

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M:31-17

Name: Stoneybrook Dr. over B&O RR

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended _____
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*gms*

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Stoneybrook Drive Bridge Survey Number: M : 31-17

Project: Demolition of Stoneybrook Drive Bridge, Mont. Co Agency: Montgomery County Government Division of Transportation Engineering

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Stoneybrook Drive Bridge which carries Stoneybrook Drive over the CSX Railroad tracks (formerly the Metropolitan Branch of the Baltimore and Ohio Railroad) in Capitol Heights, Maryland, has been determined eligible for listing on the National Register of Historic Places.

Stoneybrook Drive Bridge was constructed in 1927 over the Metropolitan Branch of the B&O Railroad tracks to eliminate an at-grade crossing. The elimination of at-grade crossings is a significant trend in the history of transportation and the Stoneybrook Drive Bridge, a good example of this trend. Further, the bridge was built in the Capitol View Park neighborhood and is immediately adjacent to the Capitol View Park Historic District, eligible for listing on the National Register of Historic Places. Capitol View Park is one of a few 19th-century Montgomery County communities which developed when the Metropolitan Branch of the B&O Railroad was built through the county in the 1870s, an event which was to have significant impact on the development of the county. Capitol View Park was originally platted in 1887, and though it was initially slow to develop, the residential community saw significant development in the 1920s through 1950s. The bridge was erected in 1927 during this important spurt of growth and falls within the historic district's period of significance. Although not included within the historic district boundaries, the bridge is directly associated with the development of the Capitol View Park Historic District and the residential development of this railroad suburb. Stoneybrook Drive Bridge is thus eligible for listing on the National Register under Criterion A.

The bridge itself is a 67-foot long, single-span, through plate girder structure with no shoulders or sidewalks and a clear roadway width of 18'3". The superstructure consists of a concrete deck that is supported by steel floor beams. The substructure consists of two stone abutments and wingwalls that have been capped with concrete. As evaluated as part of a comprehensive inventory of historic highway bridges in the State of Maryland, Stoneybrook Drive Bridge is considered a well-preserved representative example of a through-plate girder bridge and is eligible for listing on the National Register under Criterion C.

Documentation on the property/district is presented in: Bridge Inventory Form (M 76); Project Review and Compliance Files; MHT form on Capitol View Park (M : 31-7E).

Prepared by: Marvin A. Brown, Greiner, Inc., for Montgomery County, MD

Kim Prothro Williams April 18, 1996  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

Quanda Roberts 4-22-96  
Reviewer, NR program Date

*Jmel*

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

**III. Prehistoric Period Themes:**

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

**IV. Historic Period Themes:**

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

**V. Resource Type:**

Category: Structure

Historic Environment: Suburban

Historic Function(s) and Use(s): Transportation/Railroad-related/bridge

Known Design Source: \_\_\_\_\_

Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number M:31-17

Name and SHA No. M 76 over B&ORR

**Location:**

Street/Road Name and Number: Stoneybrook Drive over B&ORR

City/Town: Bethesda Vicinity X

County: Montgomery

Ownership:  State  County  Municipal  Other

This bridge projects over:  Road  Railway  Water  Land

Is the bridge located within a designated district:  yes  no

NR listed district  NR determined eligible district

locally designated  other

Name of District \_\_\_\_\_

**Bridge Type:**

Timber Bridge

Beam Bridge  Truss-Covered  Trestle

Timber-and-Concrete

Stone Arch

Metal Truss

Movable Bridge

Swing  Bascule Single Leaf  Bascule Multiple Leaf

Vertical Lift  Retractable  Pontoon

Metal Girder

Rolled Girder  Rolled Girder Concrete Encased

Plate Girder  Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever Concrete Concrete Arch  Concrete Slab  Concrete Beam Rigid Frame Other Type Name \_\_\_\_\_**Description:****Describe Setting:**

Bridge No. M 76 carries Stoneybrook Drive north-south over B & O railroad tracks in Montgomery County, Maryland. Overhead utility lines traverse the railroad tracks from the southeast to northwest corner of the bridge. There are woods to the east and west along top of railroad embankment. The area around the bridge is in a small town setting with a housing development to the northwest side of bridge. The lower portion of the abutments are stone, while the upper portion is concrete.

**Describe Superstructure and Substructure:**

Bridge No. M 76, built in 1927, is a 67 foot single (simple) span structure carrying Stoneybrook Drive over B & O Railroad. The superstructure consists of a bituminous concrete wearing surface covering a concrete deck which is supported by steel floorbeams. The floorbeams are connected to two thru-girders. The steel beams and the lower portion of the thru-girders are encased in concrete. The substructure consists of two masonry abutments and wingwalls which have been capped with concrete. The structure has a curb to curb width of 18'-3" and is presently posted with a 14 ton weight limit.

The superstructure is in fair condition. The asphalt surfacing has minor longitudinal cracks with isolated depressed areas. The curbs on both sides have large spalls. The interior face of plate girders and the stiffener plates exhibit peeling paint and layered rust directly above the dec. Approximately half of rivets have losses of greater than 50%. Portions of the girder bottom flanges within the spalled areas are exposed and exhibit moderate to heavy rust.

**Discuss Major Alterations:**

There are no known major alterations.

**History:****When Built:** 1927**Why Built:** Grade elimination**Who Built:** State Roads Commission**Why Altered:** Not applicable**Was this bridge built as part of an organized bridge building campaign:** Yes

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

A Events     Person  
 C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:**

This bridge was constructed in response to the statewide program to eliminate at-grade crossings of railroads.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

It is unknown whether the construction and/or alteration of this bridge has had significant impact on the growth and development of the area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

This bridge is located near but not in the Capital View Historic District (M:31-7E). The district represents a good example of an early railroad community with many late 19th and early 20th century frame, brick, and stone houses. Should the boundaries of this historic district expand to include the bridge, it is likely that this bridge would be a contributing element to the district.

**Is the bridge a significant example of its type?**

This bridge may be a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

This bridge appears to retain the integrity of its important primary elements as described in the Context Addendum.

**Should this bridge be given further study before significance analysis is made and Why?**

No further study of this bridge is necessary. This bridge is eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

Greiner, Inc.  
 1995 Maryland Inventory of Historic Bridges.  
 Montgomery County  
 v.d. County Bridge Inspection Files.

M: 31-17

Spero, P.A.C. & Company, and Louis Berger & Associates  
1994 Historic Bridges in Maryland: Historic Bridge Context.  
United States Geological Survey  
1965 7.5' Kensington Quadrangle, photorevised 1979.

**Surveyor:**

**Name:** Jason D. Moser \_\_\_\_\_ **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

# Maryland Historical Trust

## Inventory of Historic Properties Form

### 1. Name (indicate preferred name)

historic Stoneybrook Drive Bridge

and/or common

### 2. Location

street & number Stoneybrook Drive over CSX Railroad Tracks not for publication

city, town Kensington XX vicinity of congressional district

state Maryland county Montgomery

### 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input 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	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> 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"/> other:

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

name Montgomery County

street & number 27 Courthouse Square telephone no.

city, town Rockville state and zip code Maryland 20850

### 5. Location of Legal Description

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

street & number 27 Courthouse Square folio

city, town Rockville state Maryland

### 6. Representation in Existing Historical Surveys

title Maryland State Highway Administration Historic Bridge Inventory

date 1995 federal  state  county  local

depository for survey records Maryland State Highway Administration, 707 North Calvert Street

city, town Baltimore state Maryland 21203

## 7. Description

Survey No. M31-17

### Condition

excellent     deteriorated  
 good         ruins  
 fair          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.

The Stoneybrook Drive Bridge is a single-span, riveted, through-plate girder structure erected in 1927-1928. The most massive and striking elements of its superstructure are its two riveted plate girders, which were salvaged from a railroad bridge erected in Pennsylvania a decade earlier. They are 67 feet long and 7'-6" high, with 3'-6" of their height extending above the deck and the remainder below. Riveted interior and exterior stiffeners brace the plates. Twelve interior knee braces, located six to a side, further stiffen the girders. They are placed over every other of the structure's 11 steel floor beams. The floor beams connect the plate girders and support a concrete deck topped by a bituminous wearing surface. Along with the bottommost portions of the plate girders, the floor beams are encased in concrete. L-shaped flanges are riveted to the tops of the plates.

The bridge's substructure consists of two abutments and subsidiary wing walls formed of large, long, roughly-coursed stones of various sizes topped by concrete. The stone portions of the substructure were built to carry the first bridge raised at this crossing. They were not erected when the railroad was constructed in the early 1870s, but were probably in place by 1894. In a 1927 agreement between Montgomery County and the Baltimore and Ohio Railroad, the railroad agreed to construct the present bridge upon the original retaining walls, which were to be raised with concrete not less than two feet. The additional height was necessary to support new approaches to be constructed along with the new bridge.

The superstructure and substructure are in fair condition, according to recent inspection reports. Rust has damaged the stiffener and cover plates, and cracks have weakened the abutments and wing walls. Erosion has also exposed unmortared portions of the abutments. In terms of the National Register Criteria, however, the structure retains its integrity.

# 8. Significance

Survey No. M31-17

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 type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" 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** 1927-1928 **Builder/Architect** Baltimore and Ohio Railroad, Office of Engineer of Bridges, Baltimore

**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.

### Significance

Stoneybrook Drive Bridge was found to be eligible for the National Register in 1996 by the Maryland Historical Trust (the Trust), in accord with the views of a state interagency review committee established to make recommendations about the Register eligibility of Maryland's historic bridges. The Trust found the bridge to be eligible under Register Criteria A and C for three reasons. It was thought to be a good example of a bridge built to eliminate an at-grade crossing, "a significant trend in the history of transportation." It is a well-preserved representative of a through-plate girder structure, which type, according to the Trust, is "relatively uncommon among Maryland's bridges." And it "shows some artistic distinction in its use of stone abutments, aesthetically in keeping with the rustic character of the adjacent railroad suburb of Capitol View Park" (Little 1996). Although, as discussed below, subsequent research has determined that the bridge was not built to eliminate an at-grade crossing and its stone abutments held a predecessor bridge probably built along with Capitol View Park, Stoneybrook Drive Bridge retains its integrity and continues to represent a through-plate girder bridge.

(see continuation sheets 8.1 through 8.3)

### MARYLAND HISTORICAL TRUST

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
 Comments \_\_\_\_\_

Reviewer, OPS: \_\_\_\_\_ Date: \_\_\_\_\_  
 Reviewer, NR Program: \_\_\_\_\_ Date: \_\_\_\_\_

### *Location*

Stoneybrook Drive Bridge or Montgomery County Bridge No. M-76 carries Stoneybrook Drive over the tracks of the Metropolitan Branch of the Baltimore and Ohio (B & O) Railroad, now CSX Transportation. It is located in southern Montgomery County, about three miles northwest of the upper tip of the District of Columbia and an equal distance southeast of the county seat of Rockville. Just to its north is the turn-of-the-century community of Capitol View Park. To its south are the massive Washington-area Mormon Temple, Rock Creek Park, the Capital Beltway and, beyond, Chevy Chase and Washington. Small, modern, single-family residences stand in its immediate vicinity. About a block to its north, the Capitol View Park historic district retains a mix of late nineteenth- and early and mid-twentieth-century residences.

### *Stoneybrook Drive Bridge*

On October 11, 1927, the Montgomery County Board of Commissioners and the Baltimore and Ohio Railroad Company entered into an agreement for the construction of the Stoneybrook Drive Bridge (Board of County Commissioners of Montgomery County 1927). Under the terms of the agreement, the B & O agreed to erect a bridge over the tracks of the Metropolitan Branch of the railroad near the Capitol View Park subdivision. The structure was to replace an existing bridge and utilize the same retaining wall on the approaches, which was to be raised with concrete not less than two feet. Further, the bridge was to be owned and maintained by the county. In consideration for \$13,000 received from the county, the B & O agreed to complete the bridge "at the earliest possible time that good workmanship and weather will permit." Following blueprints of the details of the bridge attached to the agreement, the railroad began construction of the structure. (See attached copies of plans.) It was designed by the B & O's office of engineer of bridges utilizing the company's standard specifications (Baltimore and Ohio Railroad 1927a, 1927b, and 1927c). In 1928 it was completed (Zepp 1970).

The choice of a through-plate girder design for the bridge was not surprising. The B & O maintained standard specifications for such structures, which they often built early in the twentieth century to carry heavy railroad trains. Plate girders were also commonly used at highways throughout Maryland at this time. A recent overview of the state's historic bridges (P.A.C. Spero and Louis Berger 1994:109-110) notes that metal girder bridges in Maryland "were only less popular than reinforced concrete bridges among the various highway bridge types built in the early twentieth century."

### *The Metropolitan Branch*

The Baltimore and Ohio Railroad was chartered in 1827 to, as its name indicated, connect Baltimore with the markets tapped by the Ohio River. It was accordingly initially built west across Maryland to Point of Rocks on the Potomac River (Brugger 1988:204; Walsh and Fox 1983:195). Not until after the Civil War, however, did it extend into nearby Montgomery County with the construction of a line called the Metropolitan Branch (Stover 1987:114).

The Metropolitan Branch had its genesis in the Metropolitan Railroad, which was organized in 1853 by business interests in the Washington area who hoped to connect the city with the B & O's main line near Frederick, Maryland. They conducted engineering surveys, but built little if any track. The B & O acquired the Metropolitan's charter in 1865 and conducted additional surveys the following

year. Because the Chesapeake and Ohio Canal had already laid claim to the banks of the Potomac, the surveyors were forced to turn inland. Construction commenced in 1866 near Point of Rocks on the Potomac and plodded eastward for a few years. In 1868, spurred by the building of a branch of the Pennsylvania Railroad between Washington and Baltimore, the B & O began serious construction of the line. In February, 1873 they laid the last rail of the 43-mile-long route and service began in May (Stover 1987:142-143).

The Metropolitan Branch soon became the principal carrier of the B & O's through-passenger and -mail service, the line out of Baltimore tilting more toward carrying heavy goods. In the 1880s suburbs began to arise along the line between Washington and Rockville. In the 1920s the entire line was upgraded and in 1927 construction began on double-tracking it, to better serve the suburbs and their commuters. The double-tracking, and increased automobile usage that had made many crossings dangerous, led the B & O to spend millions eliminating grade crossings, installing signals and, in some instances, replacing bridges (Hungerford 1928:71-72; Stover 1987:142-143).

### *Predecessor Bridge*

The present Stoneybrook Drive Bridge was not the first at its crossing. In 1919 an overgrade crossing of the Metropolitan Branch was already in place at its location. Like the present bridge, it was owned by Montgomery County, not the railroad, which only maintained its stone wing walls, approach surfacing, and pipe railings (Interstate Commerce Commission 1916-1927a). The date of construction of the earlier bridge is not known, although it was apparently in place by 1894 (Hopkins). It was not built in the early 1870s with the railroad, for there was no road network in place at the time for it to serve (Martenet 1866). It probably arose with the Capitol View Park community.

### *Capitol View Park*

Suburbs did not spring up immediately after the construction of the Metropolitan Branch, for the growth of Washington was too measured to merit commuting from points as far distant as Montgomery County. Directed growth in the county first appeared along the line in the form of summer colonies. These were followed in the 1880s by suburban development, which naturally clustered close to the rails (Hiebert and MacMaster 1976:210-214).

The Capitol View Park subdivision, which prompted the development of a road network that in turn called for a bridge, grew out of a combined demand for summer colonies and commuter suburbs. Located just north of the present Stoneybrook Drive Bridge, it was platted in 1887 by developers Mary and Oliver Harr of Baltimore and A.S. Pratt & Son of Washington. They initially intended to attract Washingtonians to a community of summer cottages more akin to a rural retreat than a commuter suburb. They reportedly constructed a five-acre trout-stocked lake and other expensive amenities to attract residents. Houses were built slowly in the community. The first were Victorian-style cottages raised upon a hill from which the Capitol was said to be visible, hence the name Capitol View Park. Later development was more suburban in nature, as the community, located just eight miles from the White House, evolved from a retreat into a railroad suburb (Hahn 1980; Hiebert and MacMaster 1976:210-214).

Capitol View Park was one of many subdivisions planned and created in Montgomery County in the

late nineteenth century along the tracks of the Metropolitan Branch. The Hopkins map of the Washington vicinity of 1894, for example, pictures Forest Glen immediately to the east of the community and Kensington Park and North Kensington just to the west. Unlike most other turn-of-the-century Montgomery County communities, however, Capitol View Park has retained many of its late nineteenth- and early twentieth-century residences, as well as its narrow convoluted road network and landscaping. It has been designated a local historic district by Montgomery County and has been declared eligible for listing in the National Register of Historic Places by the Maryland Historical Trust (Little 1996).

*Pittsburgh, Washington and Baltimore Railroad*

The general plan drawing of Stoneybrook Drive Bridge includes the following note: "Use 2nd hand girders from Bridge No. 42, Connellsville Div., M.[ain] L.[ine] Stored at Curtis Bay on Marley Neck Br.[anch]." Curtis Bay is located in Baltimore City, south of the Patapsco River. Connellsville, located in Fayette County in southwestern Pennsylvania, had become a link in the B & O system in the nineteenth century.

The Connellsville Division was originally the Pittsburgh and Connellsville Railroad. This line, which connected the western Pennsylvania city with the bituminous-coal-region town of Connellsville less than 50 miles to the southeast, was chartered in 1837 and began operating between the two communities prior to the onset of the Civil War. Following a series of legal and political struggles, the Baltimore and Ohio gained actual control of the railroad in 1868. In the next three years they ran a line through and over the high ridges of the Allegheny Mountains, connecting Connellsville with the main B & O line in Cumberland, Maryland, to the southeast. The completed line, which was renamed the Pittsburgh, Washington and Baltimore, was opened to traffic in May, 1871 (Stover 1987:145).

Bridge 42 was located southeast of Connellsville. A railroad rather than a highway bridge, it consisted of two 78-foot deck plate girders spans carrying three sets of track. Its stone and concrete substructure was erected in 1900 and 1916 and its superstructure was built in 1916 (Interstate Commerce Commission 1916-1927c). Why all or part of the superstructure of this bridge was in storage in Curtis Bay, Maryland, barely ten years after its construction is not known.



**Stoneybrook Drive Bridge, Montgomery County  
Major Bibliographical References/Section 9.1**

**Baltimore and Ohio Railroad**

1927b *Baltimore Div., Metropolitan Br., Bridge No. 11A, Capitol View, Md., Details [and General Notes], Drawing 22,420.* Office of Engineer of Bridges, Baltimore. Copy of original drawing of bridge details on file at the Montgomery County Department of Public Works and Transportation, Rockville, Maryland.

1927c *Baltimore Div., Metropolitan Br., Bridge No. 11A, Capitol View, Md., Details[, Bill of Material, Rivet List & Erection Diagram], Drawing 22,421A.* Office of Engineer of Bridges, Baltimore. Copy of original drawing of bridge on file at the Montgomery County Department of Public Works and Transportation, Rockville, Maryland.

**Board of Commissioners of Montgomery County**

1927 Agreement between the Board of Commissioners of Montgomery County and the Baltimore and Ohio Railroad Company concerning the construction and ownership of a bridge over the Metropolitan Branch at Capitol View Park. On file at the Montgomery County Department of Public Works and Transportation, Rockville, Maryland.

**Brugger, Robert J.**

1988 *Maryland, A Middle Temperament, 1634-1980.* Baltimore: The Johns Hopkins University Press.

**Hahn, Roberta W.**

1980 Maryland Historical Trust Inventory Form for State Historic Sites Survey: Capitol View Park. On file at the Maryland-National Capital Park and Planning Commission, Silver Spring, Maryland.

**Hiebert, Ray Eldon, and Richard K. MacMaster**

1976 *A Grateful Remembrance: The Story of Montgomery County, Maryland.* Montgomery County Government and the Montgomery County Historical Society, Rockville, Maryland.

**Hopkins, Griffith M.**

1894 *The Vicinity of Washington, D.C.* Griffith M. Hopkins, Philadelphia. Map including Capitol View Park area on file at the Maryland Room of the Enoch Pratt Public Library, Baltimore.

**Hungerford, Edward**

1928 *The Story of the Baltimore & Ohio Railroad, 1827-1828.* Volume Two. G.P. Putnam's Sons, New York and London.

**Interstate Commerce Commission**

1916-1927a Record Group 134. ICC Railroad Valuation Records. Engineering Branch: Valuation Reports, Property Change Reports, Working Papers, Field Notes, and Returns. WNRC Accession No. 59A-329. Box 882, HM 1992. Structural notes for Valuation Section 1-Md.-25.1 (B & O Railroad, Metropolitan Branch) on file at the National Archives, College Park, Maryland.

Interstate Commerce Commission

1916-1927b Record Group 134. Records of the Interstate Commerce Commission. Valuation Case Files, 1916-1927. V 1068, P 271-554. Vol. 6, Box No. 2142, HM 1990. Valuation sheets on Valuation Section No. 25-Md. (B & O Railroad, Metropolitan Branch) on file at the National Archives, College Park, Maryland.

1916-1927c Record Group 134. Records of the Interstate Commerce Commission. Valuation Case Files, 1916-1927. V 1068, P 1908-2195. Vol. 12, Box No. 2148, HM 1990. Valuation sheets on Valuation Section No. 69-Pa. (B & O Railroad between Maryland-Pennsylvania state line and Connellsville, Pennsylvania) on file at the National Archives, College Park, Maryland.

Juliano, Frank

1995 Maryland Inventory of Historic Bridges, Historic Bridge Inventory form for Bridge No. M76. Prepared by Greiner, Inc. for the Maryland State Highway Administration. On file at the Maryland Department of Transportation, Baltimore.

Little, J. Rodney

1996 Letter of April 16 from Little, Maryland State Historic Preservation Officer, to B.C. Mehta of URS Greiner. On file at the offices of URS Greiner, Timonium, Maryland.

Martenet, Simon J.

1866 *Martenet's Map of Maryland, Atlas Edition*. Simon J. Martenet, Baltimore. Located at the Maryland Hall of Records, Annapolis.

Maryland-National Capitol Park and Planning Commission files on Capitol View Historic District. On file at the offices of the MNCPPC, Silver Spring, Maryland.

Moser, Jason D.

1995 Maryland Inventory of Historic Bridges, Historic Bridge Inventory form for Bridge No. M76. Prepared by the Maryland State Highway Administration. On file at the Maryland Department of Transportation, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration. On file at the Maryland Department of Transportation, Baltimore.

Progressive Engineering Consultants and Kennedy, Porter and Associates

1991 *Bridge No. M 0076, Stoney Brook Road over B & O Railroad, 1991 Bridge Inspection Report*. Prepared for the Montgomery Department of Transportation and Maryland Department of Transportation, State Highway Administration. On file at the Montgomery County Department of Public Works and Transportation, Rockville, Maryland.

Stover, John F.

1987 *History of the Baltimore and Ohio Railroad*. Purdue University Press, West Lafayette, Indiana.

*Stoneybrook Drive Bridge, Montgomery County  
Major Bibliographical References/Section 9.3*

Walsh, Richard, and William Lloyd, editors

1983 *Maryland, A History*. Annapolis: Hall of Records Commission, Department of Public Services.

Zepp, H.C.

1970 Letter of March 16 from Zepp, Area Engineer of the Baltimore and Ohio Railroad Company, to John H. Light, Office Engineer, Montgomery County Department of Public Works, discussing the date of construction and ownership of Stoneybrook Drive Bridge. On file at the Montgomery County Department of Public Works and Transportation, Rockville, Maryland.

**Stoneybrook Drive Bridge/Montgomery County  
Maryland Comprehensive State Historic Preservation Plan Statewide Historic Context**

*Geographic Organization:* Piedmont

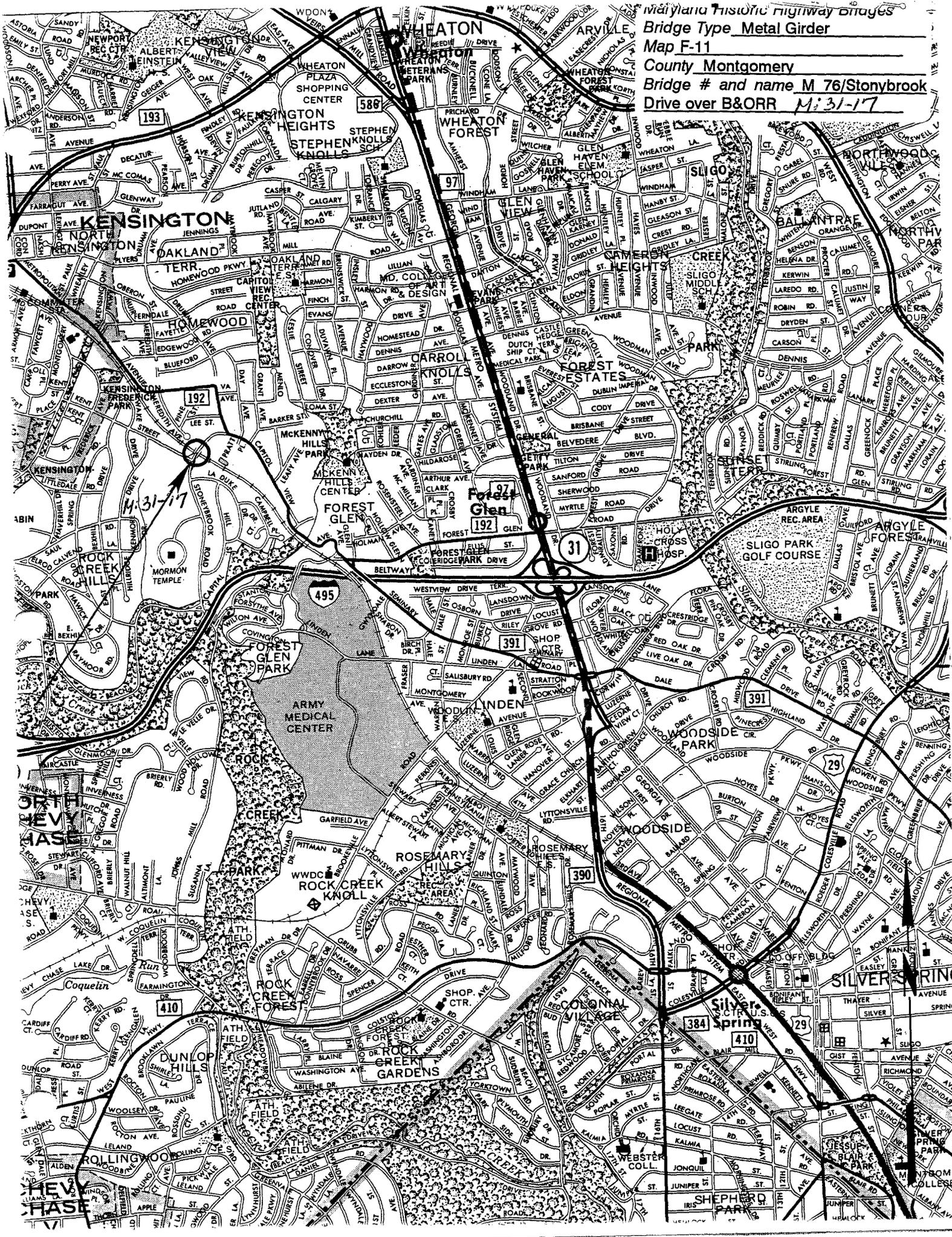
*Chronological/Development Periods:* Industrial/Urban Dominance, 1870-1930

*Prehistoric Period Themes:* None

*Historic Period Themes:* Transportation

*Resource Type:* Bridge

Virginia Historic Highway Bridges  
Bridge Type Metal Girder  
Map F-11  
County Montgomery  
Bridge # and name M 76/Stonybrook  
Drive over B&ORR M:31-17



M:31-17

31

495

390

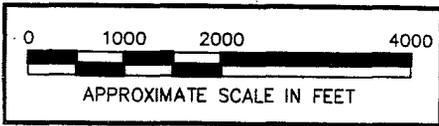
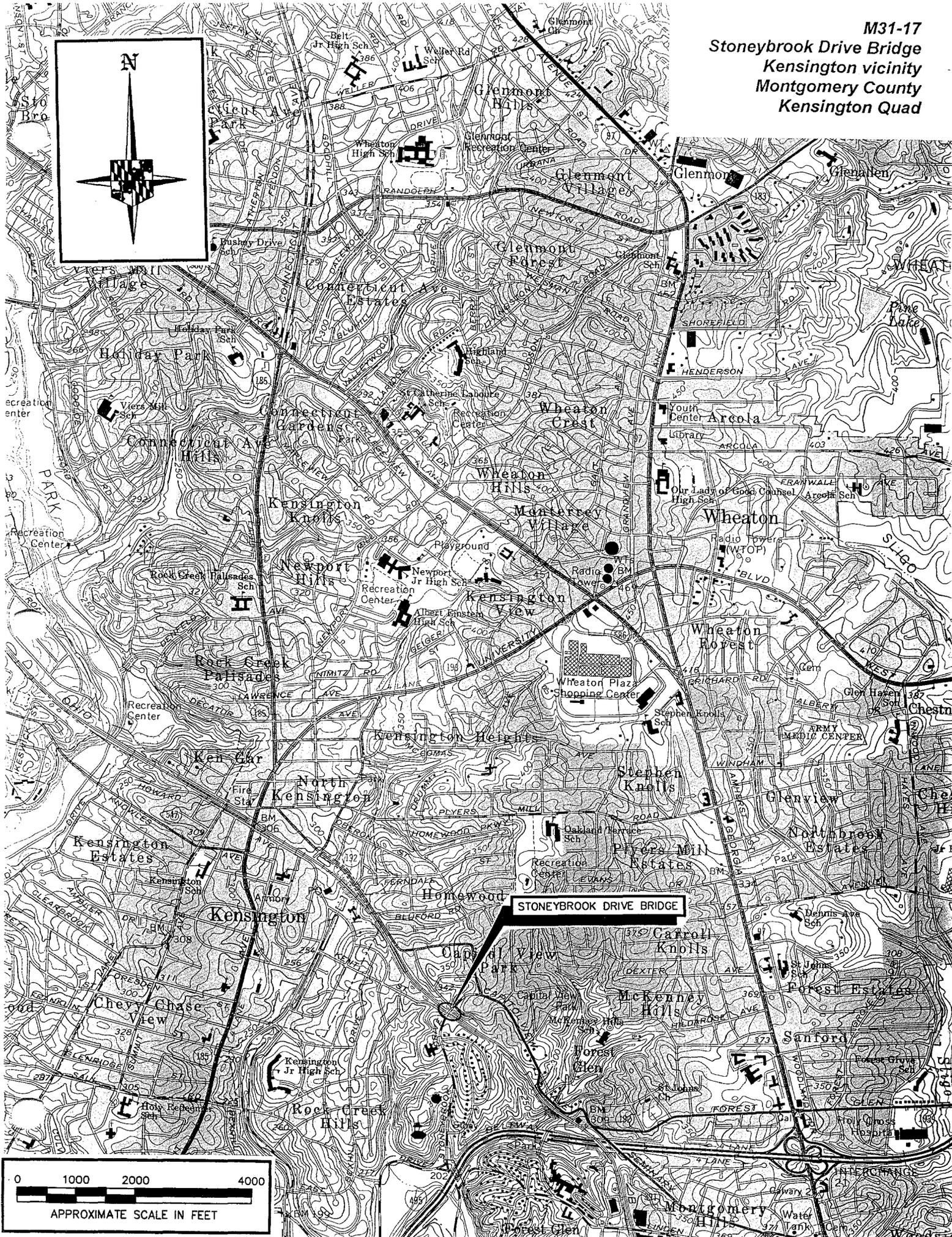
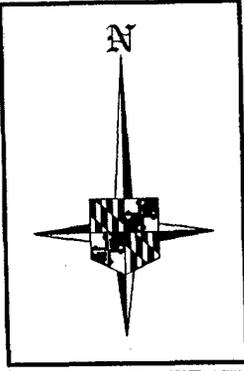
410

384

410

29

M31-17  
Stoneybrook Drive Bridge  
Kensington vicinity  
Montgomery County  
Kensington Quad





Inventory # M: 31-17

Name M76 - STONEY BROOK RD OVER B30 RR

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SAA

Description APPROACH NORTH

Number 1 of ~~34~~ 4



Inventory # M: 31-17

Name M76 - STONEY BROOK RD OVER B&O RR

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION EAST

Number 2 of 4



Inventory # M:31-17

Name M76- STONEY BROOK RD OVER B&O RR

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SAA

Description ELEVATION WEST

Number 3 of 4



Inventory # M: 31-17

Name M76-STONEY BROOK RD OVER B&O RR

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SUR

Description APPROACH SOUTH

Number 4 of 4  
~~7~~ of ~~34~~



SINGLE UNIT  
EXCEEDED 100,000 LBS  
COMBINATION UNIT  
EXCEEDED 100,000 LBS

Inventory # : M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of bridge facing N on Stoneybrook Drive

Photo # : 1 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of E elevation of bridge facing NW

Photo #: 2 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of bridge facing S on Stoneybrook Drive

Photo #: 3 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of W elevation of bridge facing E on B&O tracks

Photo #: 4 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of W elevation and NW wing wall of bridge facing SE

Photo #: 5 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvin A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc. / 6200 Falls of Neuse Rd. / Raleigh, NC

Description: View of N abutment and NW wing wall of bridge  
facing N from B & O tracks

Photo #: 6 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marv A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc./6200 Falls of Neuse Rd./Raleigh NC

Description: View of E side of bridge facing NE from Stoneybrook Dr.

Photo #: 7 of 8



Inventory #: M31-17

Name: Stoneybrook Drive Bridge

Location: Montgomery Co., MD

Photographer: Marvyn A. Brown

Date: 2/97

Neg. location: URS Greiner, Inc. / 6200 Falls of Neuse Rd. / Raleigh NC

Description: View of interior plate of W side of bridge  
facing W from deck of bridge

Photo #: 8 of 8