

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: PRR Frederick Secondary Line bridge, Milepost 67.1 Inventory Number: F-3-259

Address: PRR Frederick Secondary Line over Mill Branch Creek, Milepost 67.10 Historic district: yes no

City: Frederick Zip Code: 21701 County: Frederick

USGS Quadrangle(s): Frederick

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/Russ Stevenson Date Prepared: 2/13/2013

Documentation is presented in: _____

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)*

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 Taneytown/Walkersville/Frederick Freight Rail Lines 198 & 199, Inspection Year 2011 (Alvi Associates, Inc. 2011).

The Pennsylvania Railroad (PRR) Frederick Secondary Line bridge, Milepost 67.10 crosses Mill Branch Creek about 0.1 mile north of the intersection of North Market Street (MD 355) and East Street in the City of Frederick, Frederick County, Maryland (Photographs 1 to 6). The bridge carries an inactive section of the former PRR Frederick Secondary Line over Mill Branch Creek, which flows from west to east through the structure. The rail line and creek are surrounded by dense vegetation, providing a visual buffer between the bridge and its surroundings. An open field is located to the west of the bridge, while a modern power station is situated to the northeast, and modern industrial properties are located to the southeast of the bridge. The year the bridge was built is unknown; however, based on the form and materials, the bridge was likely constructed ca. 1872 when the rail line was originally

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MHT Comments:	
<u><i>Jim Johnson</i></u> Reviewer, Office of Preservation Services	<u>4/23/13</u> Date
<u><i>Blanche</i></u> Reviewer, National Register Program	<u>5/2/13</u> Date

constructed.

The stone arch bridge carries a single track of the railroad laid in a bed approximately 8' to 10' deep. The bridge is a dry-stacked pointed stone masonry arch with a clear span of up to 6'-3" between arch walls. The arch is about 6'-7" high at the center, 57'-4" in length, and has up to 21" thick headwalls. The headwalls are parallel to the track, with a maximum length of 14'-2". Evidence of repointing and patching is visible, although the bridge largely retains its original appearance and workmanship.

Integrity

The PRR Frederick Secondary Line bridge, Milepost 67.10 retains integrity of location as it continues to carry the railroad over Mill Branch Creek at Milepost 67.10 in the City of Frederick. Integrity of association has been somewhat diminished through the disuse of the rail line; however, the rails, ties, and ballast remain intact above the stone arch bridge. The setting has been compromised through the construction of modern industrial facilities nearby; however, the bridge is largely concealed from the nearby development by the dense woods that flank both the rail line and the creek. The original materials remain intact, and the bridge retains integrity of design and workmanship. While the stone has been mortared and patched over the years, these minor maintenance items do not detract from the overall integrity of the bridge. The retention of these features and the original appearance of the bridge result in the retention of integrity of feeling; the bridge continues to convey its significance as a nineteenth-century stone arch railroad bridge built for the PRR Frederick Secondary Line.

Historical Narrative

The PRR Frederick Secondary Line bridge, Milepost 67.10 that carries the former PRR Frederick Secondary Line (presently Taneytown/Walkersville/Frederick Freight Rail Line) over Mill Branch Creek at Milepost 67.10 was likely constructed in the second half of the nineteenth century, ca. 1872, when this section of the PRR Frederick Secondary Line was erected.

PRR Frederick Secondary Line Overview

The PRR Frederick Secondary Line traces its origin to an act of the Maryland legislature passed in 1867 to incorporate what was then known as the Frederick and Pennsylvania Line Railroad. The act allowed the company to construct a line from Frederick, Maryland, in a northeasterly direction to the Maryland and Pennsylvania state line (Watkins 1896:Frederick Division, 5). A survey of the proposed line was completed by civil engineer Joseph S. Gitt in 1867, who surveyed at least two separate routes before choosing the existing path of the rail line (Gitt 1867:3-14). The route was chosen based upon finding an efficient path that would, among other things, provide the shortest and fastest connection from one railroad to another. The proposed Frederick and Pennsylvania Line Railroad connected with the Western Maryland Railroad (WMRR) and the Baltimore & Ohio (B&O) Railroad in Maryland and with the Littlestown and Hanover Railroad in Pennsylvania. The line was envisioned as a vital "link in the great chain of Railways" connecting the post-Civil War South with industrializing cities on the Atlantic seaboard (Gitt 1867:19). Similarly, it was anticipated that the Frederick and Pennsylvania Line Railroad would also see a considerable amount of passenger traffic for people traveling between the North and South.

While the aforementioned freight and passenger service was anticipated to provide the proposed railroad with revenue, none would likely be as consistent or profitable as those associated with industry, chiefly bituminous coal. Bituminous coal was widely used in rolling mills and forges. It was anticipated that the combination of easy access to the mines and the gentle gradient on which the railroad was proposed would facilitate the cheap transportation of coal to industrial markets in Pennsylvania. In addition to coal, iron ore was in great demand by the steel-making industries of western and eastern Pennsylvania. The proposed railroad would connect these iron- and steel-producing areas to mineral resources in Carroll and Frederick counties (Gitt 1867:31). It was also

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hoped that the line would stimulate the local economies through which it would run, allowing area farmers a reliable route to transport their goods to markets in Pennsylvania, regardless of the condition of the public railroads. In return, the line would provide the same farmers with coal, lumber, and other necessary goods.

Construction on the Frederick and Pennsylvania Line Railroad began in 1869 (Schultz 1871:143). By the end of 1871, the section of track was completed between Littlestown, Pennsylvania; and Taneytown, Maryland, and freight service was running regularly between the two towns (Schultz 1871:958). The line was officially opened the entire route south to Frederick on October 8, 1872 (Wilson 1895:193). The stone arch bridge crossing Mill Branch Creek at Milepost 67.10 was opened at that time as well. Stone arch bridges were common in railroad construction during this period and were especially suited for smaller creeks such as Mill Branch Creek, which is situated at an elevation much lower than the railroad bed. Small stone arch structures such as the bridge at Milepost 67.10 were often based on standardized plans of the railroads (P.A.C. Spero & Company and Louis Berger & Associates [Spero & Berger] 1995). Few stone arch culverts and small bridges survived through the twentieth century; most were likely replaced with modern concrete culverts and those that remain generally have undergone significant repairs and alterations.

By 1873, the Frederick and Pennsylvania Line Railroad was operating two passenger trains between Frederick and Littlestown. A connection with the WMRR in Frederick provided access to Baltimore, Hagerstown, and other points north (Schultz 1873:543). In 1874, after one year of operation, the railroad's traffic was increasing; however, it had not earned enough money to pay the interest coupons due on the first mortgage bonds, largely due to excessive construction costs (Schultz 1874:475). Consequently, by the end of 1874, it was apparent that the PRR would assume control of the Frederick and Pennsylvania Line Railroad, as the PRR had already secured the Hanover and York and the Littlestown railroads. By acquiring the Frederick and Pennsylvania Line Railroad, the PRR would be able to extend the railroad to Washington, D.C., giving the company a direct route from Harrisburg, Philadelphia, and New York (Schultz 1874:1477).

In May 1875, the PRR announced it was leasing the Frederick and Pennsylvania Line Railroad for a period of 999 years starting on January 1, 1875. The PRR would receive all of the freights, fares, and tolls; in return, the PRR would maintain the railroad and buildings, pay the operational expenses of the railroad, and pay off the floating debt and mortgage bonds of the Frederick and Pennsylvania Line Railroad (Schultz 1875:580). The lease was just one of several lines acquired by the PRR in assembling their new Frederick Division. As part of the acquisitions, the former Frederick and Pennsylvania Line Railroad became part of the larger PRR Frederick Secondary Line. The PRR Frederick Secondary Line, which comprised the majority of the Frederick Division, included two branch lines owned by the PRR: the Columbia Bridge from Columbia to Wrightsville, Pennsylvania; and the York Branch PRR from Wrightsville to York, Pennsylvania. It also included three railroads operated by 999-year leases: the Hanover and York Railroad from Hanover to York, Pennsylvania; the Littlestown Railroad from Hanover to Kingsdale, Pennsylvania; and the Frederick and Pennsylvania Line Railroad from Kingsdale, Pennsylvania, to Frederick, Maryland (Wilson 1895:193). The completed line measured approximately 69 miles in length.

By the end of 1875, the PRR had successfully compiled a direct route from Columbia, Pennsylvania; southwest to Frederick, Maryland. While the entire PRR Frederick Secondary Line consistently earned a profit, the segment that included the original Frederick and Pennsylvania Line Railroad reported losses (PRR 1880:46; 1890:42). With the exception of 1893, when the line broke even, the Frederick and Pennsylvania Railroad consistently reported losses in the annual reports (PRR 1893:41; 1894:40). Furthermore, the larger PRR Frederick Division placed low in the 12 divisions that reported freight and passenger totals, only placing above the Cambria and Clearfield, Altoona and Lewistown divisions (PRR 1894:138).

The former PRR Frederick Secondary Line was reorganized several times during its history, although it remained under operation by the PRR from 1875 until 1968. In 1896, the Frederick and Pennsylvania Line Railroad became the Frederick and Northern Railroad Company. The following year, it merged with the Hanover and York Railroad Company to become the York, Hanover

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and Frederick Railroad Company (Robert T. Netzlof's Pennsylvania Road Data website, accessed December 11, 2012). In 1914, the York, Hanover and Frederick Railroad merged with the Central Railroad of Maryland to form the York, Hanover and Frederick Railway Company (Robert T. Netzlof's Pennsylvania Railroad Data website, accessed December 11, 2012; Taber 1987:433).

Although the York, Hanover and Frederick Railway Company reported a small profit in 1935, the line generally continued to run at a loss (PRR 1935:54; 1940:42; 1944:36). From all accounts, freight traffic along the York, Hanover and Frederick Railway continued to decline after World War II, partly due to the increased competition from trucks, which were not limited to rails and could utilize newly constructed turnpikes, highways, and interstate highways. With revenues falling and a deteriorating infrastructure, the PRR merged with the New York Central to form the Penn Central Corporation in 1968 (Taber 1987:354, 374). The York, Hanover and Frederick Railway remained under operation by the newly formed Penn Central Corporation. Despite the merger, the Penn Central continued to lose money rapidly, declaring bankruptcy by late 1970 while continuing to operate (Messer 2000:342-343).

Hurricane Agnes hit hard in 1972, devastating much of the Mid-Atlantic and destroying a key crossing of the York, Hanover and Frederick Railway over the Monocacy River at Milepost 65.35. As the bankrupt railroad did not have enough money to rebuild the crossing, this loss severed the last few miles of track south of the bridge into Frederick, which included the bridge at Milepost 67.10. As the rail line no longer had a connection to Frederick and the rail lines that ran through the city, the loss of the Monocacy River Bridge resulted in further decline of the railroad (Walkersville Southern Railroad website, accessed December 11, 2012).

In 1974, the Regional Rail Reorganization Act was passed that created the United States Railway Association and granted them the power and authority to slash unprofitable lines. The Consolidated Rail Corporation (Conrail) was created and took over the Penn Central and six other railroads in the northeast corridor (Messer 2000:344). The York, Hanover and Frederick Railway was excluded from the Conrail takeover. The State of Maryland purchased the part of the railroad within its borders, stretching from the Maryland and Pennsylvania state line in Carroll County to approximately 30 miles southwest in Frederick, Frederick County (Walkersville Southern Railroad website, accessed December 11, 2012).

The section of the line south of the Monocacy River crossing remained out of service until the 1990s. In 1993, the State of Maryland granted the Walkersville Southern Railroad permission to use the track south of Walkersville. The Walkersville Southern is a tourist railroad that runs weekend excursions. The railroad rebuilt the Monocacy River Bridge in 1996, opening up track south to Route 26, just north of Frederick. The section south of Route 26, including the bridge at Milepost 67.10, was not reopened and remains inactive in 2013 (Walkersville Southern Railroad website, accessed December 11, 2012).

PRR Frederick Secondary Line Bridge, Milepost 67.10

The PRR Frederick Secondary Line bridge, Milepost 67.10 is an example of a stone arch bridge. The stone arch bridge type represents an early advance in bridge building when simple beam spans were replaced with structural arches to better support loads. Stone arch bridges were common in road and railroad construction due to their load carrying strength, relatively simple construction technique, and long life span.

Construction of stone arches requires temporary support of the structure on falsework, which is typically composed of scaffolded timber framework. The bridges are constructed on-site, either through mortaring or dry-laying stones. The substructure is laid first, including the piers and abutments, followed by the arch ring that is built on the timber falsework. When the arch ring is in place across the width of the span, comprising the barrel of the arch, the spandrel walls are erected. The spandrel walls are often filled with dry earth or ballast to increase stability (Bianculli 2003).

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Stone arch bridges in Maryland were typically built during the nineteenth and early twentieth centuries. Primarily promoted by the B&O and other railroad companies, the stone arch bridge was used in large, notable crossings such as the Carrollton Viaduct, as well as smaller bridges and culverts such as the bridge at Milepost 67.10. Small bridges and culverts such as the bridge at Milepost 67.10 were usually built according to standard plans used by the railroads in the late nineteenth century. Most of the surviving stone arch bridges in the state date from 1800 to 1900 and are linked historically to a turnpike, canal, or railroad (Spero and Berger 1995). While several of the larger stone arch bridges in Maryland are well preserved and have been documented as historic resources, smaller bridges and culverts, such as the bridge at Milepost 67.10, are more uncommon. Many were replaced with concrete culverts or sustained significant modifications in order to extend the usable life of the crossing. Only one other similar stone arch structure, located just north at Milepost 66.90, was documented along the PRR Frederick Secondary Line between Taneytown and Frederick. This culvert was of a similar design as the bridge at Milepost 67.10, but has been altered significantly through the reconstruction of the wingwalls, repointing of headwalls, and the reinforcement of the stone. No other similar stone arch structures have been documented in Frederick County.

Significance Evaluation

The PRR Frederick Secondary Line bridge, Milepost 67.10 is eligible for listing in the National Register under Criterion C in the area of engineering as an example of a small stone arch railroad bridge that retains a high level of integrity.

The bridge is not eligible under Criterion A as it is not associated with significant events. The PRR Frederick Secondary Line was not an early, successful, or otherwise notable transportation route. Although associated with the early construction of the line, the bridge at Milepost 67.10 was not associated with any specific events or critical crossings. The bridge at Milepost 67.10 is not associated with the lives of significant persons and is therefore not recommended eligible under Criterion B.

The PRR Frederick Secondary Line bridge, Milepost 67.10 is a representative example of the small bridges commonly built by railroad companies in the nineteenth and early twentieth centuries. Such bridges were often replaced in the twentieth century or suffered significant alterations, making the intact bridge at Milepost 67.10 an uncommonly well-preserved example of the type. The bridge retains a high level of integrity and has not been significantly altered. The repairs completed on the bridge at 67.10 have all been in character with the original design and construction. Therefore, the bridge continues to convey its significance as a late-nineteenth-century example of a small stone arch railroad bridge and is 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.

Boundary

The National Register boundary of the resource includes the bridge footprint and encompasses the stone arch, headwalls, and railroad bed above. This boundary encompasses all of the extant features historically associated with the bridge and its purpose of carrying the PRR Frederick Secondary Line over Mill Branch Creek.

References

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2011 Comprehensive Structural Inspection of Aerial Structures and Bridges for the Taneytown/Walkersville/Frederick Freight Rail Lines 198 & 199. Inspection Year 2011. Prepared for the Maryland Transit Administration and Maryland Department of Transportation.

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<http://www.wsrr.org/history.htm>, accessed December 11, 2012.

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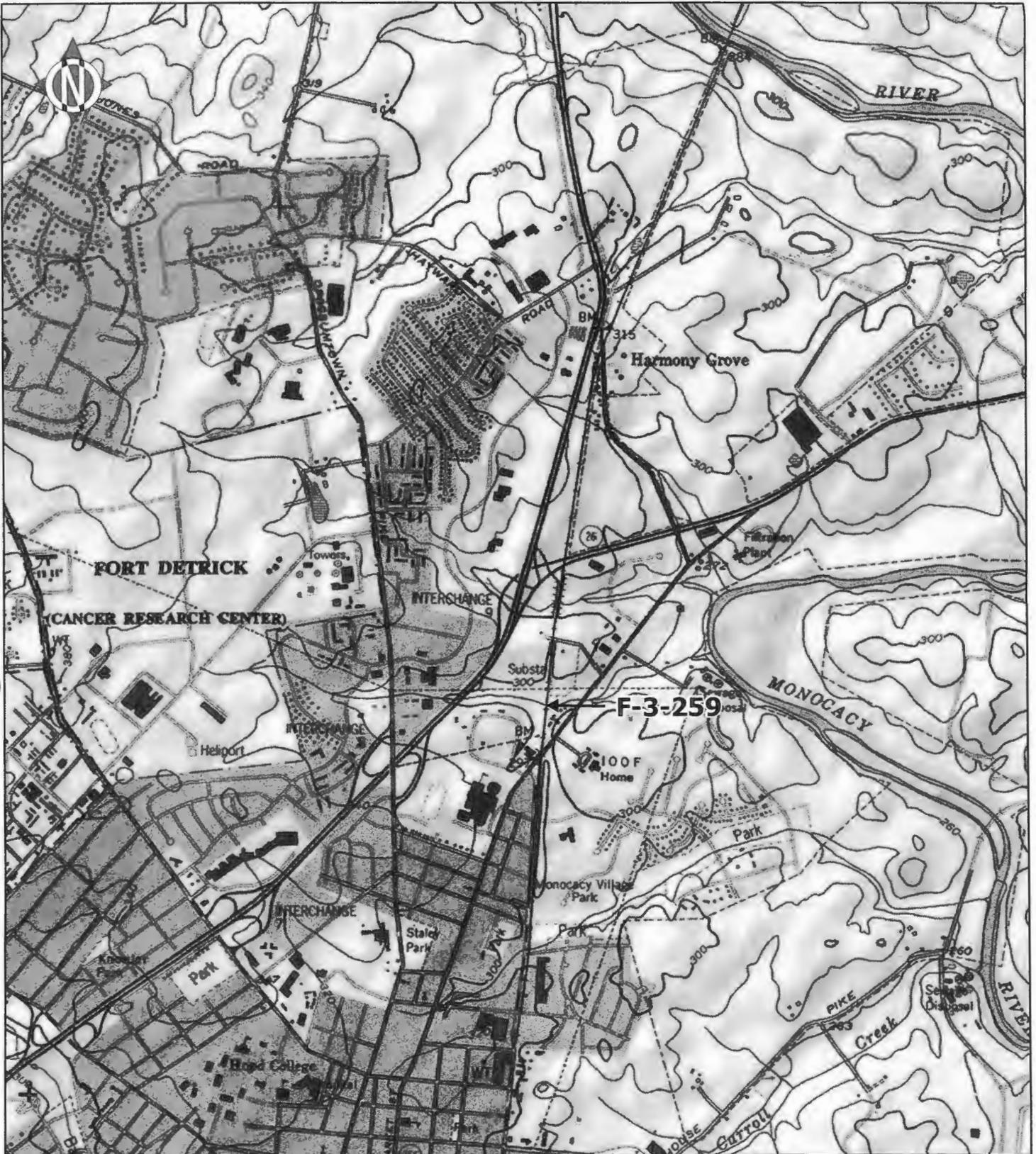
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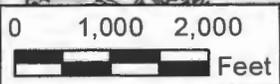
Date



Resource Location

F-3-259

Pennsylvania Railroad
 Frederick Secondary Line Bridge,
 Milepost 67.10
 Frederick County
 Frederick, Maryland Quadrangle





F-3-259

1873 Atlas of Frederick County

F-3-259

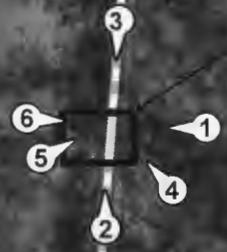
Pennsylvania Railroad
 Frederick Secondary Line Bridge,
 Milepost 67.10
 Frederick County
 Frederick, Maryland Quadrangle



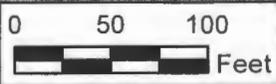
Pennsylvania Railroad
Frederick Secondary Line

Mill Branch Creek

F-3-259



North Market Street (MD335)



Photograph Location Map
F-3-259
Pennsylvania Railroad
Frederick Secondary Line Bridge,
Milepost 67.10
Frederick County, Maryland

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
F-3-259_2013-01-18_01	F-3-259	Pennsylvania Railroad, Frederick Secondary Line Bridge, Milepost 67.10	Frederick	R. Stevenson	1/2013	Overview of bridge at Milepost 67.10, east elevation, view looking west.	1 of 6
F-3-259_2013-01-18_02	"	"	"	"	"	View looking north along inactive rail line towards bridge crossing.	2 of 6
F-3-259_2013-01-18_03	"	"	"	"	"	View looking south along rail line toward bridge crossing. The bridge is situated near where the pink flags are placed, approximately 10 feet below the rail bed.	3 of 6
F-3-259_2013-01-18_04	"	"	"	"	"	East side of bridge, view looking northwest.	4 of 6
F-3-259_2013-01-18_05	"	"	"	"	"	West side of bridge, view looking northeast.	5 of 6
F-3-259_2013-01-18_06	"	"	"	"	"	West side of bridge, view looking east through barrel arch.	6 of 6



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PA RR Frederick Secondary Line Bridge, milepost 67.10
Frederick County, MARYLAND

S.HAAS

01-2013

MD SHPD

OVERVIEW OF BRIDGE @ MP 67.10, east elevation, view looking
WEST.

Photo # 1 of 6



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PA RR Frederick secondary Line Bridge, Milepost 67.10

Frederick County, MARYLAND

S. HAAS

01-2013

MD SHPO

VIEW LOOKING NORTH ALONG INACTIVE RAIL LINE TOWARD
BRIDGE CROSSING

PHOTO # 3 of 6



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PA RR Frederick secondary Line Bridge, Milepost 67.10

Frederick County, MARYLAND

S. HAAS

01-2013

MD SHPO

VIEW LOOKING SOUTH ALONG RAIL LINE TOWARD BRIDGE
CROSSING. THE BRIDGE IS SITUATED APPROXIMATELY WHERE THE
PINK FLAGS ARE PLACED, APPROXIMATELY 10 ft. below the rail
bed.

Photo # 3 of 6



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PA RR Frederick secondary Line Bridge, Milepost 67.10

Frederick county, MARYLAND

S. HAAS

01-2013

MD SH70

East side of bridge, view looking northwest.

Photo # 4 of 6



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PA RR Frederick secondary line Bridge, Milepost 67.10

Frederick County, MARYLAND

S. HAAS

01-2013

MD SHPO

WEST SIDE OF BRIDGE, VIEW LOOKING NORTHEAST.

Photo # 5 of 6



F-3-259

PA RR Frederick Secondary Line Bridge, Milepost 67.10
Frederick County, MARYLAND

S/HAAS

01-2013

MD SHPO

WEST SIDE OF BRIDGE, VIEW LOOKING EAST THROUGH PARREL ARCH.

Photo # 6 of 6