Harford Road Bridge
B-4523
Harford Road Bridge over CSX Transportation Railroad Tracks
Baltimore City, Maryland
Circa-1894-1895
Unowned

CAPSULE SUMMARY

The circa-1894-1895 Harford Road Bridge (BC8026) is part of the Baltimore & Ohio (B&O) Railroad Baltimore Belt Line (B-5287). The superstructure of the bridge is at street level and carries Harford Road over the CSX Transportation railroad tracks in a northeast-southwest direction in northeast Baltimore, north of East 25th Street. The substructure is a short tunnel set within a deep, northwest-southeast oriented open cut below street level. The bridge is a 26-foot-long arched single-span rusticated limestone and red brick structure. The east and west elevations consist of a limestone arch lined with evenly shaped voussoirs. The remainder of the elevations consist of rectangular coursed limestone. The interior of the arch barrel is brick covered with a thin veneer of gunite that is spalling. Running along the foundation of the tunnel's interior are circa-1984 square concrete underpinnings. Stepped limestone abutments project at perpendicular angles to the roadway and are topped with a series of larger capstones. A concrete retaining wall extends northeast from the southeast abutment. Projecting from the east elevation is concrete decking supporting a widened Harford Road; the date "1914" is inscribed in the concrete. The paved asphalt roadway of the superstructure accommodates six traffic lanes and is lined by concrete sidewalks with concrete railings and chain-link fencing.

The Harford Road Bridge was constructed as part of the B&O Railroad's Baltimore Belt Line, a railroad segment constructed between 1890 and 1895 in Baltimore, Maryland, that was part of a larger effort by the B&O to provide through service between Washington, DC, and New York City. The Belt Line allowed the B&O to connect its yards in Mount Clare on the west side of Baltimore to Bay View Junction on the east. Prior to its completion, the B&O used barges to ship its railcars over the Patapsco River.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4523

1. Name of Property (indicate preferred name)

historic	Harford Road Bridge
other	B&O Railroad Harford Road Tunnel

2. Location

street and number	Harford Road (MD 147) over CSX Transportation railroad tracks	__ not for publication
city, town	Baltimore	__ vicinity
county	Baltimore City	

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

name	Bridge is considered "unowned" by CSX and Baltimore City, but the city maintains the structure		
street and number			telephone
city, town		state	zip code

4. Location of Legal Description

courthouse, registry of deeds, etc.				liber	folio
city, town	Baltimore, MD	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
__X__ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
__X__ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
_____public
_____private
_____both

Current Function

_____agriculture	_____landscape
_____commerce/trade	_____recreation/culture
_____defense	_____religion
_____domestic	_____social
_____education	__X__transportation
_____funerary	_____work in progress
_____government	_____unknown
_____health care	_____vacant/not in use
_____industry	_____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
__1__	_____	structures
_____	_____	objects
__1__	__0__	Total

Number of Contributing Resources previously listed in the Inventory
__1__

7. Description

Inventory No. B-4523

Condition

___ excellent ___ deteriorated
___ good ___ ruins
_X_ fair ___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The circa-1894-1895 Harford Road Bridge (BC8026) is part of the Baltimore & Ohio (B&O) Railroad Baltimore Belt Line (B-5287), a 7.2-mile railroad segment constructed between 1890 and 1895 that cuts north and east through the city of Baltimore from Camden Station (B-148) on the south side of the city to Bay View Junction on the northeast.

The superstructure of the Harford Road Bridge carries Harford Road (MD 147) over the CSX Transportation railroad tracks in northeast Baltimore north of East 25th Street. The substructure consists of a short tunnel that carries the CSX railroad tracks under Harford Road. Harford Road runs northeast-southwest, while the railroad tracks run northwest-southeast. The bridge superstructure is at street level, while the substructure and railroad tracks are set within a deep open cut below street level. The bridge is situated within a predominantly commercial area with the Lower Coldstream Homestead Montebello Historic District (B-5331) of row houses to the north. It is bordered by the former Clifton Park Junior High School #90 (B-5329) to the northeast, Clough Alley and a parking lot to the southeast, a gas station to the southwest, and a tire shop to the northwest.

The bridge is an arched single-span rusticated limestone and red brick structure measuring 26 feet in length. The east and west elevations consist of a limestone arch lined with evenly shaped voussoirs. The remainder of the elevations consist of rectangular coursed limestone. The interior of the arch barrel is brick covered with a thin veneer of gunite that is spalling, resting on a rectangular coursed limestone base. Running along the foundation of the tunnel's interior are square concrete underpinnings likely dating to 1984. Applied utility piping runs horizontally across the south side of the interior. Stepped limestone abutments project at perpendicular angles to the roadway and are topped with a series of larger capstones (Crampton and Abell 1994, 51). Metal L-shaped vertical supports, screwed into the tops of the limestone steps of the southwest abutment, are connected with wire cables to form a makeshift railing. A concrete retaining wall extends northeast from the southeast abutment. Projecting from the east elevation is concrete decking supporting a widened Harford Road; the date "1914" is inscribed in the concrete. Poured concrete was added above several of the limestone capstones to serve as a foundation for the new decking. The single railroad track running under the bridge has metal rails and wood ties with metal tie plates set on gravel ballast. The paved asphalt roadway of the superstructure accommodates six traffic lanes in a combination of through, turn, and parking lanes. The road is lined by concrete sidewalks with concrete railings and chain-link fencing. Portions of the west side of the road are lined with metal guardrails.

See **Figure 1a** for the annotated 1905 plan of the Harford Road Bridge and **Figure 1b** for a repair and maintenance record of the structure.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4523

Harford Road Bridge
Continuation Sheet

Number 7 Page 1

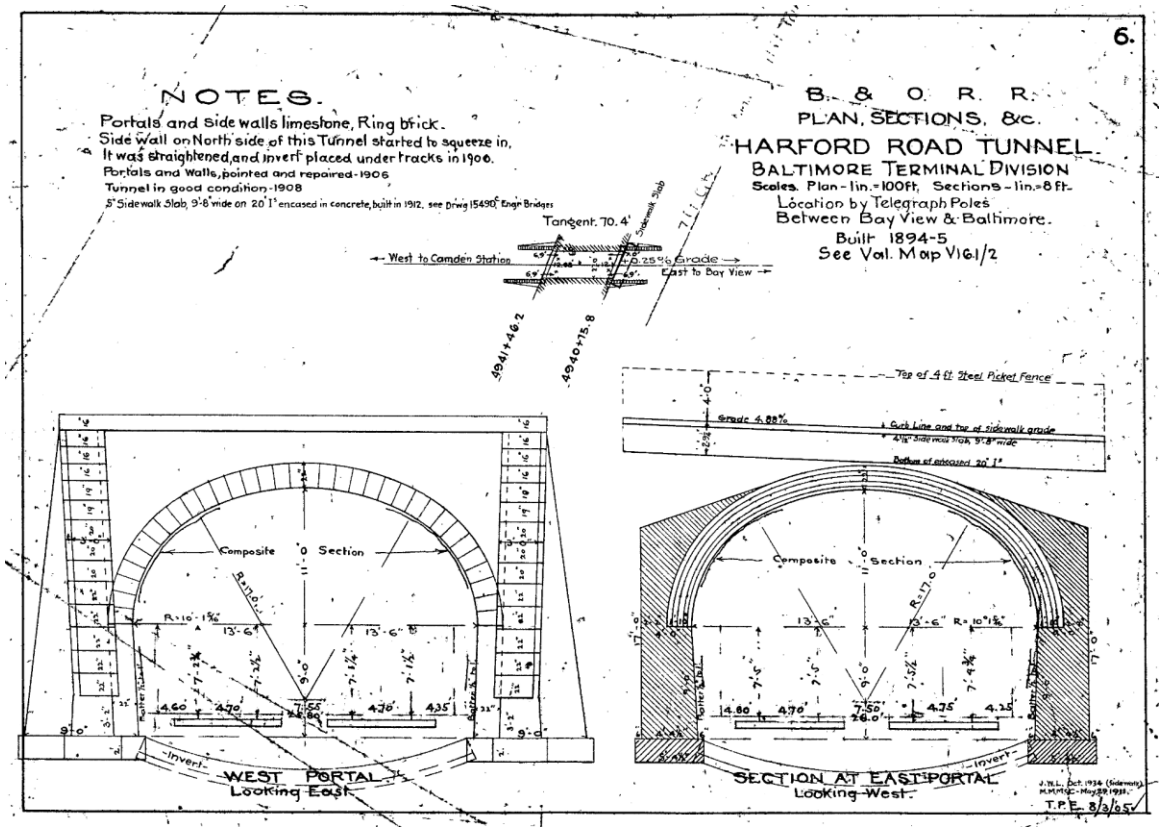

Figure 1a: "B&O RR Plan, Sections, &c. Harford Road Tunnel," 1905 (annotated in 1933 and 1934).
Image Credit: CSX Transportation

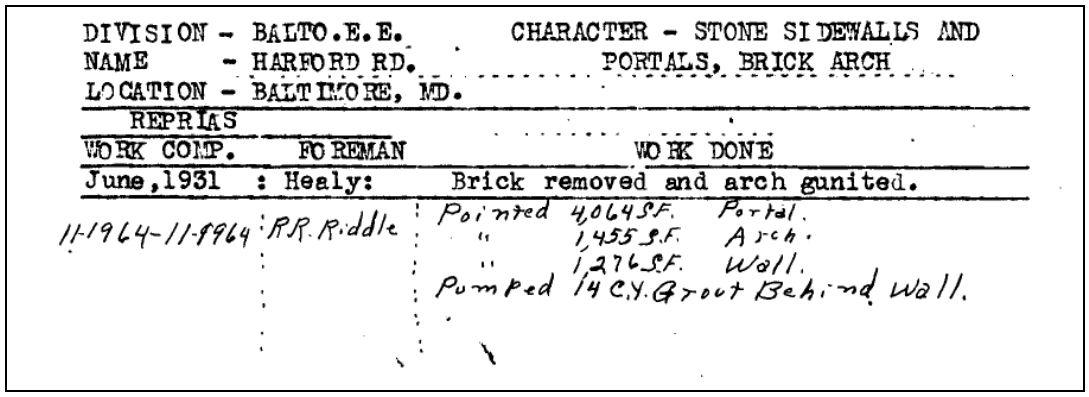

Figure 2b: Harford Road Bridge Repair and Maintenance Record, 1931 (annotated in 1964).
Image Credit: CSX Transportation

8. Significance

Inventory No. B-4523

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
X 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
__ 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 1895, 1912, 1984 **Architect/Builder** B&O Railroad

Construction dates Circa 1894-1895

Evaluation for:

_____ National Register _____Maryland Register ____X____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The circa-1894-1895 Harford Road Bridge was constructed as part of the Baltimore and Ohio (B&O) Railroad's Baltimore Belt Line (B-5287), a railroad segment constructed between 1890 and 1895 in Baltimore, Maryland. The Belt Line was a major infrastructure improvement that was part of a larger effort by the B&O to provide through service between Washington, DC, and New York City. The Belt Line allowed the B&O to connect its yards in Mount Clare on the west side of Baltimore to Bay View Junction on the east. Prior to its completion, the B&O used barges to ship its railcars over the Patapsco River.

History of the Harford Road Bridge Area

The Harford Road Bridge is within an area annexed to the City of Baltimore in 1888. According to the eighteenth-century *Conveyancer's Map of Baltimore*, the land was once part of Darley Hall, a tobacco plantation patented in the late seventeenth century by John Oldton. North of the bridge is the Friends Burial Ground (B-5086), a cemetery established in 1713 on land within the Darley Hall plantation that continues to be used by the Religious Society of Friends (see **Figure 2**). Harford Road likely started out as "Darley Path" and later in the colonial period became a turnpike that connected the city with Baltimore and Harford Counties (Bray et al. 2021, 32).

The bridge is adjacent to Clifton Park (B-4608), which was once owned by Johns Hopkins and contains his former residence, Clifton Mansion (B-44). Upon Hopkins' death in 1873, the land was granted to the trustees of Johns Hopkins University, who sold the property to the City of Baltimore in 1894 for a municipal park. Circa 1921, the city's Board of Park Commissioners transferred a parcel of land at the southwest corner of the park to the city Board of Education, which constructed Clifton Park Junior High School #90 (B-5329) on the site in 1923 (Bray et al. 2021, 32).

Between 1857 and 1876, a number of residences and commercial establishments were constructed along Harford Road to the south and west of Hopkins' estate. The Halls Springs Passenger Railway, a horsecar line that ran from Baltimore up Harford Road, over the Belt Line tracks, to the Halls Spring Hotel at Herring Run, was founded in 1870. The line was purchased in 1885 by the City Passenger Railway Company and was electrified in the 1890s and connected to Baltimore's other streetcar lines. The streetcar spurred residential development along Harford Road, including large developments of daylight row houses, such as Darley Park (B-5330) and Upper and Lower Coldstream-Homestead-Montebello (B-5145 and B-5331). The 1896 G. W. Bromley Atlas of the City of Baltimore shows that Clifton Park, including Lake Clifton, was extant, but East 25th Street, which now runs just south of the Belt Line, had not

yet been extended east of Greenmount Avenue. By 1928, all the surrounding residential neighborhoods had been built out (Bray et al. 2021, 32).

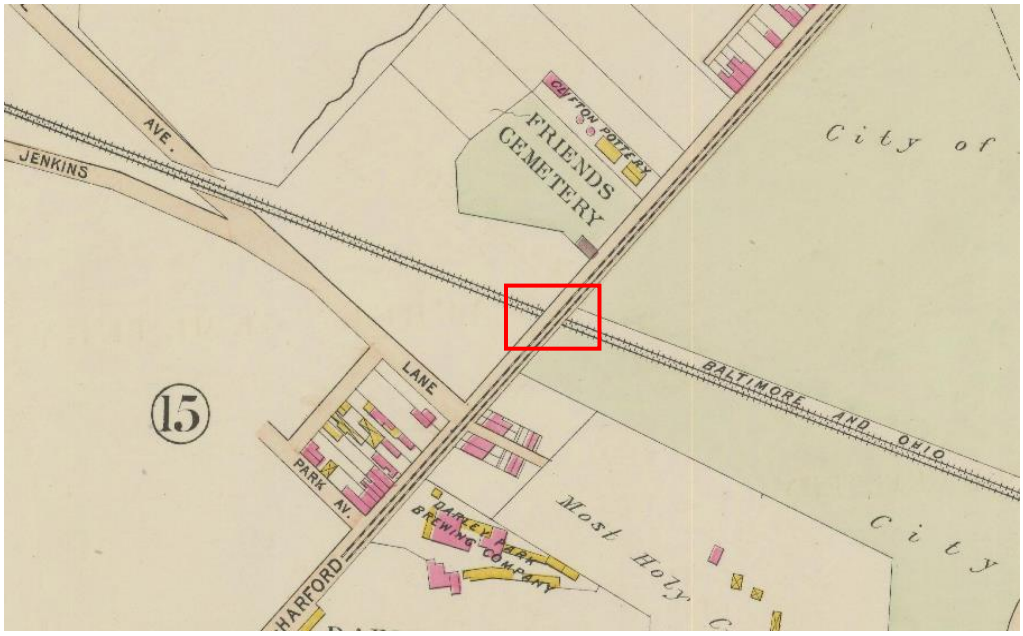

Figure 2: Location of the new Harford Road Bridge, 1896.
Image Credit: Bromley Atlas of the City of Baltimore, Maryland

There were early concerns over the construction of the Harford Road Bridge. One anonymous property owner believed that "the manner in which the Belt Line proposes to cross the Harford road [sic] will prove dangerous to life, and cause a lasting depreciation of property" (*The Sun* 1890b, 4). Open cuts in general worried the citizens of Baltimore, who wished the B&O to enact "every safeguard" to protect residents from being "mutilated and disfigured" (*The Sun* 1890c, 5). However, the planned rail route crossing under Harford Road proceeded, and the bridge opened in 1895.

Railroads in Baltimore

The B&O Railroad was chartered in 1827, and three years later became the first operational railroad in the United States. The railroad's goal was to connect Baltimore to the lucrative markets of the Ohio River Valley. Westward progress was slow, as the line to Wheeling, West Virginia, was not completed until 1852; however, other segments were completed more quickly. The B&O opened a southern branch to Washington, DC, in 1835 that departed from the B&O's eastern terminus at Mount Clare Station at Pratt and Poppleton Streets in southwest Baltimore. In 1857, the B&O moved its eastern terminus to its newly constructed, and much larger, Camden Station at West Camden and South Howard Streets, which was much closer to downtown (Manning 2015, 2).

The B&O soon faced stiff competition from other railroads. The Philadelphia, Wilmington, and Baltimore (PW&B) Railroad and the Baltimore and Susquehanna Railroad (later known as the Northern Central Railway) established lines to Baltimore by 1840. The Pennsylvania Railroad (PRR) expanded its Baltimore presence through acquisitions of the Northern Central Railway and the

Baltimore and Potomac (B&P) Railroad. In 1873, the PRR constructed the 1.7-mile B&P Tunnel under the west side of Baltimore, providing a western connection to their newly constructed Union Station in the Jones Falls Valley. On the east side of the city, the PRR constructed a tunnel under Hoffman Street, which connected Union Station to the PW&B's line to Philadelphia.

With these improvements, the PRR gained a continuous north-south route through Baltimore connecting Washington, DC, to Philadelphia. Meanwhile, the B&O had no such connection through Baltimore, leaving the railroad at a distinct disadvantage. A partial solution to provide better access was the construction of a spur from Camden Station to Locust Point on the west side of the Baltimore Harbor. At Locust Point, a specially designed ferry transferred cars across the harbor to Canton on the east side. From Canton, a line continued two miles northeast to Bay View Junction, where it connected with the PW&B's line to Philadelphia (Manning 2015, 2).

North of Bay View Junction, both the PRR and B&O used tracks owned by the PW&B. Both railroads sought to acquire the PW&B, and, in 1881, the PRR, which was in a better financial position, secured ownership of the PW&B. Three years later, in 1884, the PRR prohibited all B&O service from the tracks, removing the B&O's access to Philadelphia. This action spurred the construction of the B&O's "Royal Blue Line," a new rail alignment between Bay View Junction and Philadelphia. North of Philadelphia, the B&O relied on tracks owned by the Reading Railroad and the Central Railroad of New Jersey to reach New York's harbor (Manion 1990, 7; Harwood 1990, x).

Establishment of the B&O Belt Line

While the Locust Point to Canton ferry continued to operate as a stopgap measure in Baltimore, the B&O explored other options for a rail connection through Baltimore, including a proposed elevated line that was unpopular with civic leaders. The proposed alternative was the construction of a 1.4-mile tunnel under Howard Street that would connect Camden Station to Bay View Junction through Baltimore's less populous north side. From Bay View Junction, the line would connect to the B&O's Royal Blue Line to Philadelphia (Manning 2015, 2-3). This route posed complicated construction challenges, including the need to cross the Jones Falls Valley and the tracks and rail yard of the PRR while avoiding major roadways, the North Avenue Bridge (under construction at the time), and the southeast portal of the B&P Tunnel. According to one historian, "the topography, tracks, and city streets presented a maze of obstacles at varying elevations, and [the chief engineer] had to find a way to thread the new line," all four tracks of it at this point, "through it all." The final design "literally wove the Belt Line through these existing structures" (Manning 2015, 3).

In 1888, the B&O incorporated the Baltimore Belt Railroad Company, which allowed the railroad to gain right-of-way through Baltimore. They were joined in this venture by the Maryland Central Railroad (MCRR), a small, narrow-gauge line that had initiated the idea for the tunnel; however, the MCRR soon failed, and the B&O took full control of the project. The plan proved controversial, however, as the Baltimore City Council voiced concerns about possible surface disruptions during construction of the tunnel. Baltimore residents were also concerned about dangerous track crossings, and smoke and gas ventilation causing serious health hazards, a problem that plagued the now 15-year-old B&P Tunnel. A group of Baltimoreans calling themselves the "Citizens' Committee" published their concerns in a news article in 1890, expressing frustration at several factors that would disturb the lives of nearby residents, including the size of proposed open cuts, lack of limits on train speed, and location. The committee, however, was supportive of the proposed tunnel beneath Howard Street (Manion 1990, 12-13; *The Sun* 1890a, 1).

The B&O made a few concessions to ensure completion of the project. As part of the ordinance for the Belt Line, the B&O agreed to construct granite coping with iron rails, as well as walls with iron railings and curbs to protect pedestrians from the open cuts during the tunnel's construction. To limit bottlenecks inside the tunnel, and to protect passengers from fumes and gases from steam locomotives, the city approved the railroad's request for double tracks and side tracks to keep traffic moving. The railroad was prohibited from adding ventilation openings along Howard Street. Instead, it was instructed to build tall chimneys on its property to lift smoke above the city; however, a later decision to use electric power along the line negated the need for such ventilation structures. Howard Street, a busy thoroughfare, had to remain open during construction and the city's northside streets along the Belt Line route could not be obstructed by construction. Additionally, the city allocated land for two passenger stations along Howard Street, though only Mount Royal Station was constructed. After two years of negotiations and land surveys, in the fall of 1889 the B&O and Baltimore City officials announced final plans to construct a tunnel beneath Howard Street. In May of 1890, all necessary approvals were secured from Baltimore's mayor, City Council, and the Maryland Legislature to allow the Baltimore Belt Railroad Company's work to commence (Harwood 2002, 87; Lee 2004, 167; Manion 1990, 14-15; Manning 2015, 2-3).

The "Records of Construction of Section No. 4 of the Baltimore Belt Railroad" list Samuel Rea, Chief Engineer, September 1889 to April 15, 1891; Richard Randolph, Chief Engineer, April 15, 1891, to August 22, 1892; and W. T. Manning, Chief Engineer, August 22, 1892, to completion. Rea joined the Baltimore Belt Railroad Company as chief engineer in 1889 and was instrumental in making the Howard Street Tunnel and Belt Line a reality. His ingenuity provided workable solutions for the route the Belt Line would thread through Baltimore, including the tangle of tracks at Jones Falls Valley by the existing North Avenue Bridge and the B&P Tunnel (Lee 2004, 168). Rea had spent most of his career working for various railroads. He began working at the PRR in 1871 at age sixteen as a chainman on the Morrison's Cove Branch in Pennsylvania. The Panic of 1873 halted most engineering work, and Rea joined the Hollidaysburg Iron and Nail Company for about one year before rejoining the PRR's engineering corps. As an assistant engineer, he helped with the construction of the 1877 Point Bridge, a chain suspension bridge over the Monongahela River in Pittsburgh and the construction of the Pittsburgh and Lake Erie Railroad. In 1879, he served as assistant engineer of the construction of the Pittsburgh, Virginia, and Charleston Railroad, and in 1888, he was made assistant to the PRR's second vice president. In 1889, he resigned and joined the Belt Line project as vice president of the MCRR and chief engineer of the Baltimore Belt Railroad Company. Ill health forced his resignation from work beginning in 1891, but he returned to the PRR as assistant to the president in 1892, later serving in various vice president roles until he was elected president of the company in 1912 (*Altoona Tribune* 1925, 2). Manning became chief engineer of the Baltimore Belt Railroad Company and assistant chief engineer of the B&O Railroad in 1892 and chief engineer of the B&O Railroad in 1894. He oversaw construction of the Belt Line before retiring from the B&O in 1899. J.B. Bolt, engineer, may also have had a role in the design of the Belt Line.

The construction contracts were awarded to two local firms, Ryan and McDonald and L. B. McCabe and Brother, the latter of which would go on to help build New York City's first subway in 1904. These two firms were incorporated as The Maryland Construction Company for the construction of the Baltimore Belt Line. The Belt Line construction was divided into four discrete sections: a 2-mile section from Hamburg Street to Mount Royal Avenue, which included the Howard Street Tunnel; a 1.2-mile section from Mount Royal Avenue to Guilford Avenue; a 2-mile section from Guilford Avenue to Belair Road; and a 2-mile section from Belair Road to Bay View Junction (Manion 1990, 15; Lee 2004, 173; *Railway Review* 1922, 142).

The anticipated cost of the Belt Line was $6 million—$5 million for the construction and $1 million for contingencies and improvements (Harwood 2002, 85). The Howard Street Tunnel alone was estimated to cost more than $2 million of the budget

(Manion 1990, 15). The timing of this expensive project was unfortunate, as the Panic of 1893 exacerbated a period of financial instability across the country and led to the failure of one of the B&O's principal financial supporters, the Baring Brothers' baking firm in London. Between 1892 and 1896, the B&O's total revenue dropped sharply. The B&O was forced to cut back proposed expansion plans, allowing for the completion of the Belt Line but no other costly projects. Everyday infrastructure maintenance also suffered (Jacobs 1989, 68). The Belt Line's construction went over budget, totaling approximately $7 million, which was the B&O's most expensive rail project to date. The B&O, already suffering financial mismanagement, sunk into receivership in early 1896 (Harwood 2002, 97). John K. Cowen, who replaced Charles Mayer as president a few weeks prior in January of 1896, steered the B&O through receivership over the next two years. When the company emerged, it had added over 200 new locomotives, 28,000 new freight cars, and more than 120,000 tons of steel rails, and was in better financial shape overall (Reynolds and Oroszi 2000, 39).

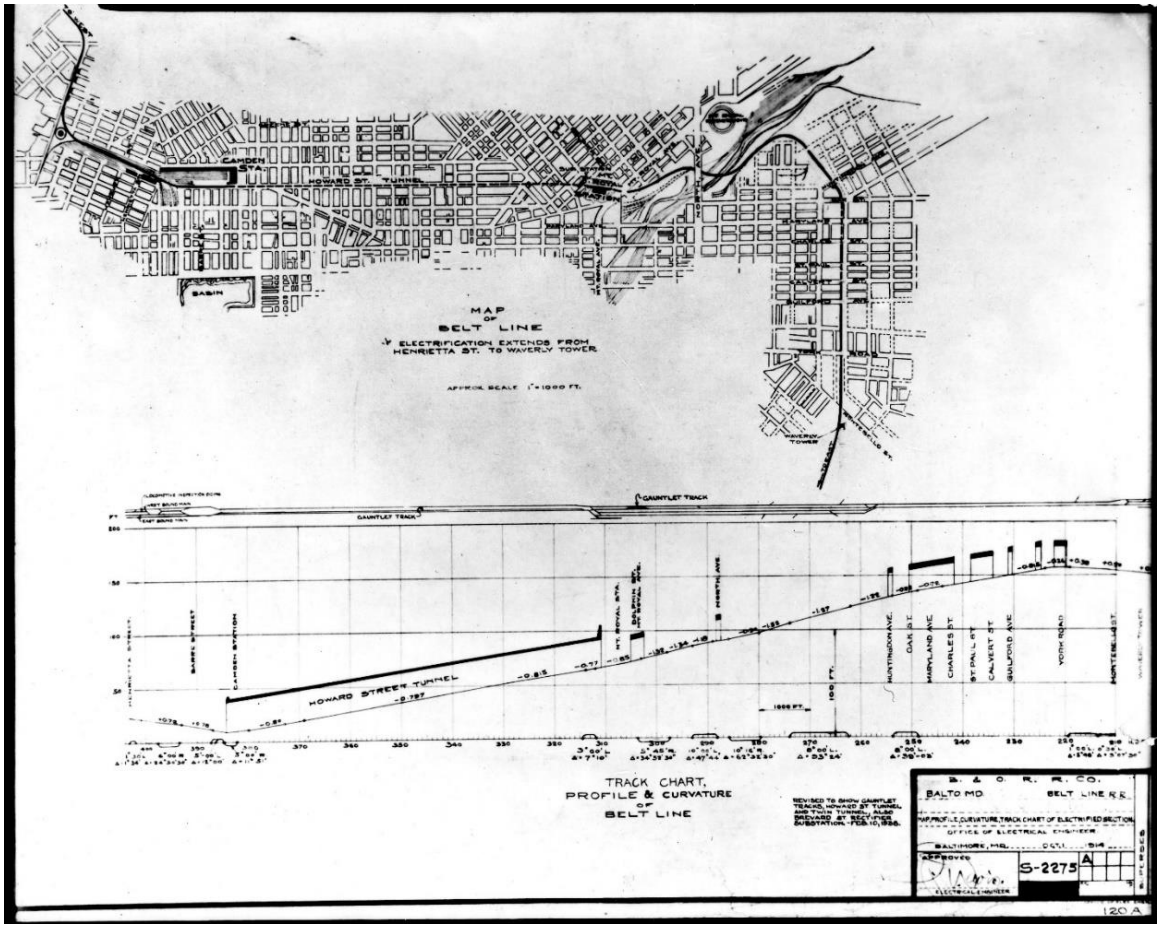

Figure 3: Map and Track Chart, Profile and Curvature of the Belt Line, 1914.
Image Credit: B&O Railroad Museum

When completed in 1895, the double-tracked Baltimore Belt Line ran north from Camden Station via the Howard Street Tunnel (B-79), past Mount Royal Station (B-26), through the shorter Mount Royal Tunnel, through the North Avenue Bridge (B-4521), over the

B&P Tunnel, across the Jones Falls, and finally winding north up the east side of the Jones Falls Valley (see **Figure 3**). After reaching a geographic high point near Huntingdon Avenue and West 26th Street, the line turned sharply east, passing through a long, open cut interspersed with several stone-arch tunnels of varying lengths, including the Harford Road Tunnel, and over several smaller plate girder bridges, ultimately connecting with the B&O's Royal Blue Line to Philadelphia at Bay View Junction. In total, the Belt Line included 7.2 miles of track and 10 tunnels totaling 9,605 feet in length. All original tunnel portals and retaining walls along the open cuts are rusticated, regularly coursed limestone, although in most cases the tunnel themselves are constructed of brick. Original bridges generally consist of steel through-plate girders supported by stepped limestone abutments (Manning 2015, 3-4).

Decline of the Railroad

In 1944, over $112 million in debt and interest had come due for the B&O. Over a two-year period, the Interstate Commerce Commission (ICC), a federal agency established in 1887 to regulate railroads, considered and eventually approved the B&O's deferment plan, which set maturity dates between 1965 and 2010. Though this lightened the company's financial burden, the decline of passenger service on the B&O after World War II exacerbated matters. The railroad had seen a steady decline in passenger traffic following the end of the war as faster and more efficient means of transportation via automobiles and airplanes became more commonplace and affordable. In 1946, passenger service revenue fell by 25 percent as inflation rose. In the postwar period, railroads spent billions in private funding for railroad maintenance, while federal and state governments subsidized highway construction, further eroding railroad passenger and freight traffic (Jacobs 1989, 115).

The situation worsened for the B&O in the 1950s. Automation in the railroad industry led to an 81 percent decrease in the number of B&O employees (Jacobs 1989, 120). In 1957, passenger traffic decreased by 120,693 passengers from the year prior. Despite a five percent fare increase, passenger revenue declined by more than $231,586. In 1957, the B&O discontinued eight passenger trains between Baltimore and New York, which included the Belt Line route, resulting in a net annual saving of approximately $1.6 million. In November 1957, the B&O filed petitions to completely discontinue service between Baltimore and New York to alleviate deficit issues (B&O 1957, 5).

In April of 1958, the B&O eliminated passenger service between New York City and Baltimore. Anticipating a reduction in train traffic, the B&O chose to single-track much of its railroad from Baltimore to Philadelphia. By 1960, the Howard Street Tunnel and most of the Belt Line had been reduced to a single track. However, planners failed to account for the fact that passenger service occurred mostly during the day, with freight service occurring overnight. Reducing to a single track meant that freight traffic continued to suffer congestion despite a decrease in overall train traffic (Manning 2015, 7; *The Sun* 1959, 10; Harwood 2002, 171).

Absorption of the B&O Railroad into CSX Transportation

In the 1960s, revenue continued to sink as operating expenses remained largely the same (Jacobs 1989, 120). Across the country, railroads were suffering. In 1960, the Chesapeake and Ohio (C&O) Railroad sought to purchase a majority share in B&O common stock, which was achieved the following year and approved by the ICC on December 31, 1962 (Jacobs 1989, 122). The new combined C&O/B&O totaled 11,000 miles of tracks. The C&O embarked on a number of improvements to the B&O's infrastructure. In 1971, Hay Watkins, an employee of the C&O since 1949, became president of the C&O/B&O and renamed the railroad company, mostly for marketing purposes, the "Chessie System." The logo—a cat with a blanket tucked beneath its chin—dated to the 1930s, in which a

C&O advertisement in *Fortune* magazine ran with the tag line "Sleep Like a Kitten," referring to the C&O's smooth ride (Jacobs 1989, 124-125).

The 1970s proved fruitful for the Chessie System, with total operating revenues rising over $800 million and net earnings of more than $85 million (Jacobs 1989, 125). In 1980, the ICC approved a merger of the Chessie System with the Seaboard Coast Line, which had formed in 1967 from a merger between the Atlantic Coast Line and the Seaboard Air Line. The 1980 merger produced a holding company known as CSX Transportation; rumor had it that the "C" stood for Chessie, the "S" for Seaboard, and the "X" was due to the fact that the result of the merger was greater than simply adding the two systems together. In 1986, the B&O, C&O, and CSX Transportation consolidated into CSX Transportation Incorporated (Jacobs 1989, 127). As of 2021, CSX continues to operate a freight line along the former alignments of the B&O Baltimore Belt Line and Royal Blue Line (Manning 2015, 4).

Post-Construction Alterations to the Harford Road Bridge

The Harford Road Bridge was altered in several campaigns over the twentieth century. According to a description included in the 1905 plan (annotated in 1933 and 1934), in 1900, an inverted arch was placed under the tracks, and the north side wall was straightened. The portals and walls were repointed and repaired six years later (B&O Railroad 1905). According to the annotated 1905 plan, a sidewalk slab, five feet thick and nine feet, eight inches wide on 20-foot I-beams encased in concrete, was added to the east side of the bridge in 1912; however, an inscribed date on the cantilevered sidewalk slab, visible above the east portal reads "1914". The annotated 1905 plan shows a four-foot steel picket fence atop the bridge. At the time of the sidewalk addition, the B&O applied poured concrete over portions of the original stepped capstones on the abutments to support the new decking. In 1931, brick was removed and gunite applied to the arch, according to a list of repairs included in the annotated 1905 plan. In 1964, the portals, arch, and walls were repointed and grout was pumped behind an unspecified bridge wall (B&O Railroad 1905). The B&O eliminated passenger service between New York City and Baltimore in 1958, and the rail line was reduced from double tracks to a single track between 1958 and 1960 (Harwood 1990, 170-1).

In 1984, CSX sought to raise train height restrictions along the Belt Line following the expansion of the General Motors plant in southeast Baltimore. The railroad company lowered the tracks under the Harford Road Bridge, providing a higher, 19-foot, 3-inch clearance to accommodate multi-level automobile carriers. At Harford Road, concrete underpinning was added along the foundation so that the sidewalls of the arch did not collapse while the tracks were lowered for the clearance project (*The Sentinel* 1984, 7). A vertical curve, or sag, dropped the track under the bridge to gain clearance (FRA 2011, 15.17). As part of the clearance project, CSX replaced the original parapet walls with concrete and added chain-link fencing and guardrails to portions of the west side of the bridge.

As of 2021, the bridge was proposed for demolition and replacement as part of the Howard Street Tunnel Project to allow double stacking of freight trains along CSX's route between Baltimore and Philadelphia. Demolition is expected to occur in 2022.

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------. 1890c. “The Citizens and the Belt Line.” April 25, 1890, 5.

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9. Major Bibliographical References

Inventory No. B-4523

See Section 8.

10. Geographical Data

Acreage of surveyed property	0.25		
Acreage of historical setting	0.25		
Quadrangle name	Baltimore East	Quadrangle scale:	1:24,000

Verbal boundary description and justification

The boundary for the Harford Road Bridge encompasses approximately 0.25 acres in Ward 9 found on Baltimore City tax maps. The boundary includes the bridge deck and abutments.

11. Form Prepared by

name/title	Meghan P. White and Nicole A. Diehlmann		
organization	RK&K, LLP	date	4/25/2022
street & number	12600 Fair Lakes Circle, Suite 300	telephone	703-259-3739
city or town	Fairfax	state	VA

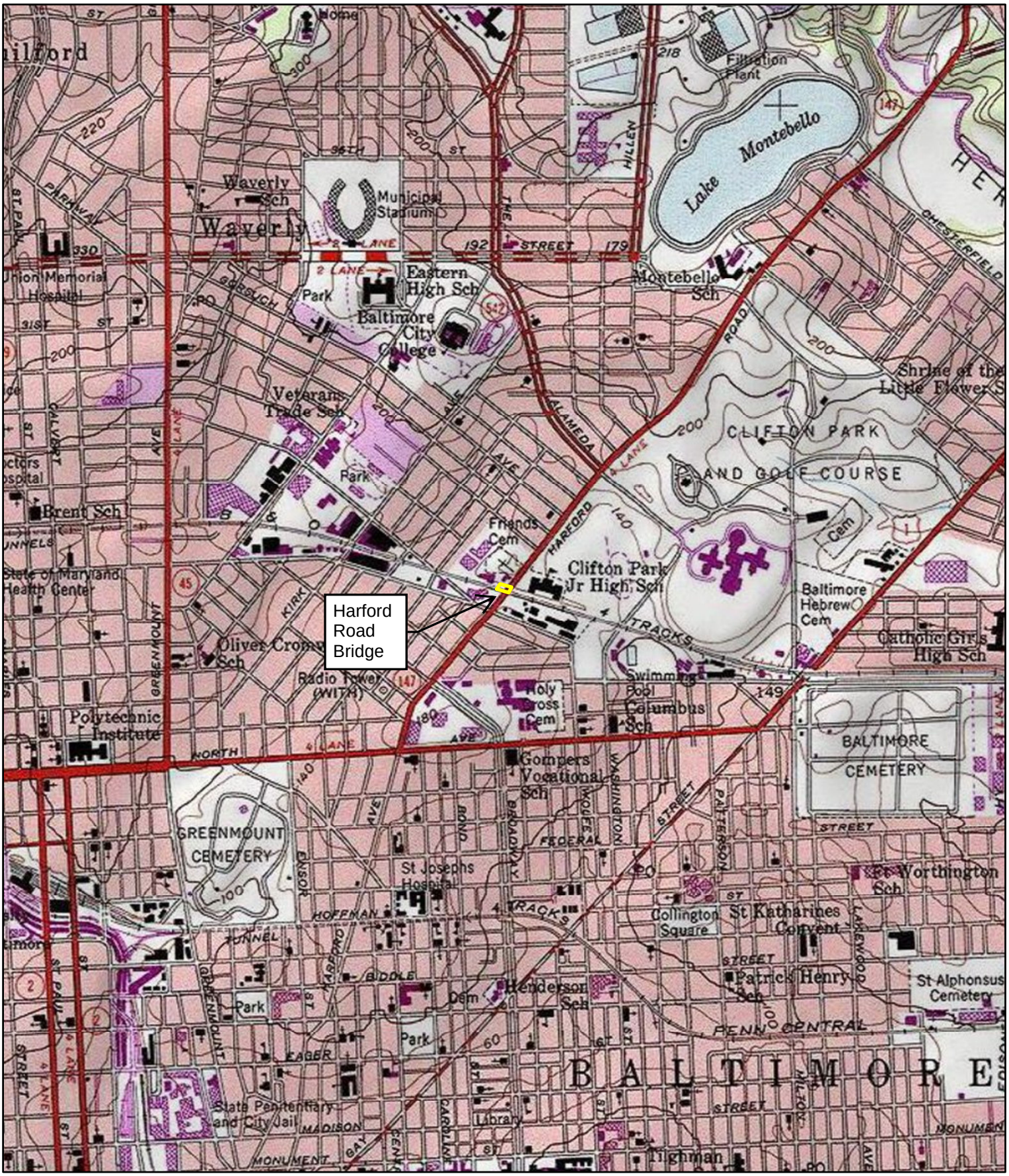
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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
410-697-9591

Harford Road Bridge (BC8026) B-4523

Location: Harford Road over CSX Transportation Railroad Tracks Baltimore City



Harford Road Bridge

USGS 7.5' Quadrangle
Baltimore East

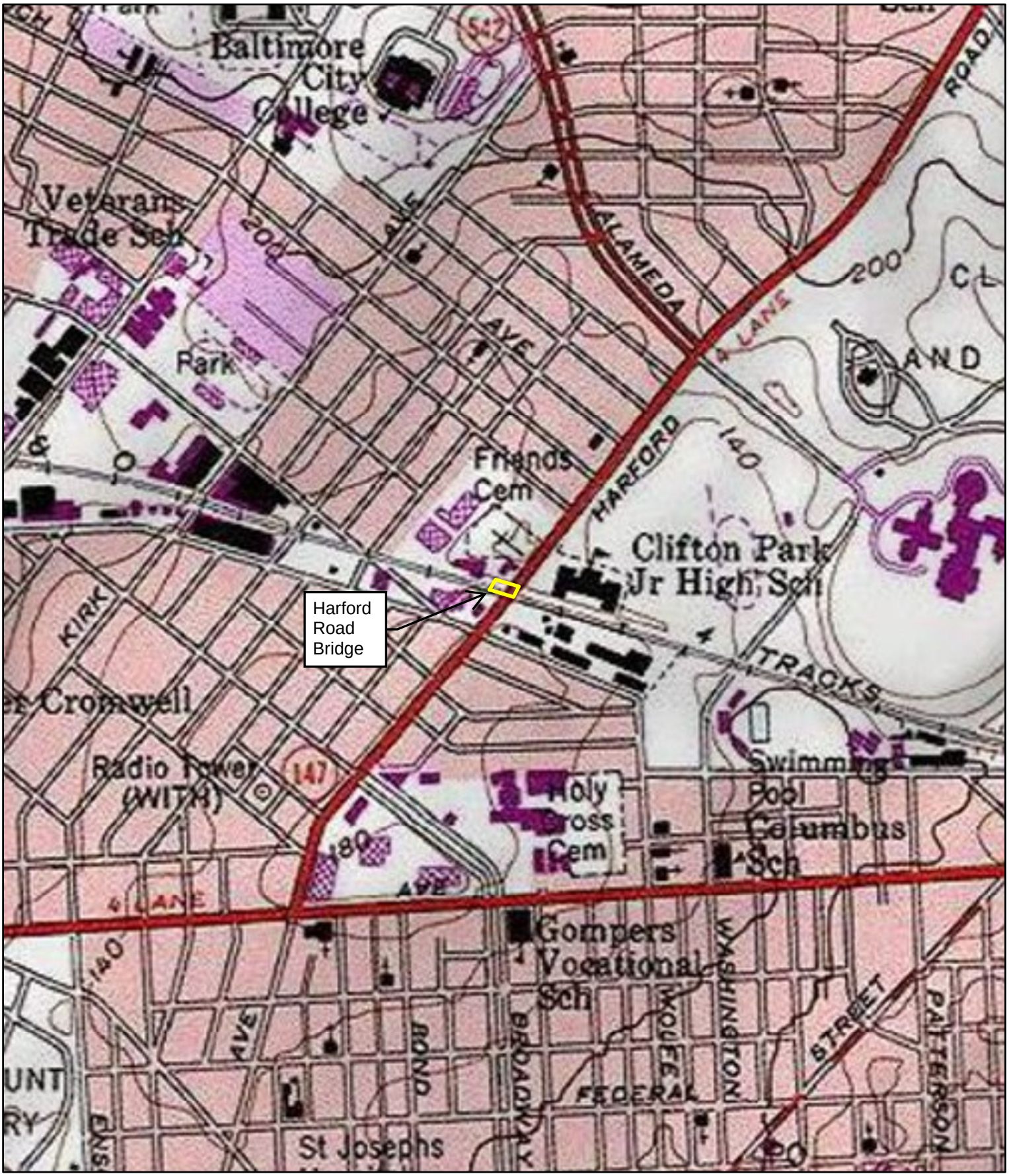
0 0.25 0.5 1 Miles

1:24,000

N

Harford Road Bridge (BC8026) B-4523

Location: Harford Road over CSX Transportation Railroad Tracks Baltimore City



Harford Road Bridge

USGS 7.5' Quadrangle
Baltimore East

0 0.125 0.25 0.5 Miles

1:12,000

N

Harford Road Bridge (BC8026) B-4523

Location: Harford Road over CSX Transportation Railroad Tracks Baltimore City

Harford Road Bridge

1 Photo Location

0 0.0075 0.015 0.03 Miles

1:900

N

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-4523

Name of Property: Harford Road Bridge
Location: Harford Road over CSX Transportation railroad tracks, Baltimore, MD

Photo 1: West portal, looking east

Photo 2: West portal, looking east

Photo 3: East portal, looking west

Photo 4: Detail of west portal abutments, looking northwest

Photo 5: Interior Brick and Concrete Lining, Looking Northwest

Photo 6: Underside of the 1914 decking expansion, looking northwest

Photo 7: Harford Road over CSX tracks, looking northeast

PHOTO LOG

Name of Property: Harford Road Bridge
Name of Photographer: Nicole A. Diehlmann
Date of Photograph: May 2020 and September 2021
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets.

Photo 1 of 7:
West portal, looking east
B-4523_2021-09-27_001.tif

Photo 2 of 7:
West portal, looking east
B-4523_2021-09-27_002.tif

Photo 3 of 7:
East portal, looking west
B-4523_2021-09-27_003.tif

Photo 4 of 7:
Detail of west portal abutments, looking northwest
B-4523_2021-09-27_004.tif

Photo 5 of 7:
Interior brick and concrete lining, looking northwest
B-4523_2021-09-27_005.tif

Photo 6 of 7:
Underside of the 1914 decking expansion, looking northwest
B-4523_2021-09-27_006.tif

Photo 7 of 7:
Harford Road over CSX tracks, looking northeast
B-4523_2020-05-21_007.tif