

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC

Patterson Viaduct; Ilchester Bridge

AND/OR COMMON

Patterson Viaduct Remains (Preferred)

## 2 LOCATION

STREET & NUMBER

Banks of the Patapsco River 400 feet south of B & O  
bridge over the Patapsco

CITY, TOWN

Ilchester

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE

COUNTY

CODE

Howard & Baltimore 027.005

## 3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER Ruins

## 4 OWNER OF PROPERTY

NAME

Mr. John W. Hanifin, President

STREET & NUMBER

Chessie System, 2 North Charles St.

CITY, TOWN

Baltimore

VICINITY OF

STATE

Maryland 21201

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Howard County Courthouse  
Baltimore County Courthouse

STREET & NUMBER

CITY, TOWN

Ellicott City, Towson

STATE

Maryland

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The remains of the Patterson Viaduct stand on the east (Baltimore County) and west (Howard County) banks of the Patapsco River just south of the present bridge carrying the Baltimore and Ohio Railroad over the river near Ilchester, Maryland.

A description of the then new Viaduct taken from the 1829 annual report of the Railroad is as follows:

This bridge rises about 43 feet above its foundations. It has four graduated arches - 2 of 55 foot chord each and two of 20 foot chord each. The smaller arches were introduced for the accommodation of two county roadways, one on each side of the river. Each of the roadways is secured against the action of the stream by substantial guardwalls of suitable length and height. Its length is upwards of 360 feet. The stones in the arches, as in the Carrollton and other bridges, are so shaped as to conform to the radii of circles of which the arches are segments. The versed sines of the larger arches are 16 and of the smaller arches 6 feet. The mass[ive] blocks of granite, some of which exceed 7 tons weight, which form the exterior of its walls, are regularly butted and vertically jointed. Its exterior is undressed or rustic. It contains 9601-1/2 perches of masonry. It was commenced in May and passed in the succeeding December. Its cost was \$35,552.85, or \$3.71 a perch.

The Viaduct was almost totally destroyed in the great Patapsco Valley flood of 1868. A single-span Bollman truss built into the west abutment in 1869 incorporated the original roadway arch and upstream wingwall. With the realignment of the railroad 400 feet upstream in 1902-1903, the Bollman bridge was left unused. Today, all that remains at the original crossing is the single masonry roadway arch of the 1829 construction on the west bank and the stone abutment on the east bank.

# SIGNIFICANCE

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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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input 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 1829 BUILDER/ARCHITECT \_\_\_\_\_

STATEMENT OF SIGNIFICANCE

The Patterson Viaduct (or Ilchester Bridge), built from May to December 1829, was part of the original main line of the Baltimore and Ohio Railroad. It was constructed in the first building phase of the Railroad which extended from Baltimore City to Ellicott's Mills. The Patterson, the third bridge to be built for the B & O, is similar in construction to the Carrollton Viaduct (National Register). Designed by Caspar Wever, it was built under the supervision of John McCartney, one of his assistants. A note from McCartney to Wever dated 17 October 1829 reads as follows:

I will contract to build the Bridg over the petapsico for forty five thousand dollers and no Less and Run All Risks & yet i am willing to Cary it on in the Same maner that i have comenced and for what Compancation the presidint and directors of the Company Says is Right yet i am of the opinion that it will not cost more than from thirty to thirty five thousand dolls.<sup>1</sup>

McCartney received the contract to build the Thomas Viaduct (National Register) as a result of his successful completion of the Patterson contract.

<sup>1</sup>From copy in the files of Division of Mechanical and Civil Engineering, Smithsonian Institution.

# MAJOR BIBLIOGRAPHICAL REFERENCES

NO-63

Stein, Charles Francis, Jr. Origin and History of Howard County, Maryland. Baltimore: By the Author and the Howard County Historical Society, 1972.

Information from files of Division of Mechanical & Civil Engineering, Smithsonian Institution, Washington D. C., including notes from: Annual Report of B & O Railroad, 1829.

see continuation sheet

## GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY two acres

UTM REFERENCES

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## FORM PREPARED BY

NAME / TITLE

Pamela James, Assistant Historian

IS

ORGANIZATION

Maryland Historical Trust

DATE

August 1975

STREET & NUMBER

21 State Circle

TELEPHONE

301-267-1438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

## STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

Patterson Viaduct  
Howard & Baltimore Counties

CONTINUATION SHEET

ITEM NUMBER

9

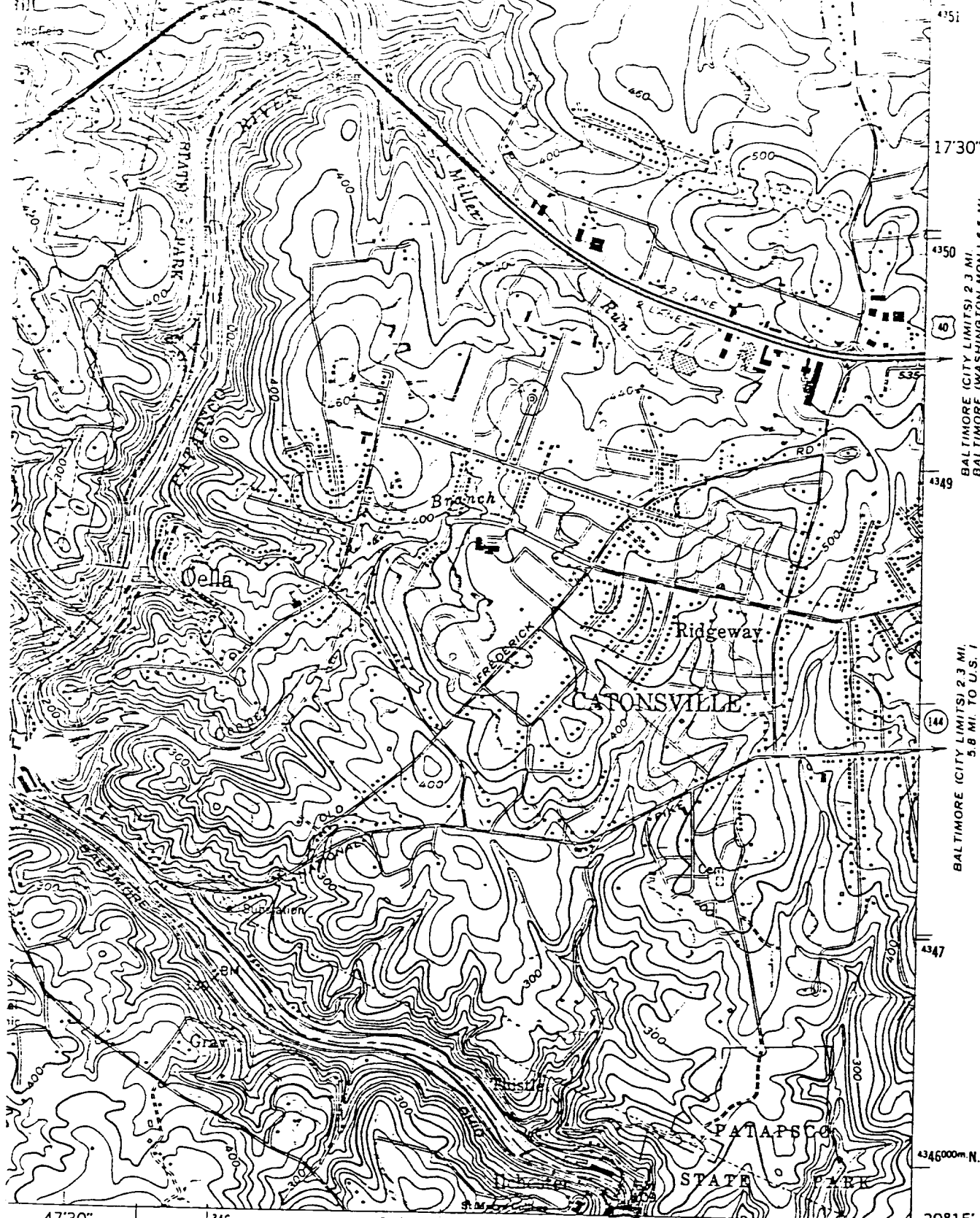
PAGE

1

#9

Dennis, Olive W. History of the Old Main Line, Baltimore and Ohio  
Railroad. 1943.

H0-63



4351  
17'30"  
4350  
BALTIMORE (CITY LIMITS) 2.3 MI.  
BALTIMORE (WASHINGTON MON) 6.5 MI.  
4349  
BALTIMORE (CITY LIMITS) 2.3 MI.  
5.8 MI. TO U.S. 1  
4347  
4345000m N.

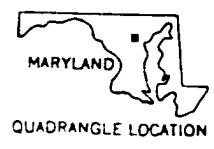
47'30" 1346 347000m E. INTERIOR—GEOLOGICAL SURVEY WASHINGTON D.C. 20540 1987 39°15' 76°45'

**Patterson Viaduct**

ROAD CLASSIFICATION

- Heavy-duty \_\_\_\_\_ Light-duty \_\_\_\_\_
- Medium-duty \_\_\_\_\_ Unimproved dirt - - - - -
- Interstate Route ○ U. S. Route ○ State Route

1 MILE



ELLICOTT CITY, MD. 4 0510  
SE/4 ELLICOTT 15' QUADRANGLE  
N3915-W7645/7.5

Howard Co.

(RELAY)  
5665 11 N.W.