

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: B & O Bridge Number 3, Georgetown
Branch of the B & O Railroad Inventory Number: M:35-64

Address: 350 Ft. East of Connecticut Avenue;
adjacent to 3401 Connecticut Avenue City: Chevy Chase Zip Code: 20815

County: Montgomery USGS Topographic Map: Washington West, DC-MD-VA

Owner: Montgomery County

Liber Folio 497-
Tax Parcel Number: 8613 Tax Map Number: 534 Tax Account ID Number: _____

Project: Georgetown Branch Transitway/Trail Agency: Maryland Transit Administration

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

Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in: MIHP Form
"Assessment of NR eligibility of The Georgetown Branch of the B & O
Railroad and Structures along the route between Bethesda and Silver
Spring" 2002

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

This bridge stands on the Georgetown Branch in Chevy Chase, Maryland, about 350 feet east of Connecticut Avenue. Refer to Figure 4 for property location. The structure is on the first two completed miles of the Georgetown Branch of the B & O and was likely first built in 1892. The masonry abutments likely date to the time of the bridge's construction. The structure, however, has two steel I-beam girders that serve as stringers between the two stone abutments and likely dates to the 1920s. It may have been replaced at the time that the Rock Creek girder was replaced (1928).

The structure is a single span deck girder designed to carry the railroad over the bed of an intermittent stream (tributary of Coquelin Run). Above the girders, the bridge is new. It has a new deck and new rail and the railroad tracks were removed when the railroad line through here was converted to a trail. Photographs 7 through 9 depict the bridge.

This girder bridge dates from an era when girder bridges were commonly used for the highway and railroads. It is not a significant example of a girder bridge and it has been altered. This bridge also likely replaces an 1892 structure associated with the first two miles of the Georgetown Branch. For these reasons, the B & O Railroad Bridge Number 3 along the Georgetown Branch does not appear to be eligible for the NRHP.

Prepared by: Margaret Slater, Parsons
Brinckerhoff for MTA Date Prepared: February 5, 2002

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
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: _____	
<u>Andrew Lewis</u>	<u>04/11/02</u>
Reviewer, Office of Preservation Services	Date
<u>B. Kuntz</u>	<u>4/11/02</u>
Reviewer, NR program	Date

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. ~~M: 36-29~~

Magi No. M: 35-64

DOE yes no

1. Name (indicate preferred name)

historic

and/or common B&O Railroad Bridge Number 3

2. Location

street & number 350 feet east of Connecticut Avenue;
adjacent to 8401 Connecticut Avenue. not for publication

city, town Chevy Chase vicinity of congressional district 13

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input 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 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 Montgomery County Government

street & number 101 Monroe Street telephone no.:

city, town Rockville state and zip code MD 20850

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Courthouse liber 8613

street & number 51 Monroe Street folio 497-534

city, town Rockville state MD 20850

6. Representation in Existing Historical Surveys

title None

date federal state county local

pository for survey records

city, town state

7. Description

Survey No. M:35-64

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input 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.

B&O Railroad Bridge # 3 is a single span deck girder railroad bridge constructed in 1919. It consists of two steel I-beam girders that serve as stringers to span the distance between two masonry abutments built of cut stone. The bridge is of the deck girder type. It supports one set of railroad tracks. The length of the bridge is 30 feet.

This bridge is along the alignment of the former Georgetown Branch of the B&O Railroad in Montgomery County, Maryland. It crosses the bed of an intermittent stream (tributary of Coquelin Run) at a point about 350 feet east of Connecticut Avenue in the North Chevy Chase neighborhood.

B&O Railroad Bridge # 3 was constructed during the building of the Georgetown Branch in the second decade of the 20th century. It is representative of small steel bridge structures associated with early 20th century railroad operations in Maryland during the period between World War I and World War II. It reflects civil engineering design and building technologies associated with expansion of the transportation infrastructure during the post-World War I period of economic expansion.

This structure consists of two main components. One is the pair of masonry abutments that support either end of the bridge. These abutments are built of rectangular cut stone. The other component consists of the girders that support the railroad tracks.

The bridge retains its original integrity. The masonry abutments do not appear to have been rebuilt or otherwise altered from their 1919 condition. The bridge's steel girders appear to be unaltered from its original construction.

CONTRIBUTING RESOURCE COUNT: One.

8. Significance

Survey No. M:35-64

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 checked="" 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 1919 Builder/Architect Unknown

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.

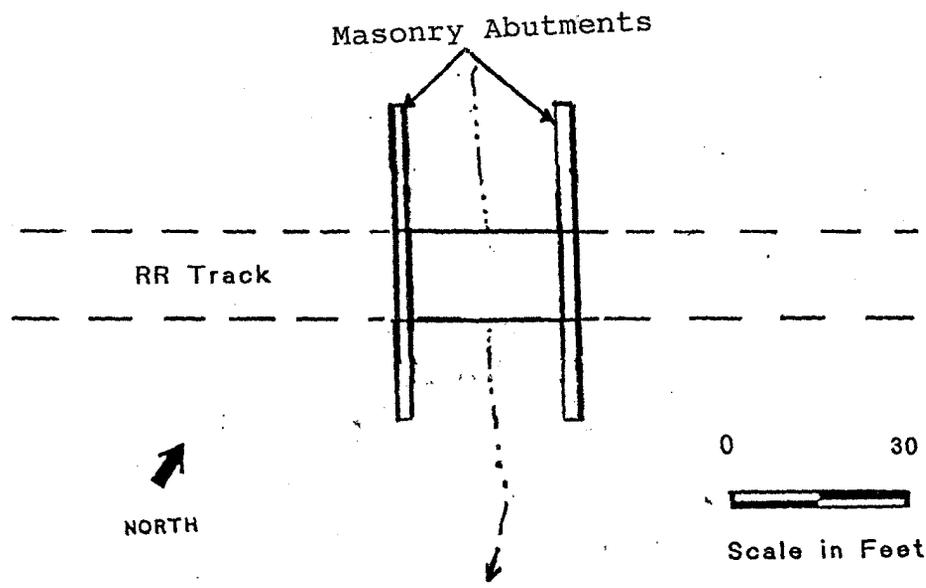
B&O Railroad Bridge # 3 appears to merit further study to evaluate its eligibility for nomination to the National Register of Historic Places or Maryland Register of Historic Properties.

It is associated with the economic significance of railroad transportation in Montgomery County during the first half of the 20th century. This bridge exceeds the normal minimum age standard of fifty years or older for consideration of historical significance.

This bridge appears to retain its original integrity. It does not appear to have undergone reconstruction and/or remodeling that may have affected its potential historic character.

RESOURCE SKETCH MAP

Survey No. M:35-64.
B&O Railroad Bridge # 3.
Vicinity of Chevy Chase,
Montgomery County, MD.



Survey No. M:35-64
B&O Railroad Bridge # 3
Montgomery County, MD

FRAMEWORK FOR IDENTIFYING COMPREHENSIVE PLAN DATA

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont.

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

Historic Period Theme: Transportation.

Resource Type:

Category: Structure.

Historic Environment: Suburban.

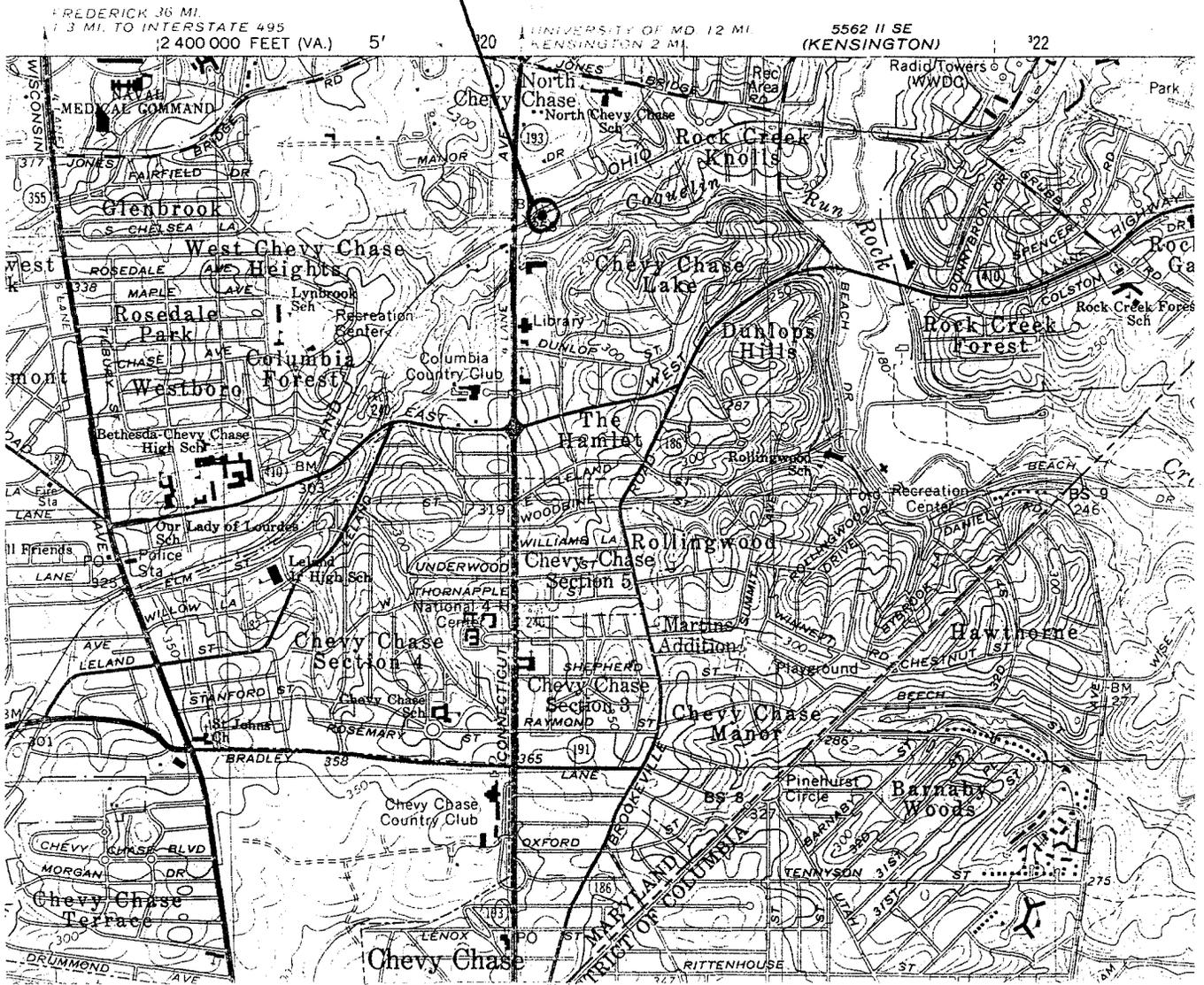
Historic Functions and Uses: Bridge for a railroad crossing
of a small intermittent stream.

Known Design Source: None.

RESOURCE LOCATIONAL MAP

Survey No. M:35-64.
B&O Railroad Bridge # 3.
Vicinity of Chevy Chase,
Montgomery County, MD.
"Washington West" Quadrangle.

M:35-64





M:35-104

B&O RR Bridge #3

Montgomery Co, MD

Slater, PB&D

2:02

MD SHPO

S elevator, View N

1 of 2



WEIGHT
LIMIT

500

M 35-64

B&O RR BRIDGE #3

Montgomery Co, MD

Slater, PBQP

2/02

MD SHPS

Through view, looking E

2 of 2



M: 35-64

B+O RAILROAD BRIDGE #3

MONTGOMERY COUNTY, MD.

LUIS ORTIZ

AUGUST 1995

MARYLAND SHPO

VIEW LOOKING NORTH; SOUTH ELEVATION
OF BRIDGE.

1 OF 1