

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC  
B & O Bridge, Antietam Creek

AND/OR COMMON  
Long Bridge

**2 LOCATION**

Chessie System Harpers Ferry - Hagerstown Spur Line  
over Antietam Creek northwest of Keedysville

STREET & NUMBER

CITY, TOWN  
Keedysville

VICINITY OF

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT  
Sixth

STATE  
Maryland

CODE  
24

COUNTY  
Washington

CODE  
043

**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-abandoned	<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"/> IN PROCESS	<input 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 type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> OTHER: abandoned

**4 OWNER OF PROPERTY**

NAME  
The Chessie System (Mr. John W. Hanifin, President) *Mr. N. J. Watkins, Chairman/President*

STREET & NUMBER  
2 North Charles Street

CITY, TOWN  
Baltimore

VICINITY OF

STATE  
Maryland 21201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
Washington County Courthouse

STREET & NUMBER

CITY, TOWN

Hagerstown

STATE  
Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**DESCRIPTION**

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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This timber trestle carries the Washington County branch of the Baltimore and Ohio Railroad, now part of the Chessie System, over the ravine formed by the Antietam Creek northwest of Keedysville, Maryland.

The Washington County branch of the B & O is a spur which extends from Weverton at the main line on the Potomac River for 24 miles to Hagerstown. Construction of this section of railroad was completed in November of 1867.

The wooden bridge, approximately 400 feet in length, is supported by a series of timber bents resting on concrete sills. The structure is joined with metal bolts. Abutments and piers are of coursed stone. It would appear that most or all of the original wooden timbers have been replaced.

Although this spur line has been abandoned in recent years, the bridge is, at present, in good condition.

**SIGNIFICANCE**

WA-II-437

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
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 checked="" 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 checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES      C. 1867

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The timber trestle which carries the Washington County branch of the B & O Railroad between two bluffs flanking the Antietam Creek is significant for its architecture, for the engineering expertise it displays and for its contribution to commerce, communications and transportation in Washington County for over 100 years.

Nearly 400 feet in length, the trestle is known locally as one of the longest bridges on the B & O Railroad. It is unique in that it is believed to be the only timber trestle or "western type", bridge in Maryland and possibly in the eastern United States.

Sometimes called "Long Bridge" the structure is part of a spur line which branched from the main B & O Railroad at Weverton near Harpers Ferry, W. Va. Although a route was proposed from Harpers Ferry to Hagerstown shortly after the B & O opened its line along the Potomac River in 1834, the spur was not opened until after the Civil War. The track was first used on November 22, 1867, for a consignment of wheat sent to Baltimore. Prior to the opening of the Washington County Branch there was no direct rail service from Hagerstown to Baltimore. It was an important asset to farmers and manufacturers in Washington County who depended on rail transport of the crops and products.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

WA-II-437

- Scharf, J. Thomas. History of Western Maryland. Philadelphia, Pa.: Louis H. Everts, 1882.
- Williams, T.J.C. History of Washington County. Hagerstown, Md.: Mail Publishing Co., 1906.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 4 acres

UTM REFERENCES

A	18	266720	4376000	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Paula Stoner Dickey, Consultant

ORGANIZATION

Washington County Historical Sites Survey

DATE

August 1976

STREET & NUMBER

County Office Building, 33 West Washington Street

TELEPHONE

791-3065

CITY OR TOWN

Hagerstown

STATE

Maryland 21740

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*John N. Pearce* 4/19/77

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

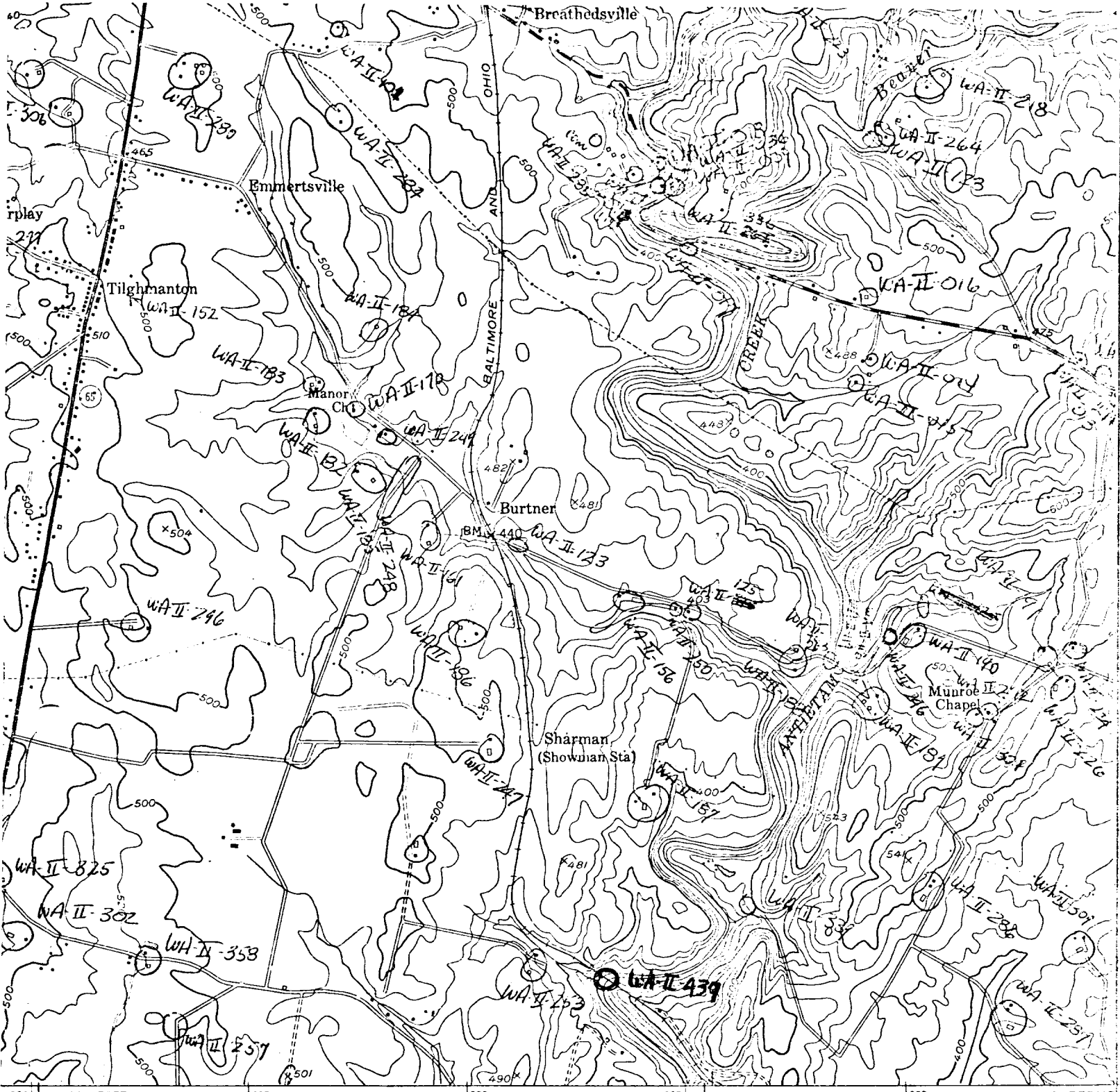
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

TEST:

DATE

KEEPER OF THE NATIONAL REGISTER



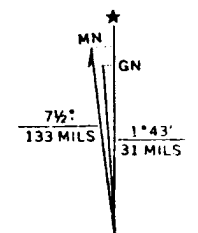
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 by the Corps of Engineers, U. S. Army  
 and published by the Geological Survey  
 USGS, USC&GS, and USFS

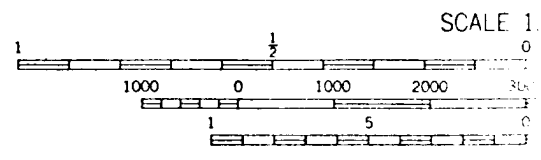
y from aerial photographs by stereophotogrammetric  
 Aerial photographs taken 1943  
 revised by the Geological Survey 1953

proj: 1927 North American datum  
 not geoid used on Maryland coordinate system  
 er Universal Transverse Mercator grid ticks,  
 shown in blue

shown in purple compiled by the Geological Survey from  
 ographs taken 1971. This information not field checked  
 t indicates extension of urban areas



UTM GRID AND 1971 MAGNETIC NORTH  
 DECLINATION AT CENTER OF SHEET

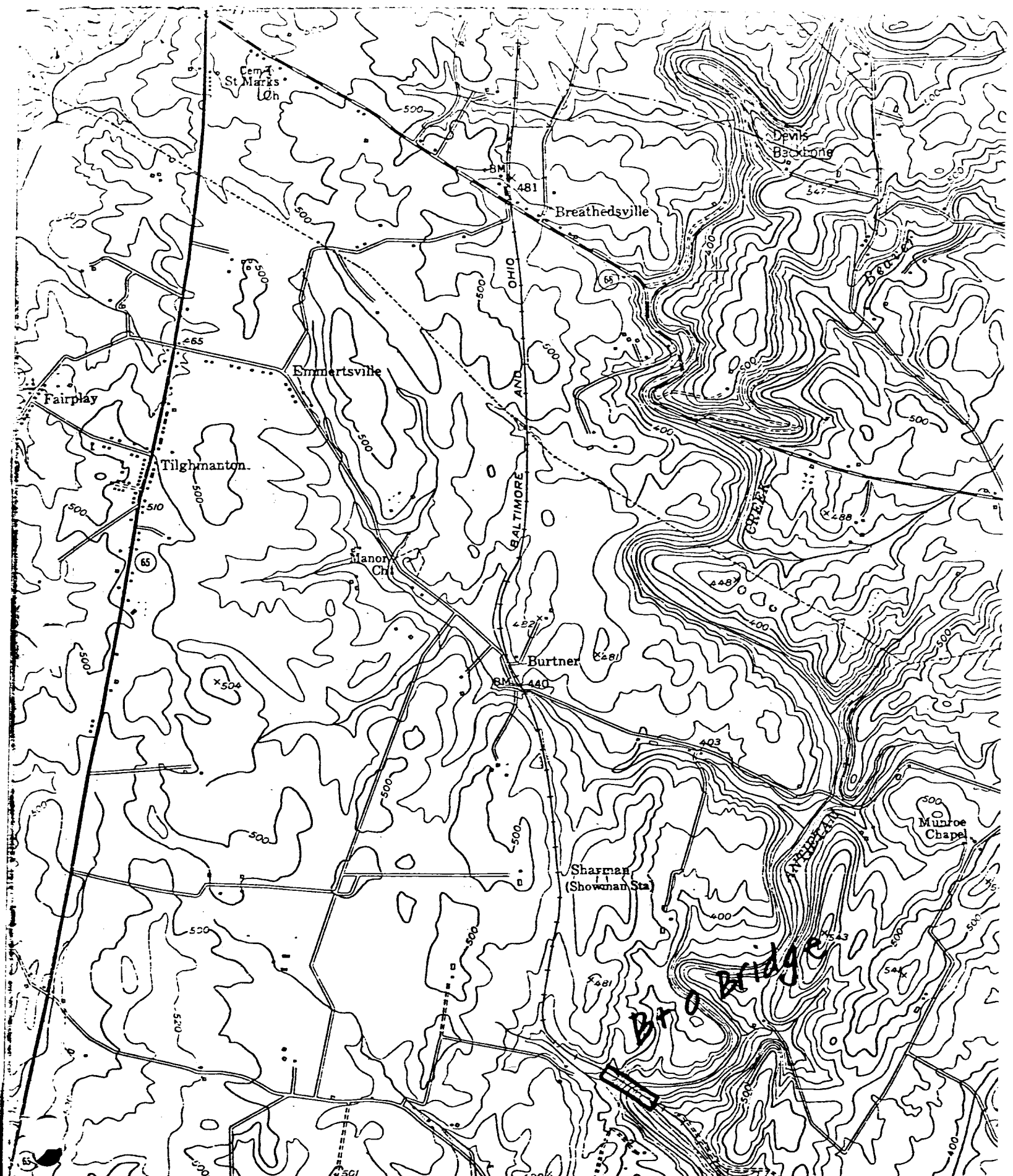


SCALE 1

*Farmington Quadrangle*  
 CONTOUR INTERVAL IS MEAN DATUM

WA-II-437

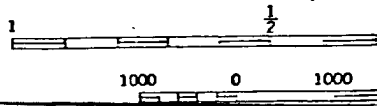
THIS MAP COMPLIES WITH NATIONAL  
 FOR SALE BY U. S. GEOLOGICAL SURVEY  
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS



1590 000 FEET  
 HARRISBURG 2.8 MI.  
 mapped by the Corps of Engineers, U. S. Army  
 edited and published by the Geological Survey  
 Control by USGS, USC&GS, and USFS

*Funkston Quadrangle*

42°30' WA-II-437



6x



WA-II-437

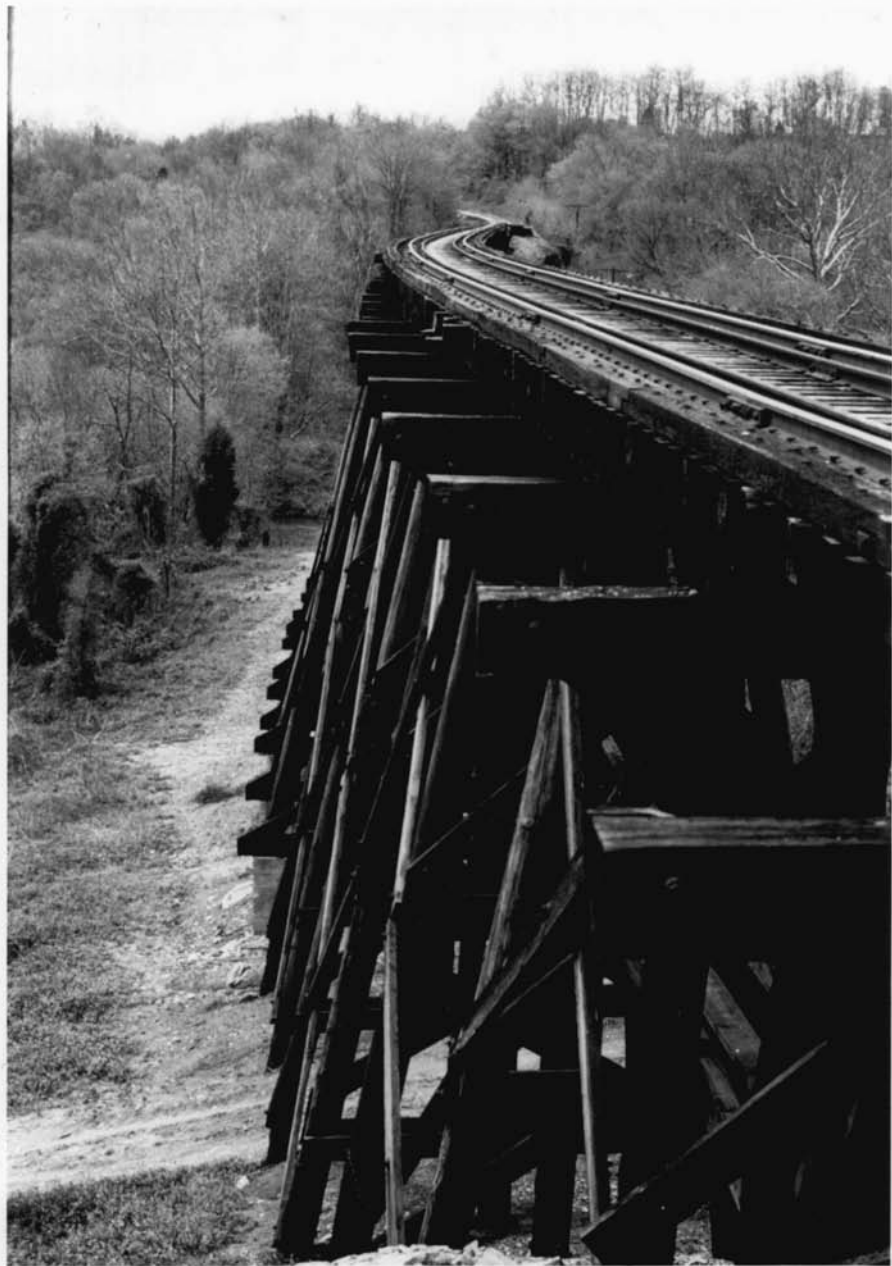
B-O BRIDGE, ANTIETAM  
CREEK





WIA-II-437

B+O BRIDGE, ANTIETAM CREEK



WA-II-437

B+O BRIDGE, ANTIETAM CREEK