

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Bridge PD-11.69 over Conowingo Creek Inventory Number: CE-1554
Address: Over Conowingo Creek Historic district: ☐ yes ☒ no
City: Conowingo vic. Zip Code: 21918 County: Cecil
USGS Quadrangle(s): Conowingo Dam
Property Owner: Norfolk Southern Corporation Tax Account ID Number: 009414
Tax Map Parcel Number(s): 426 Tax Map Number: 16
Project: Conowingo Hydroelectric Relicensing Project (FERC No. 405) Agency: Federal Energy Regulatory Commission
Agency Prepared By: TRC ENVIRONMENTAL INC.
Preparer's Name: Ellen Jenkins Date Prepared: 10/10/2011

Documentation is presented in: HISTORIC STRUCTURES REPORT FOR THE CONOWINGO HYDROELECTRIC
RELICENSING APPLICATION PROJECT

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

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

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

The Columbia & Port Deposit Railroad was the principal route for moving freight between points on the Pennsylvania Main Line and points on the Philadelphia, Baltimore, and Washington line. Freight trains were more efficiently and economically operated through the low grade of the Lower Susquehanna Valley rather than the heavier grades used for through passenger service (Burgess and Kennedy 1949:375). The Columbia & Port Deposit Railroad was relocated to higher ground from Conestoga Creek Bridge to Safe Harbor in 1905-1906 because of construction of the Holtwood Dam and the resulting lake. In 1916, the Columbia & Port Deposit Railroad and other lines consolidated into the Philadelphia, Baltimore, & Washington Railroad Company, a subsidiary of the Pennsylvania Railroad Company (Burgess and Kennedy 1949:375, 376, 554). The railroad was relocated between Port Deposit and Fite's Eddy in 1926-1928, when Conowingo Dam was built. The railroad was electrified in 1938 and then de-electrified in the early 1980s. As an active rail line today for the Norfolk Southern Corporation, the rail-related resources are in good condition and according to Norfolk Southern records, the bridges and tunnels have not been altered (Smith 1997; Trower 2002).

Constructed in 1927, the 5-span, 350-foot-long reinforced concrete spandrel arch bridge over Conowingo Creek is supported on concrete abutments and concrete piers. It has standard concrete balustrades and parapets with incised exterior panels, and concrete pilasters define the abutment corners and piers. The advent of modern concrete technology fostered a renaissance of arch bridge

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jonathan Sager
Reviewer, Office of Preservation Services

Blunt
Reviewer, National Register Program

11/30/12
Date

11/29/12
Date

201209714

construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. The versatility of reinforced concrete permitted development of a variety of economical bridges for crossing small streams and rivers. The bridge retains the character-defining elements of its type such as the arch ring, barrel, spandrel wall, parapets, abutments, and piers.

NRHP Evaluation: Although not in its original location, the Columbia and Port Deposit Railroad was relocated as part of a significant event on the local level and retains the integrity of materials, workmanship, setting, design, feeling, and association. TRC recommends the resource eligible for the NRHP under Criterion A (Transportation) and Criterion C (Engineering). The Columbia and Port Deposit Railroad meets Criterion A as it provided a necessary transportation link that developed local industries and settlement. The resource meets Criterion C as an intact example of a late-19th to early 20th century transportation feature containing various individual components such as bridges, tunnels, and shoeflies that retain good overall integrity. Several bridges in Pennsylvania and Maryland constructed during the relocation of the line are reinforced concrete spandrel arch bridges, which represent one of the high points of early 20th-century bridge engineering. Reinforced-concrete was a relatively new material at the time, becoming a standard bridge-building material only around 1910. Within a few years, engineers realized they could use its unique characteristics to bridge even the widest river valleys with a series of long, high arches. In Pennsylvania, at Safe Harbor is the Safe Harbor bridge, an unusual two-level structure built to carry the Atglen and Susquehanna Railroad on the upper level and the Columbia and Port Deposit Railroad on the lower level. In addition to bridge technology, in Pennsylvania there are three water shoeflies, which were constructed during the relocation of the line that directs creeks over the track bed. Exelon notes, however, that, while it is located in the Project's APE, the Railroad is an active line, owned by the Northern Suffolk Corporation.

References:

Burgess and Kennedy

1949 Centennial History of the Pennsylvania Railroad. Pennsylvania Railroad Company, Philadelphia.

Maryland Historical Trust (MHT)

2009 Standards and Guidelines for Architectural and Historical Investigations in Maryland. Crownsville, MD.

National Park Service (NPS)

1978 National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning. Washington, D.C. Revised 1985.

1990 How to Apply the National Register Criteria for Evaluation. National Register Bulletin 15, Washington, D.C. Revised 2002.

Smith, B.F.

1997 The Columbia and Port Deposit Branch aka The Port Road. Electronic document, <http://www.vetmed.auburn.edu/~smithbf/BFSpages/PRR/C&PD.html>, accessed November 1, 2010.

Trower, J.

2002 History of the Columbia & Port Deposit Railroad. Penny Under the Wires. Electronic document, <http://www.chescweb.com/prr/cpd.html>, accessed November 1, 2010.**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended _____

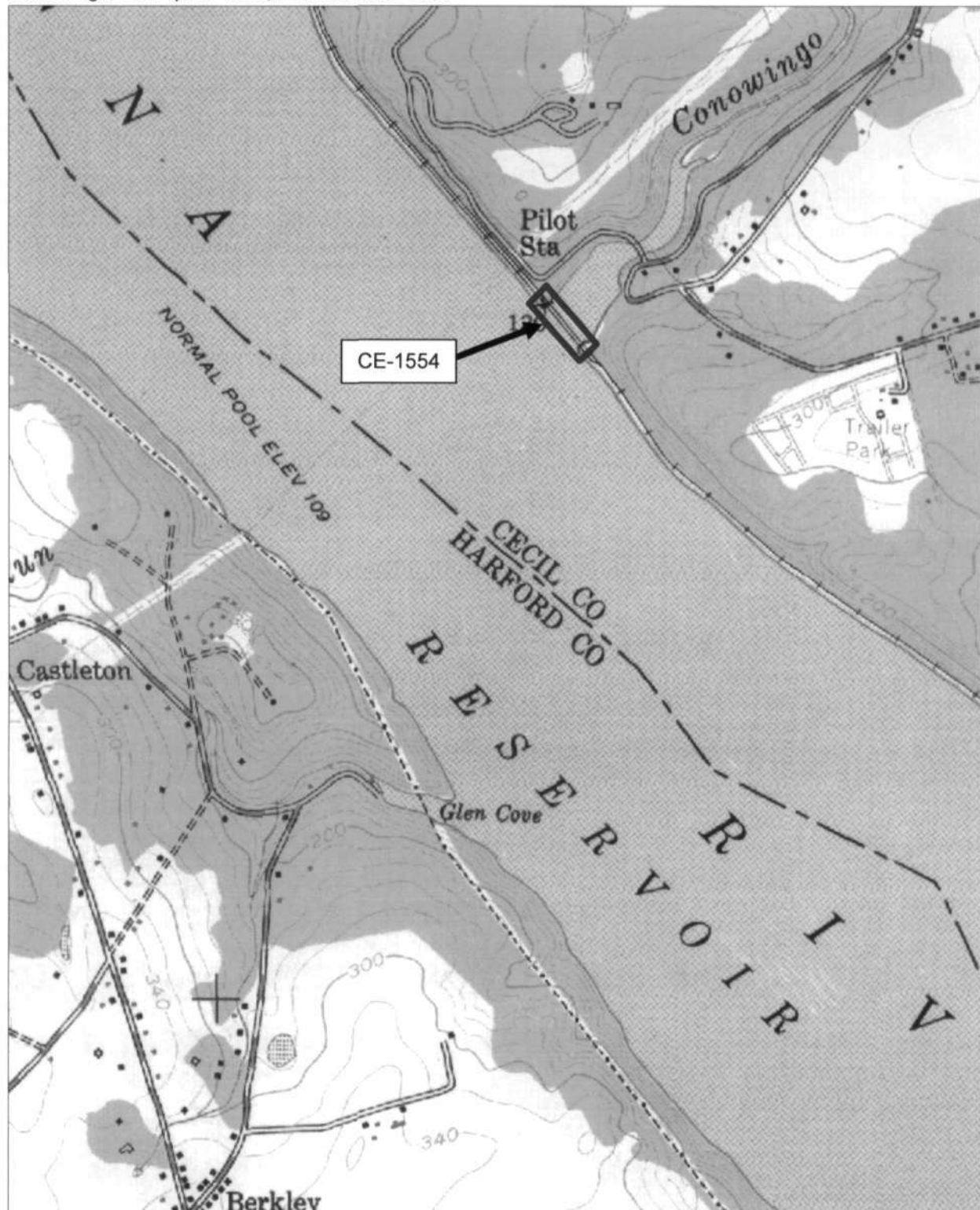
Eligibility not recommended _____

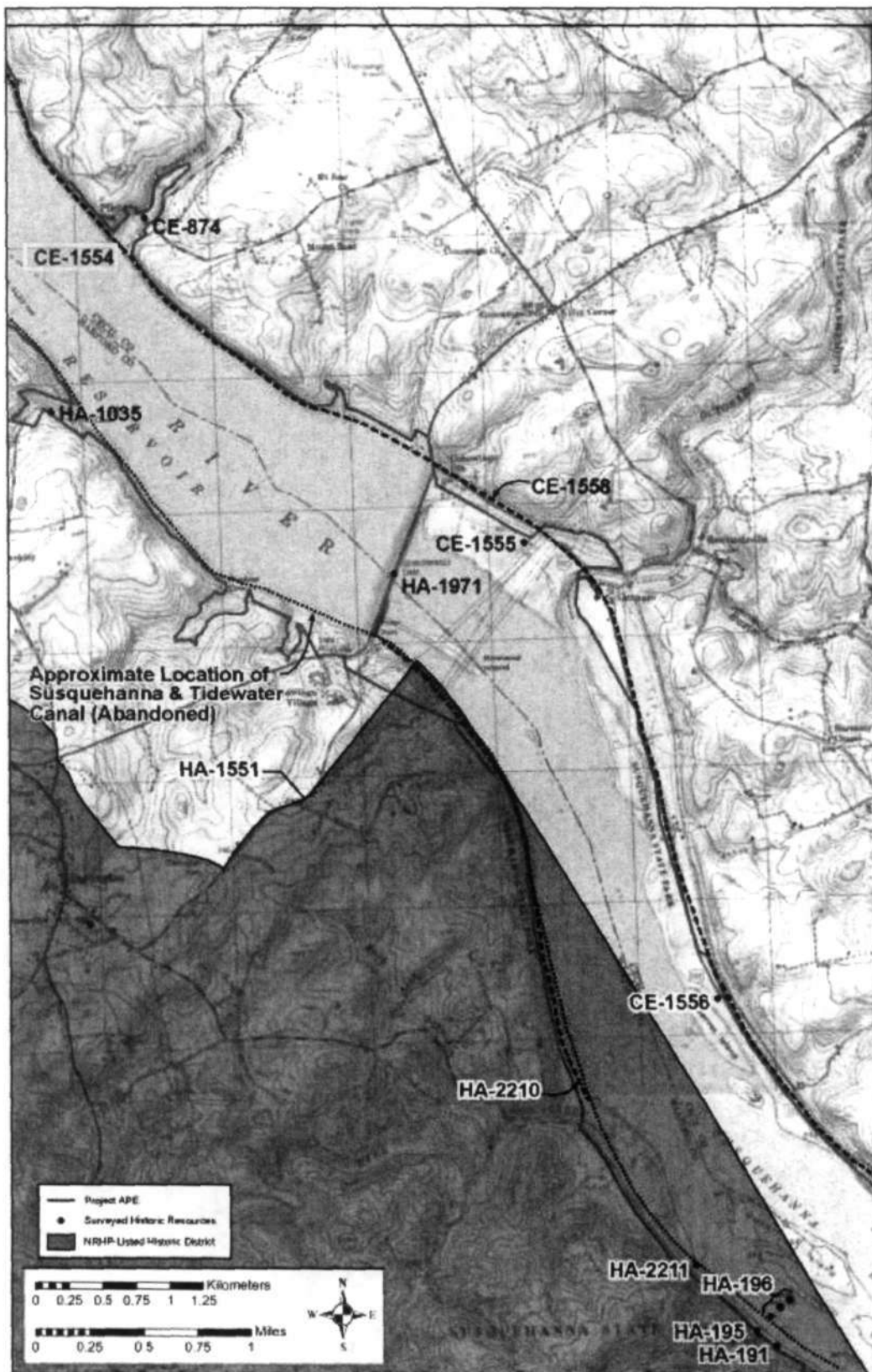
Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

CE-1554
Bridge PD-11.69, Railroad over Conowingo Creek
Conowingo Dam quad 1953, Photorevised 1985





CE-1554: Bridge PD-11.69 over Conowingo Creek
 Conowingo Dam, 1995 USGS Topographic Quadrangle

MIHP Number: CE-1554

Resource Name: Bridge PD-11.69 over Conowingo Creek

File Name	Description of View
CE-1554_2010-09-16_01.tif	East Elevation, Looking Northwest
CE-1554_2010-09-16_02.tif	East Elevation, Looking Southwest
CE-1554_2010-09-16_03.tif	East Elevation, Looking West
CE-1554_2010-09-16_04.tif	Marker, Looking North

Photos Printed with HP 100 gray photo cartridge on HP Premium Photo Paper (soft gloss)



CE-1554

Bridge PD-11.69 over Conowingo Creek

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

East Elevation, Looking Northwest
#1 of 4



CE - 1554

Bridge PD-11.69 over Conowingo Creek
Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

East Elevation, Looking Southwest

2 of 4



CE-1554

Bridge PD-11.69 over Conowingo Creek

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

East Elevation, Looking West

3 of 4

111

6-9

EXTREMELY DANGEROUS!

**NO
TRESPASSING**



VIOLATORS WILL BE PROSECUTED
PRIVATE PROPERTY

CE-1554

Bridge PD-11.69 over Conowingo Creek

Cecil, MD

E. Jenkins

9-16-2010

MD SHPC

Marker, Looking North

#4 of 4