

MARYLAND HISTORICAL TRUST

CE-882

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY ~~FORM 10/74~~
File 865**1 NAME**

HISTORIC

Concrete Train Brige Over the Octoraro at Rowlandsville

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Just below the town of Rowlandsville

CITY, TOWN

Rowlandsville

 VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil

3 CLASSIFICATION

CATEGORY

 DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT

OWNERSHIP

 PUBLIC
 PRIVATE
 BOTH
PUBLIC ACQUISITION
 IN PROCESS
 BEING CONSIDERED

STATUS

 OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE

 AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:**4 OWNER OF PROPERTY**

NAME

~~Penn~~ Penn Central R. R.

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #:

Folio #:

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CE-883

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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Penn Central track that crosses the Octobraro Creek south of Rowlandsville is supported by a reinforced concrete bridge. The structure is a series of four poured concrete arches with heavy truncated plinths. The arches are decorated with incised outlines for imitation voussoirs. The Penn Central track leads into Port Deposit.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 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 checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input checked="" 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Paul B. Touart Historic Site Surveyor

ORGANIZATION

Cecil County Committee

DATE

2/5/79

STREET & NUMBER

Cecil County Courthouse

TELEPHONE

398-7568

CITY OR TOWN

Elkton

STATE

Maryland 21921

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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

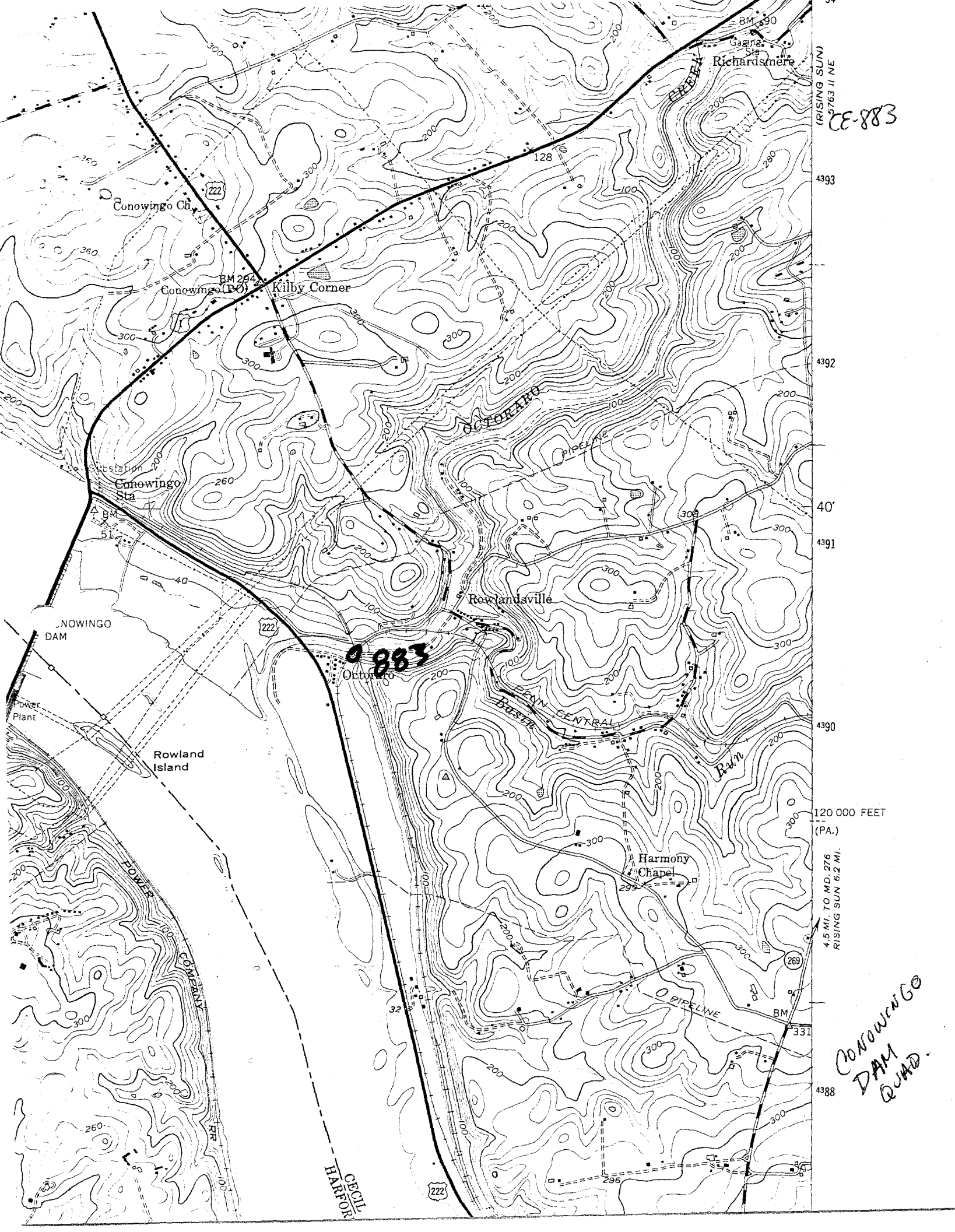
Rowlandsville

CE-42, CE-789, ^{CE-881}CE-882, CE-883, CE-884, CE-885, CE-886, CE-887

Rowlandsville derives its name from the Rowland family who have lived along the banks of the Octoraro Creek since their first purchase of a tract of land called "Glass House" in 1749. A number of factors have contributed to the economic and community development of the town. Grist and saw mills have operated on both the Octoraro Creek and its tributary Bason's Run (Beeson's Run) in the 18th Century along with the manufacture of iron in the very late 18th Century and most of the 19th Century. Nineteenth Century continuation of grain processing remained under the name of Davis Christy and Co. The McCullough Iron Company continued the manufacture of iron in mid century after buying the property in 1859. Extensive remains of the factory attest to the importance this iron manufacturer played in boosting Rowlandsville to more than a grist mill community. Like many industrial complexes, mill housing was constructed to house company workers and their families. Three sturdy granite and fieldstone structures (CE-886) once housed iron company employees along the east bank of the Octoraro Creek.

Residential and commercial structures were built on both sides of the Octoraro Creek which are now connected by a late 19th Century Pratt Through Truss Bridge. Steep hillsides restricted extensive town development but did not contain construction to the relatively few flat plots of ground. Frame structures with elevated and exposed basements compensated for the drastic change in slope. (CE-882) Rowlandsville was also blessed with the presence of a town railroad depot for the Phila. Balt. Central R.R. This

asset undoubtedly provided Rowlandsville the exposure it needed to remain vital through the 19th and early 20th Centuries. Moroccto Paper Co. bought the iron mill complex in 1892 and produced roofing paper into the early 20th Century, until the operation burned and left the structures in ruin. Trains no longer pass through Rowlandsville and like many of its kind, the town is a quiet residential community. Two elevated train bridges were built south of Rowlandsville to cross the Octoraro. The first one was built by A and P Roberts Company at Pencoyd Iron Works in 1901. (CE-881) It is a single lane reinforced iron wall bridge with supporting granite piers that runs through the mammoth reinforced concrete arches of the higher two lane Penn Central Bridge (CE-883). These two structures, although dramatically placed, do not bring commerce to Rowlandsville only over it.



(RISING SUN)
5763 II NE

CE-883

4393

4392

40'

4391

4390

120 000 FEET
(PA.)

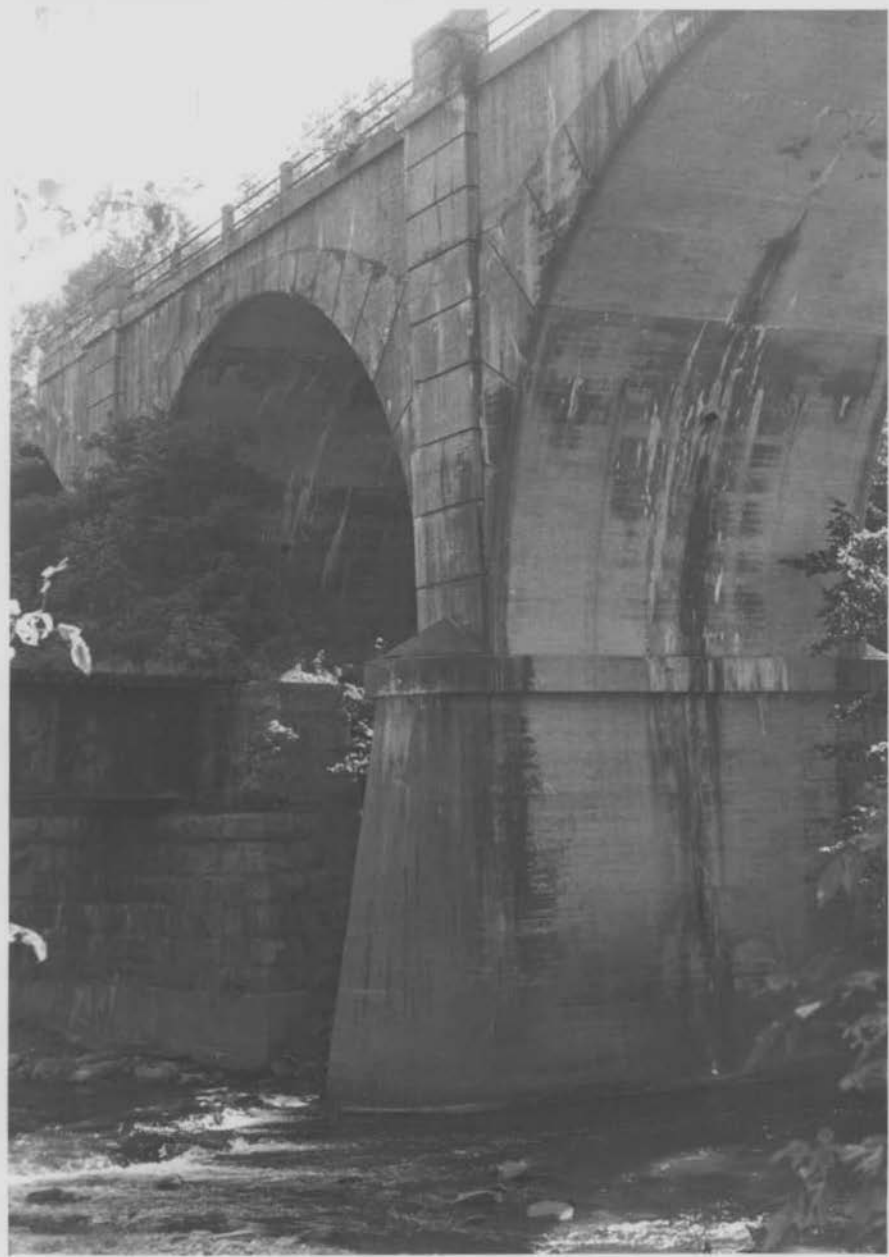
4.5 MI. TO MD. 276
RISING SUN 6.2 MI.

4388

CONOWINGO
DAM
QUAD.

883

CECIL
HARFORD



CONCRETE TRAM BRIDGE OVER OCTOBERA PE-883

ROWLANDSVILLE, MD.

NORTH WEST ELEVATION

NEE. / MP. HIST. TRUST

PBT

9/78