

F-5-117

Ridgeville Tunnel and Bartholows Road Arch,
Baltimore and Ohio Railroad Mt. Airy Improvement
Mt. Airy vicinity
Private

1900-1902

The Mt. Airy Improvement of 1900-1902 along the Baltimore & Ohio's main line between Mt. Airy and the Monocacy River is associated with the late 19th century increase in shipping along the B&O which brought about the need for extensive improvements on the railroad's "Main Stem" from Baltimore to Point of Rocks. In the New Market Region, the most visible effects of the improvement were the relocation of the line, which since 1831 had followed the twisting Bush Creek and crossed the elevation of Parr's Ridge by a detour through the town of Mt. Airy. The improvement's main effect was the laying of about 10 miles of new track and the straightening of many curves. The Ridgeville Tunnel, beginning in Carroll County, and ending in Frederick County, is a 2,758-ft. brick barrel arched tunnel with limestone ashlar abutments at each end. The western arch is located about 2,000 feet west of the intersection of Main Street and Ridgeville Boulevard. The Bartholows Road Arch is representative of at least three arches over existing public roads in the Region and is similar in its design to the tunnel entrance arch.

F-5-117
Ridgewell Tunnel and Bartholows Road Arch,
Baltimore and Ohio Railroad Mt. Airy Improvement
Mt. Airy
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial/Urban Dominance, A.D. 1870-1930

Prehistoric/Historic Period Themes:
Transportation

Resource Types:

Category: Structure

Historic Environment: Rural

Historic Function and Use:
Transportation/rail-related/railroad bridge

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. F-5-117

Magi No.

DOE yes no

1. Name (indicate preferred name)

Ridgeville Tunnel and Bartholows Road Arch, Baltimore and Ohio Railroad
historic Mt. Airy Improvement

and/or common

2. Location

Tunnel; west end arch 2000 ft. west of Main St., Mt. Airy
street & number Bartholows Road Arch at Lynn Burke Rd. and B&O line not for publication

city, town Mt. Airy vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" 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	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

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

name CSX Transportation, Inc.

street & number 500 Water Street telephone no.:

city, town Jacksonville state and zip code Fl. 32202

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state MD 21701

6. Representation in Existing Historical Surveys

title

date federal state county local

repository for survey records

city, town state

7. Description

Survey No. F-5-117

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 of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

CONTRIBUTING RESOURCE COUNT: 2

The Ridgeville Tunnel and the Bartholows Road Arch are two representative structures of the Baltimore and Ohio Railroad's Mt. Airy Improvement, a major relocation in 1900-1902 of the main line of the railroad between Mt. Airy at the Frederick-Carroll County Line and the Monocacy River in Frederick County. The original line was built in 1830-1831 along Bush Creek and included many twists and turns as well as the major obstacle of Parr's Ridge at Mt. Airy. The Ridgeville Tunnel's eastern entrance lies east of Mt. Airy in Carroll County; the western tunnel entrance, one of the subjects of this form, is approximately 2,000 feet west of the intersection of Main Street and Ridgeville Boulevard and about 250 feet south of Ridgeville Boulevard in Mt. Airy. The Bartholows Road Arch is located at the railroad crossing of Lynn Burke Road (formerly Bartholows Road) about three miles west of the Ridgeville Tunnel. The date of 1900-1902 for the completion of construction of the Mt. Airy Improvement is an approximate spread based on land records and H. H. Harwood, Jr.'s Impossible Challenge: The Story of the Baltimore and Ohio Railroad in Maryland (1979).

The Ridgeville Tunnel is a 2,758-foot straight penetration through Parr's Ridge with a brick barrel arch interior soffit. At the east and west ends, the entrances are framed by limestone blocks with quarry finish and a surrounding abutment of ashlar limestone with a horizontal cap course across the top. The Bartholows Road arch is 16 feet wide and about 20 feet in depth with a brick barrel arch faced with limestone blocks on the north and south sides. Splayed embankments of ashlar limestone flank the openings on both sides. Lynn Burke Road, originally Bartholows Road, passes under the arch and dead-ends at the right-of-way of the present Interstate 70 which parallels the railroad track at this point. Land records show a sketch plat of the Bartholows Road vicinity in 1902, with several existing dwellings along the original road and the location of the original "Main Stem" of the railroad which is approximately the route of I-70. The original route of Bartholows Road ran on a northeast-southwest angle and the application for relocating the public road indicated that the arch forced the route of the road passing under it to take a directly north-south passage perpendicular to the railroad. The road continued to the north to join the Old National Pike. The present road is still in use and the occupants of several frame dwellings erected after the railroad relocation was completed use the arch as their only access to the public road.

The two arches described represent the type of structure which characterized the relocated railroad line. Another similar arch is located near Plane No. 4 south of the railroad at the dead end of West Wind Drive and is no longer in use as a road underpass. Greatly overgrown during much of the year, the arch is visible in the winter and is almost identical in construction to the Bartholows Road arch. Another 1900-1902 bridge is found at Monrovia (see F-5-14) and smaller, more obscure constructions are undoubtedly to be found along the entire length of the section between Mt. Airy and the Monocacy River.

8. Significance

Survey No. F-5-117

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1900 **Builder/Architect**

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

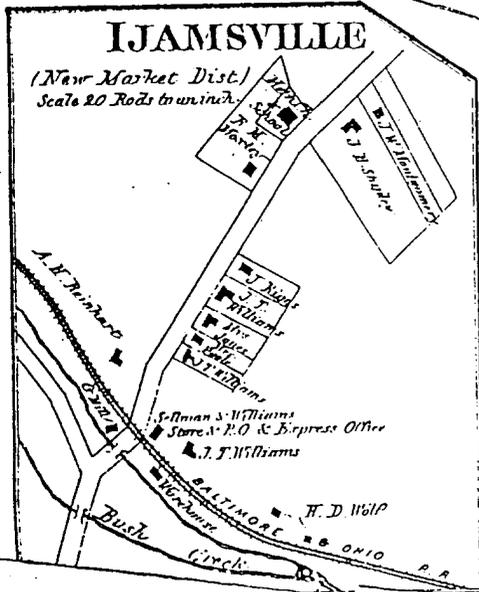
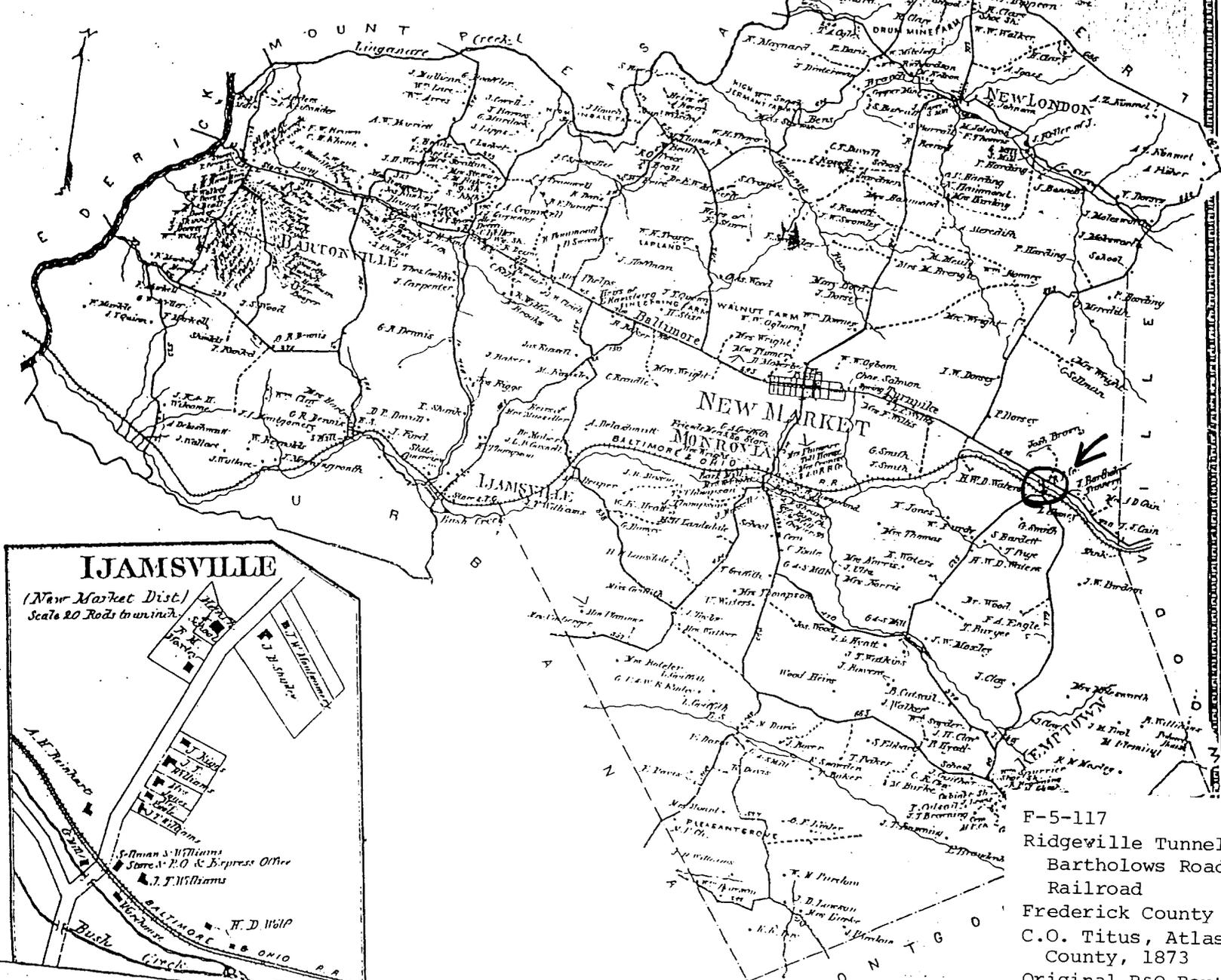
Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Mt. Airy Improvement of 1900-1902 is highly significant in the transportation history of Frederick County and Maryland, being part of a major upgrade in facilities by the Baltimore and Ohio Railroad which began in the 1890's. The Improvement occurred along the entire main line from Baltimore to Point of Rocks, but the most visible changes in Frederick County were in the section between Mt. Airy and the Monocacy River where the original 1830-1831 line ran in a convoluted course mostly along Bush Creek. The original crossing of the railroad over Parr's Ridge south of Mt. Airy was made with a difficult and tortuous series of four inclined planes, two on the east and two on the west sides of the ridge. The cars were first drawn by horses and by the late 1830's by steam locomotives, but by 1838, the planes were abandoned and the route passed one mile to the north through Mt. Airy. The great increase in freight traffic along the B&O's route to the West and the construction of the huge switching yards at Brunswick in the 1890's signaled the need to straighten the original line route, eliminating the most difficult curves and grades. The Parr's Ridge crossing was solved by the construction of the Ridgeville (or Mt. Airy) Tunnel in 1900-1901. The western entrance of the tunnel lies in Frederick County and the eastern entrance in Carroll County. The stone arch with the brick barrel-vaulted tunnel represents the construction style of the B&O throughout its system in the late 19th century. Another representative structure of the Improvement is the Bartholows Road arch, one of at least three constructed along the Mt. Airy section to accommodate existing public roads. It is a smaller version of the Ridgeville Tunnel arch in appearance. A second similar arch, no longer in use in connection with road traffic, but still supporting the tracks is near Plane No. 4. The third crossing is a flat trestle type in the Monrovia Survey District (F-5-14). The total improvement from Mt. Airy to the Monocacy was about 10 miles of new track with increased tonnage facilities which helped guarantee the survival of the B&O freight service along this route through the 20th century's ups and downs in economic health.

NEW MARKET DIST. No. 9

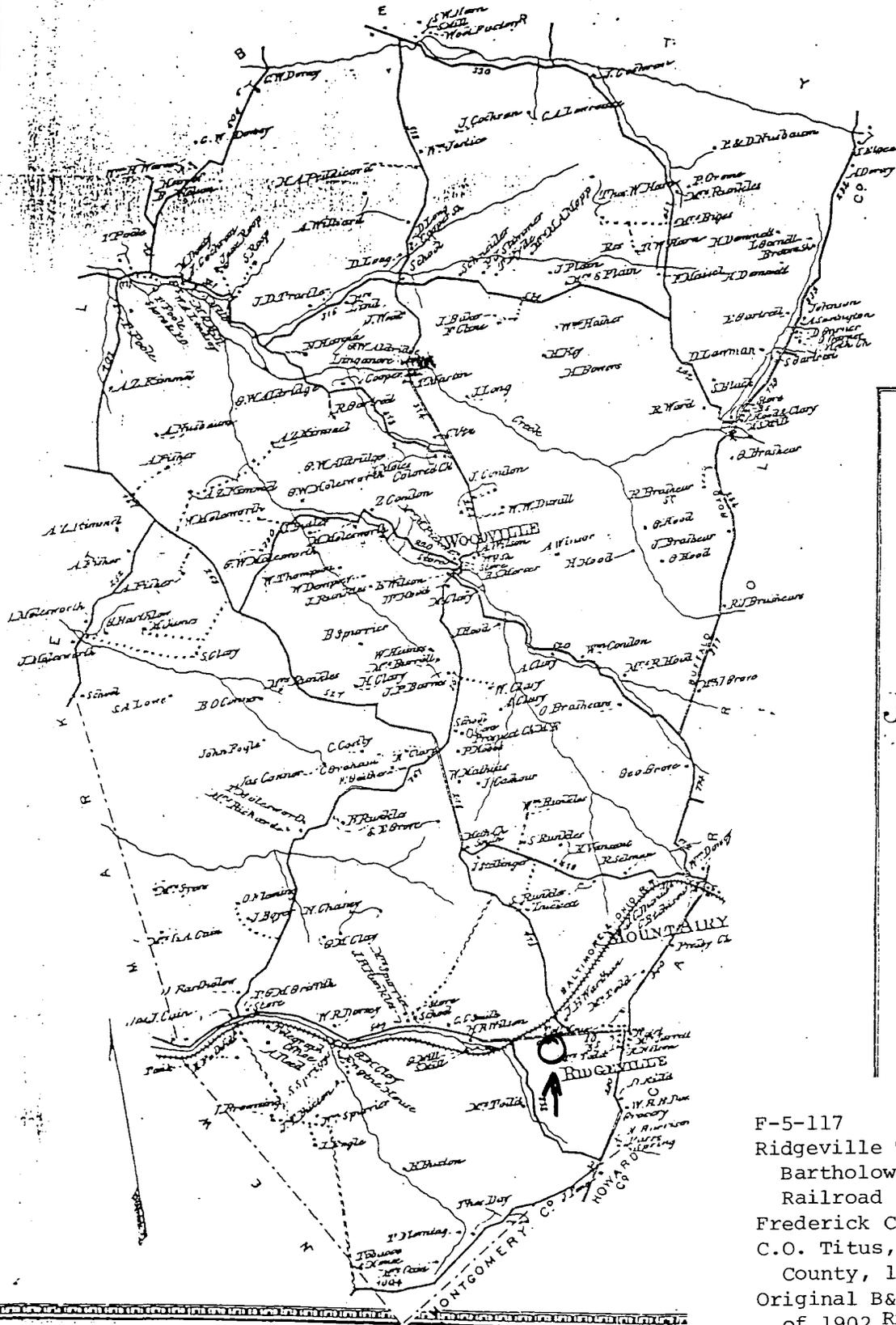
Scale 1/4 inches to the mile



F-5-117
Ridgeville Tunnel and
Bartholows Road Arch, B&O
Railroad
Frederick County
C.O. Titus, Atlas of Frederick
County, 1873
Original B&O Route at Bartholows
Rd.

WOODVILLE DIST No. 18

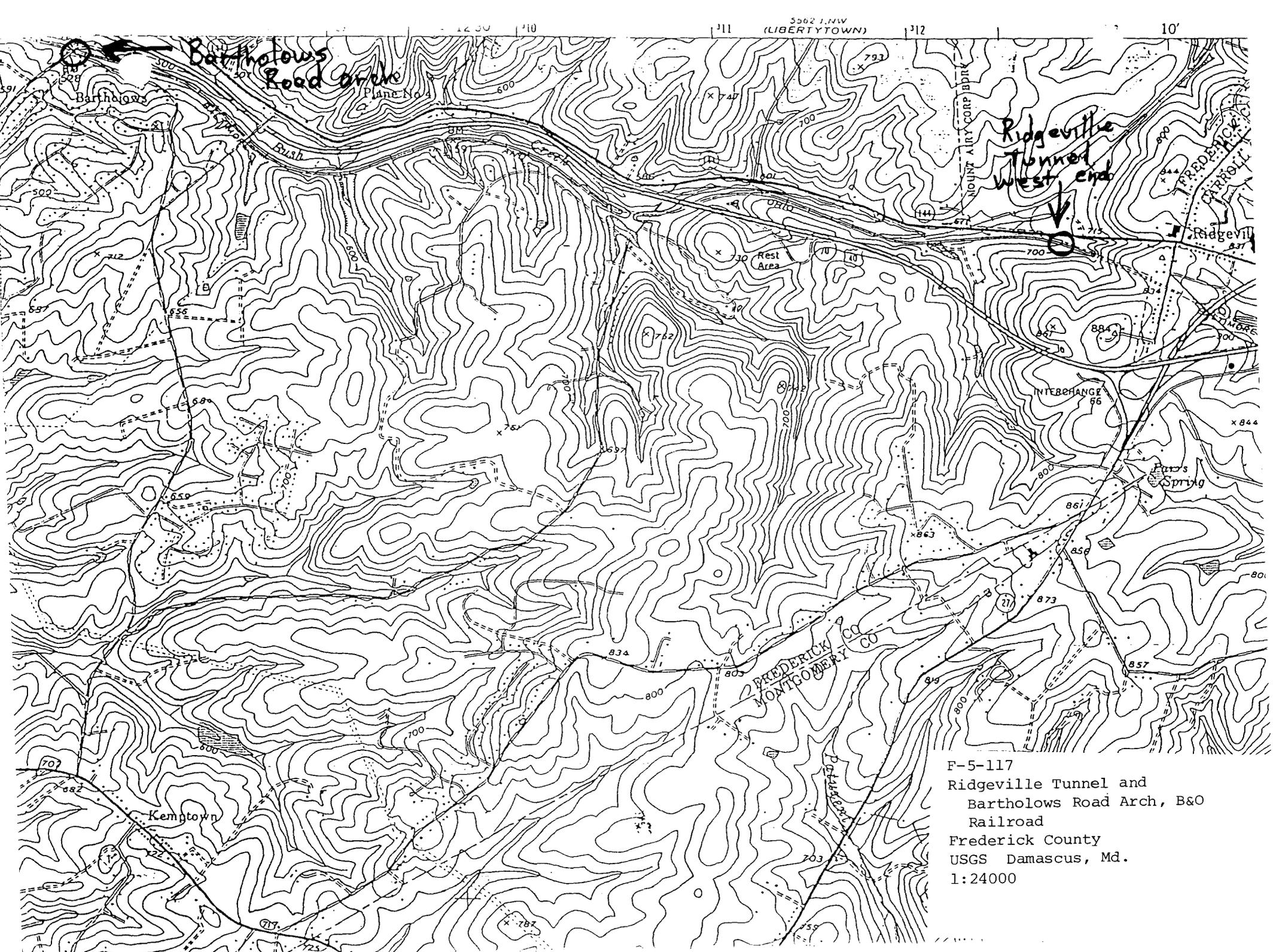
Scale 1/4" Inches to the Mile



JOM

John
Scale 3/4"

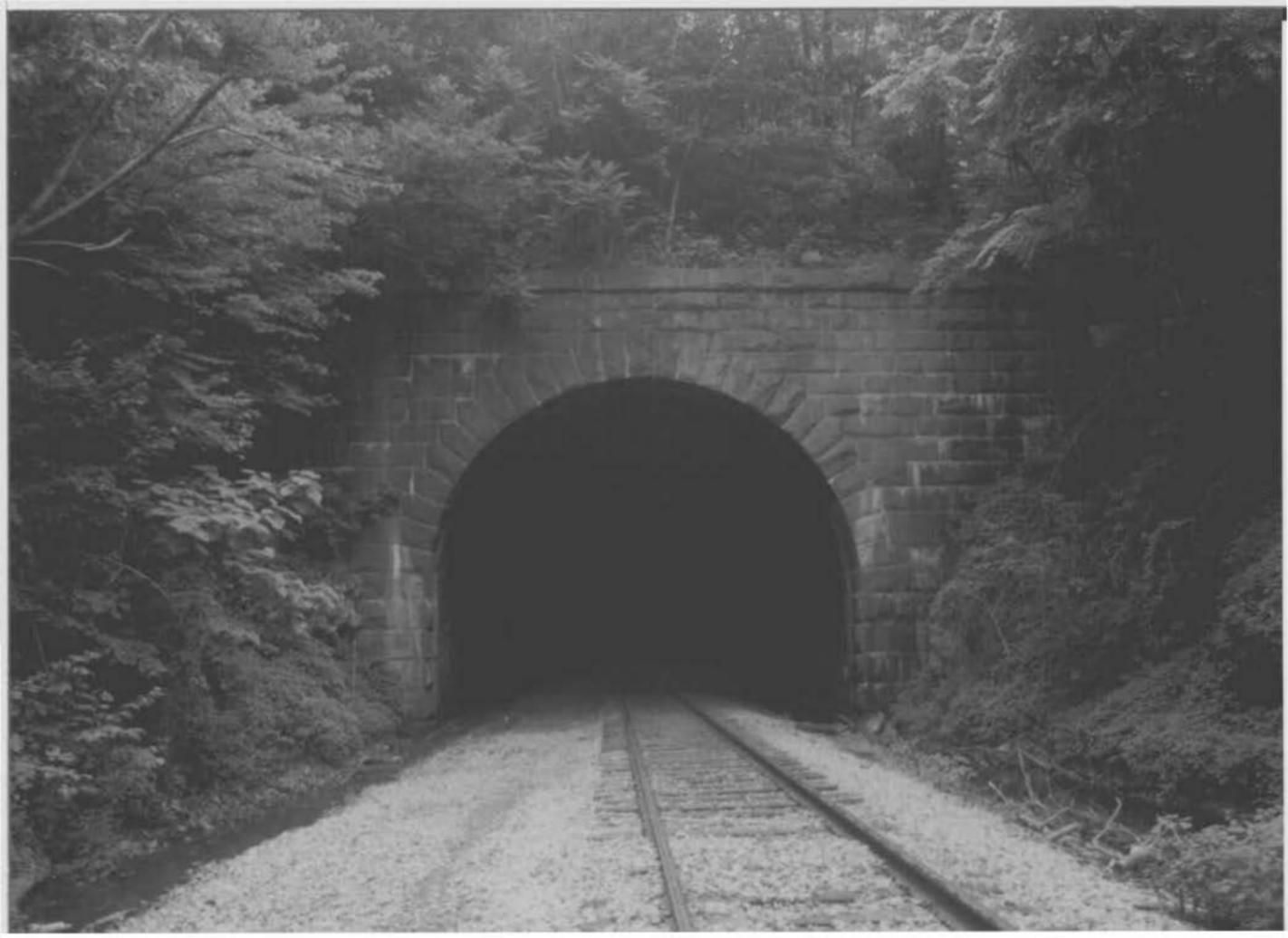
F-5-117
Ridgeville Tunnel in
Bartholows Road Arch, B&O
Railroad
Frederick County
C.O. Titus, Atlas of Frederick
County, 1873
Original B&O route and location
of 1902 Ridgeville tunnel west
end at circle



Bartholows Road Arch

Ridgeville Tunnel West end

F-5-117
Ridgeville Tunnel and
Bartholows Road Arch, B&O
Railroad
Frederick County
USGS Damascus, Md.
1:24000



F-6-117

Ridgely Tunnel & Bartholomew's Road Arch
Baltimore & Ohio Railroad Mid-V. Tunnelment

Frederick County

Photo: J. A. ...

June 1944

Loc. 10: Md. ... Ridgely, Md.

West entrance, 'Ridgely Tunnel'



F. 5. 117

Edouville Terrace & Bartholomew Road Arch
Baltimore & Ohio Railroad, Md. Arch. 2 impressions

Frederick County

Highway ³¹⁷ 2nd Lane

June 1922

Nea. 50. 114. 51172, 51173 & 114

Bartholomew Road Arch. north elevation

2/3