inscribed in the west corner of the north abutment.	7 of 7



QA-704

QUEEN ANNE'S & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82

QUEEN ANNE'S COUNTY, MARYLAND

SHAAS

12-2012

MD SHPO

OVERVIEW OF BRIDGE AT MP 15.82, WEST ELEVATION, VIEW
LOOKING NORTHEAST.

PHOTO # 1 OF 7



QA-704

QUEEN ANNE'S & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82

QUEEN ANNE'S COUNTY, MARYLAND

S. HAAS

12-2012

MD SHPO

East elevation, showing the south abutment that has minimal patching. view looking southwest.

Photo # 3 of 7



QA-704

QUEEN ANNE'S & Kent County Railroad Bridge, Milepost 15.82

QUEEN ANNE'S COUNTY, MARYLAND

S. HAAS

12-2012

MD SHPO

VIEW LOOKING SOUTH ALONG RAIL LINE TOWARD BRIDGE (CENTER)

PHOTO # 3 OF 7



QA-704

QUEEN ANNE'S & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82

QUEEN ANNE'S COUNTY, MARYLAND

SHAAS

12-2012

MD SHPO

VIEW LOOKING NORTH ALONG RAIL LINE TOWARD BRIDGE
(CENTER). THE CROSSING WITH HUNGMAN MILL ROAD IS IN
BACKGROUND.

PHOTO # 4 of 7



QA-704

QUEEN ANNE'S & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82

QUEEN ANNE'S COUNTY, MARYLAND

S. HAAS

12-2012

KD SHPO

WEST SIDE OF BRIDGE, VIEW LOOKING SOUTHEAST

PHOTO # 5 OF 7



QUEEN ANNE'S & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82

QUEEN ANNE'S COUNTY, MARYLAND

S. HAAS

12-2012

MD SHPO

EAST SIDE OF BRIDGE, SHOWING THE HEAVILY PATCHED NORTH
ABUTMENT. VIEW LOOKING NORTHWEST.

PHOTO # 6 OF 7



1918

QUEEN ANNES & KENT COUNTY RAILROAD BRIDGE, MILEPOST 15.82
QUEEN ANNES COUNTY, MARYLAND

S. HAAS

12.2012

MD SHPO

DETAIL OF CONSTRUCTION DATE INSCRIBED IN THE WEST
CORNER OF NORTH ABUTMENT.

PHOTO # 7 OF 7