

MHT #FHD-1298

Railroad Trestle over Carroll Creek

Built around 1830, portions replaced throughout the nineteenth and twentieth centuries
Frederick, Frederick County, Maryland

Brief Description

This trestle bridge over Carroll Creek, also known as Bridge 3A, in Frederick, Maryland, has been partially demolished. Comprised of forty-two spans, including the one over the creek, the bridge was approximately 543' 5" long. The single-track bridge had a wood walkway with a steel pipe railing along its east side. The northern section of the bridge has been demolished, but much of the south section, which bends in a gentle curve to the southeast, remains.

Summary Statement of Significance

A railroad trestle was first built along this alignment in 1872 when the Pennsylvania Railroad laid tracks down the center of East Street. On this trestle, the line crossed south over the Carroll Creek and curved slightly east to meet the existing B&O Railroad tracks. The improved access to the city prompted the development of a number of new businesses in the vicinity. Although rail transport declined in importance in the second half of the twentieth century, this rail line and trestle were used until recently to transport chemicals for the nearby Clorox Plant. During its years of service, the bridge was washed out by several floods, and parts of it have been replaced over the years. In the mid 1990s, the portion of the trestle that crossed Carroll Creek was demolished.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. FHD-1298

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Carroll Creek Railroad Trestle and Bridge

and/or common Bridge No. UG68.92

2. Location

street & number B&O Avenue not for publication

city, town Frederick vicinity of congressional district

state Maryland county Frederick

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 checked="" 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 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 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

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state Maryland

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. FHD-1298

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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

Contributing Resource Count: 1 structure

This trestle bridge over Carroll Creek, also known as Bridge 3A, in Frederick, Maryland, has been partially demolished. Comprised of forty-two spans, including the one over the creek, the bridge was approximately 543' 5" long. The single track bridge had a wood walkway with a steel pipe railing along its east side. The northern section of the bridge has been demolished, but much of the south section, which bends in a gently curve to the southeast, remains.

The first twenty-three spans of the trestle were supported by timber bents twelve feet apart. The typical timber bent was supported by a timber sill on a concrete footing. Timber posts supported a timber gap upon which six timber stringers rested, three on each side. The stringers supported the rail road ties and their running rails. The next eighteen spans were supported by concrete piers, ranging from approximately ten to seventeen feet apart. These piers supported bents constructed of timber and steel. These bents were constructed the same as the timber bents except that the timber posts, gap, and stringers were replaced by a steel girder cross frame. The span across the creek was thirty-four feet and eleven inches long and of timber and steel construction.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1830-2nd half of 20th century **Builder/Architect** B&O Railroad

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.

A railroad trestle was first built along this alignment in 1872 when the Pennsylvania Railroad laid tracks down the center of East Street. On this trestle, the line crossed south over the Carroll Creek and curved slightly east to meet the existing B&O Railroad tracks.

This improved access to the city prompted the development of a number of new businesses in the vicinity. In 1873, the area near this rail crossroads between Carroll, Wisner, East Patrick, and South streets included two tanneries, a flour mill, a freight depot, and a coalyard. Toward the turn of the century, several large industries, including a hosiery factory, a brush factory, a brick factory, and several canneries were built in the area, doubtlessly drawn by the improved rail transportation.

Although rail transport declined in importance in the second half of the twentieth century, this rail line and trestle were used into the second half of the century to transport chemicals for the nearby Clorox Plant. During its years of service, the bridge was washed out in several floods of the Carroll Creek, and parts of it have been replaced over the years. In the mid 1990s, the portion of the trestle the crossed Carroll Creek was demolished.

9. Major Bibliographical Reference

Survey No. FHD-1298

Lake, D.J. Third, Fourth, and Ninth Wards of Frederick City. *Atlas of Frederick County, Maryland*. C.O. Titus and Co., Philadelphia, Pennsylvania, 1873.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Frederick, MDQuadrangle scale 1:24 000

UTM References do NOT complete UTM references

A	<input type="text"/>						
	Zone	Easting		Northing			

B	<input type="text"/>						
	Zone	Easting		Northing			

C	<input type="text"/>						
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D	<input type="text"/>						
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E	<input type="text"/>						
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F	<input type="text"/>						
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G	<input type="text"/>						
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H	<input type="text"/>						
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

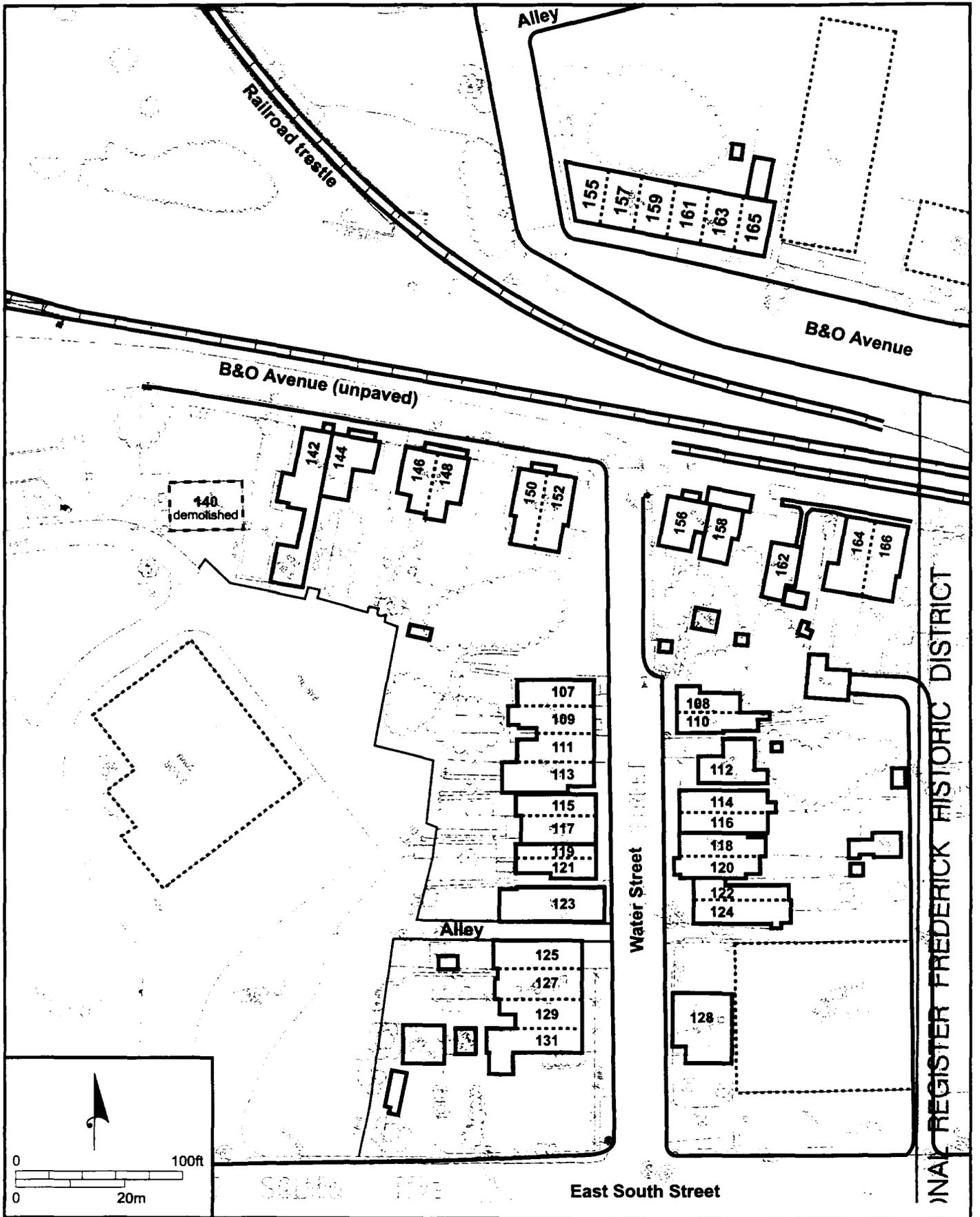
name/title Elizabeth Barthold O'Brien/Project Architectural Historianorganization John Milner Associates, Inc.date November 1996street & number 5250 Cherokee Avenue, Suite 410telephone 703-354-9737city or town Alexandriastate Virginia

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.

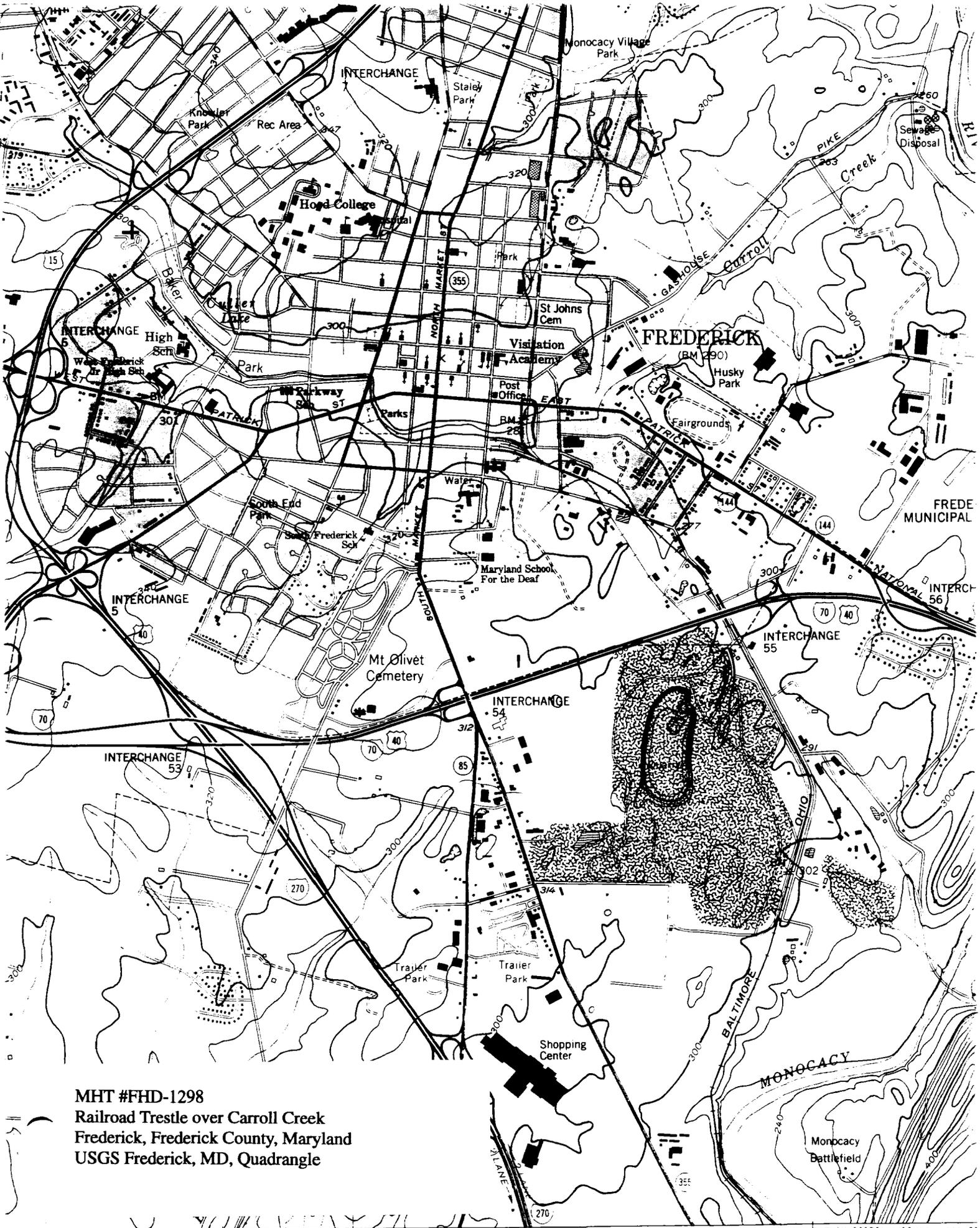
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032
(301-514-7600)



Resource Sketch Map
 MHT #FHD-1298
 Railroad Trestle over Carroll Creek
 Frederick, Frederick County, Maryland



MHT #FHD-1298
 Railroad Trestle over Carroll Creek
 Frederick, Frederick County, Maryland
 USGS Frederick, MD, Quadrangle



INHT # FHD - 1298

Railroad Trestle over Carroll Creek

Trestle Bridge No. UG 68.92, Frederick, Maryland

Anita Dodd 8/96

MD SHPO

~~NE~~ ELEVATION, Looking SW

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MHT # FHD -1298

Rail road Trestle over Carroll Creek

Trestle Bridge no. UG 68.92, Frederick, Md.

Anita Dodd

MD SHPO

East elevation of span over Carroll Creek,
Looking West

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MHT # FHD -1298

Rail Road Trestle over Carroll Creek

TRESTLE Bridge NO. UG 68.92, Frederick, Md.

Anita Dodd

MD SHPO

North Elevation of span over Carroll Creek,
Looking South

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MHT # FHD-1298

Railroad Trestle over Carroll Creek

3'0" marker near EAST end of Trestle Bridge
NO. UG 68.92, Frederick, Md.

Anita Dodd

MD SHPO

North elevation, looking south

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Railroad Trestle over Carroll Creek

Frederick, Maryland

Elizabeth Barthold O'Brien 1994

MD SHPO

View of span over creek (prior to demolition), looking south

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Railroad Trestle over Carroll Creek

Frederick, Maryland

Elizabeth Barthold O'Brien 1994

MD SHPO

View of Span over creek (prior to demolition), looking
southeast

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