

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

NR Eligible: yes
no

Property Name: Rock Creek Trestle Inventory Number: M:36-29

Former Georgetown Branch—B & O RR

Address: Over Rock Creek, Rock Creek Park 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 X

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

Is the property located within a historic district? X 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)

Located in today's Rock Creek Park between Chevy Chase and Silver Spring, the Rock Creek Trestle carries the former B & O Georgetown Branch railroad line across Rock Creek. The structure was a component of the first two miles of the Georgetown Branch railroad that were completed in 1892. When constructed in 1892, and when renovated in 1904 and again in 1928, the structure represented the state of railroad bridge technology of the era.

When built, the trestle was 1,400 feet long and 67 feet high. At the time of its construction, it was advertised as one of the largest of its type on the B & O system. In 1904, much of the span was replaced by fill, reducing its length to only 281 feet. Also at this time, a single steel deck plate girder span was inserted into the portion of the trestle that was over Rock Creek. In 1928, the trestle was again rebuilt and the wrought iron deck girder span was replaced with a steel deck girder. In June 1972, Tropical Storm Agnes damaged the trestle, which required rebuilding to remain in service. In recent years, a fire damaged the eastern trestle.

The changes made to the structure both historically and after the 1972 Hurricane Agnes damage have damaged the integrity of the bridge to a point that it no longer represents a long wood trestle on the B & O system and no longer contains the early wrought iron 1904 truss that was introduced to the B & O under Loree's tenure. It contains a non-significant 1928 steel truss, an altered wood trestle and a 1972 steel trestle. The structure has also been heavily damaged by fire. Because of the significant loss of historic fabric as well as the readily discernable alterations to the structure, it does not appear to meet the NRHP criteria of eligibility.

Margaret Slater, Parsons

Prepared by: Brinckerhoff for MTA

Date Prepared: February 5, 2002

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

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
 HISTORIC PROPERTIES

Survey No. M:36-29

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common Rock Creek Railroad Trestle

2. Location

street & number 1,000 feet west of the intersection of Jones Mill Road and Coquelin Terrace. 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"/> 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 Maryland 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:36-29

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.

The Rock Creek Railroad Trestle is a three span deck girder railroad bridge constructed in 1928. Its superstructure consists of steel I-beam girders that serve as stringers supported by two trestle structures. The bridge spans the distance between two earthen embankments on either side of the Rock Creek stream valley.

The bridge is of the deck girder type. It supports one set of railroad tracks. The length of the bridge is 250 feet.

The bridge's two vertical trestles are of two different designs and are built of different materials. The western trestle support consists of steel I-beams supported on concrete footings. The eastern trestle support is constructed of timber beams.

This bridge is along the alignment of the former Georgetown Branch of the B&O Railroad in Montgomery County, Maryland. It crosses the valley of Rock Creek at a point about 1,000 feet east of the intersection of Jones Mill Road and Coquelin Terrace in the Rock Creek Knolls neighborhood.

The Rock Creek Railroad Trestle was constructed during the building of the Georgetown Branch in the third decade of the 20th century. It is representative of large steel railroad trestle 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. The substructure is made up of the trestle footings, a steel trestle, and a wooden trestle that rise from the floor of the valley of Rock Creek. The other component consists of the steel girder stringers supporting a single set of railroad tracks. The bridge has three spans, each incorporating steel girder stringers of different design. The eastern and western spans are supported directly by the trestles. The center span crosses Rock Creek and is supported at either end by the trestles.

The western and central spans of the bridge appear to retain their original integrity. That portion of the bridge does not appear to have been altered from its 1928 condition. The bridge's eastern span appears to have been rebuilt with a timber trestle and steel I-beams that differ from the western span.

CONTRIBUTING RESOURCE COUNT: One.

8. Significance

Survey No. M:36-29

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 1928 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.

The Rock Creek Railroad Trestle 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.

Though it has undergone repairs and reconstruction of its eastern span, this bridge appears to largely retain its original integrity. It does not appear to have undergone remodeling that may have affected the bridge's potential historic character. The nature of the reconstruction may enhance the historic character of the bridge by including representative examples of alternative civil engineering designs and technologies for constructing a railroad track crossing of a wide and deep valley.

9. Major Bibliographical References

Survey No. M:36-29

10. Geographical Data

Acreage of nominated property 0.2 acre

Quadrangle name Washington West

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

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

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

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

Verbal boundary description and justification

The property consists of the Rock Creek Railroad Trestle over Rock Creek.

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

state	code	county	code

11. Form Prepared By

name/title	Daniel Koski-Karell, President		
organization	Karell Archeological Services	date	15 August 1995
street & number	P.O. Box 342	telephone	(202) 333-1492
city or town	Washington	state	D.C. 20044

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.

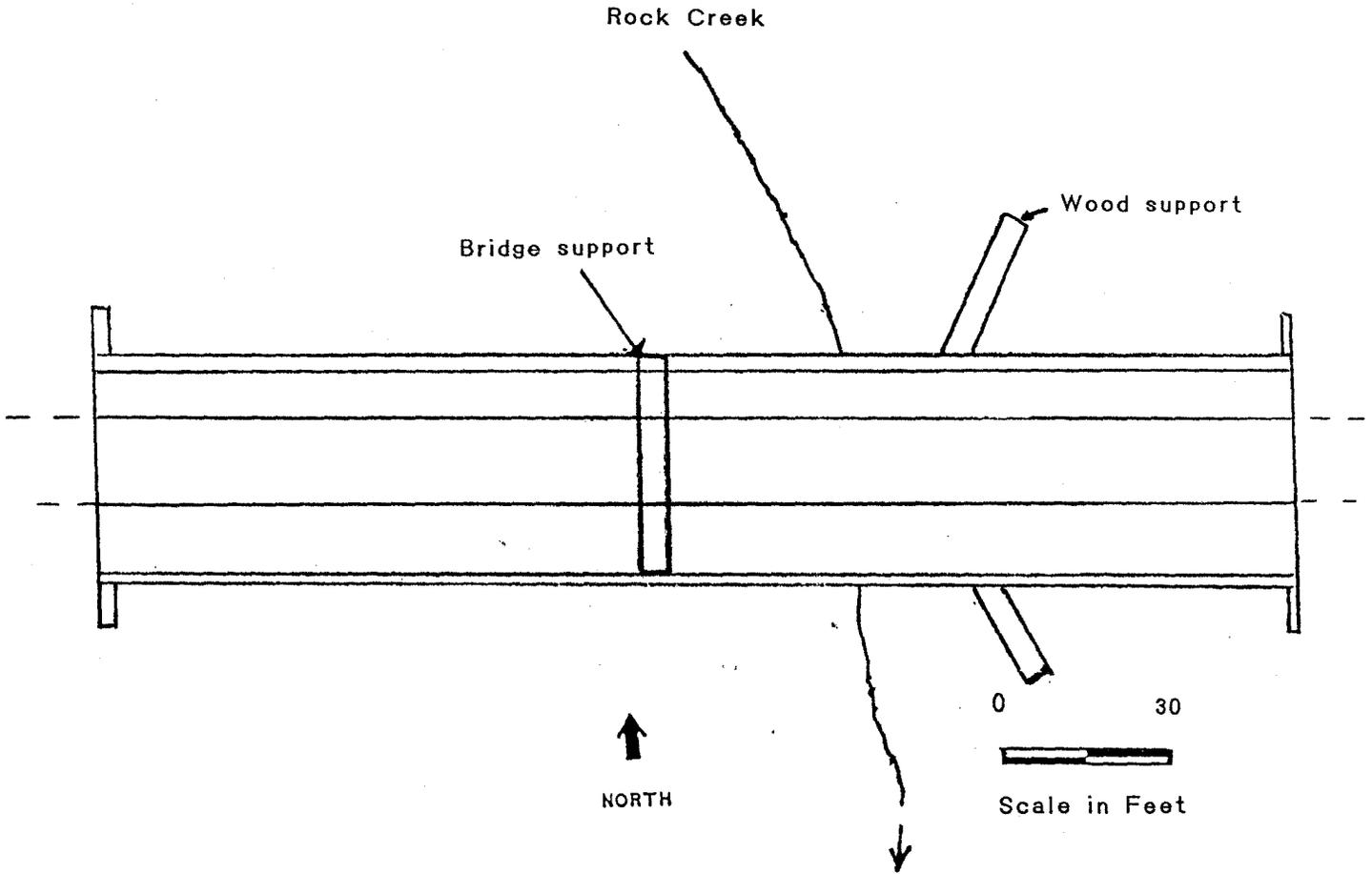
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

MARYLAND HISTORICAL TRUST
 DHCP/DHOD
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032-2028
 410-514-7000

RESOURCE SKETCH MAP

Survey No. M:36-29.
Rock Creek Railroad Trestle.
Vicinity of Chevy Chase,
Montgomery County, MD.



Survey No. M:36-29
Rock Creek Railroad Trestle
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.

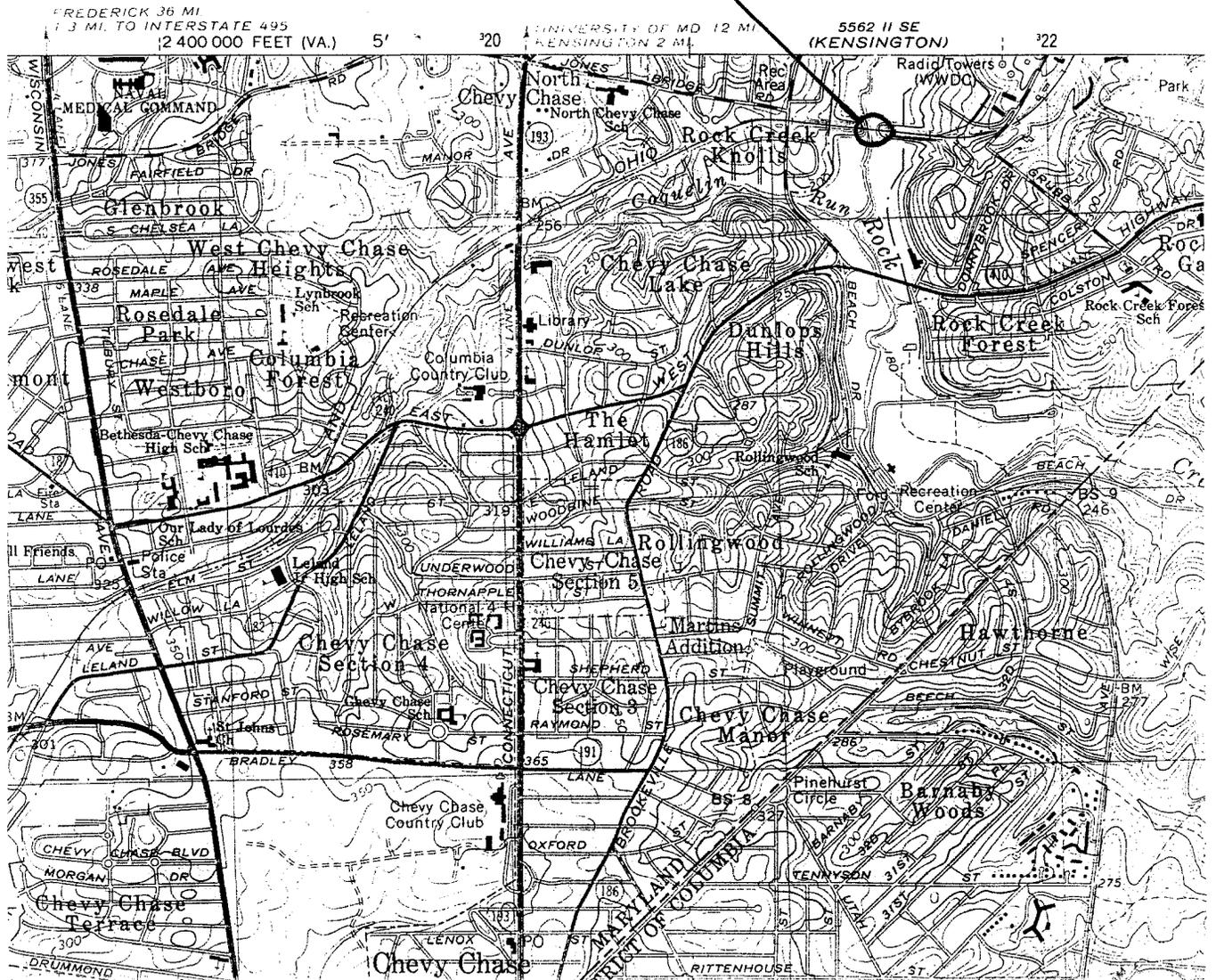
Historic Functions and Uses: Bridge for a railroad crossing
of a wide and deep valley.

Known Design Source: None.

RESOURCE LOCATIONAL MAP

Survey No. M:36-29.
Rock Creek Railroad Trestle.
Vicinity of Chevy Chase,
Montgomery County, MD.
"Washington West" Quadrangle.

M:36-29





MD 36129

Rock Creek Trestle

Montgomery Co, MD

Slater, PBRD

2/02

MD SHOS

West spans, view N

1044



MD 36.029

Rock Creek Trestle

Montgomery Co, MD

Slater, PBD

2/02

MD SHRO

West, center spans

View N

2 2/3'



MS 36-29

Rock Creek Trestle

Montgomery Co, MD

Slater, PA 27

202

MD SHPO

South elevation, view W

3 of 4



MD 36-29

Rock Creek Trestle

Montgomery Co, MD

Slater, PBA

2/02

MS 81453

S, elevation, view of

4 of 4



M:36-29

ROCK CREEK RAILROAD TRESTLE

MONTGOMERY COUNTY, MD,

LUIS ORTIZ

AUGUST 1995

MARYLAND SHPO

VIEW LOOKING SOUTH; NORTH ELEVATION
OF BRIDGE.

1 OF 1