

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NP USE ONLY
M: 12-46
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DATE ENTERED AL-I-B-086

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

**1 NAME**

HISTORIC Chesapeake and Ohio Canal

AND/OR COMMON Chesapeake and Ohio Canal National Historical Park

**2 LOCATION**

STREET & NUMBER The District of Columbia and Maryland bank of the Potomac River from Georgetown, D.C., to Cumberland, Maryland

CITY, TOWN D.C.; 6th and 8th of Maryland

STATE DC (11), MD (24) VICINITY OF CODE D.C. (001), Montgomery (031), Frederick (021), Washington (043) Allegany (001)

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input 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 checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" 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 checked="" 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 AGENCY**

REGIONAL HEADQUARTERS (if applicable)  
National Park Service, National Capital Region  
STREET & NUMBER  
1100 Ohio Drive, S.W.

CITY, TOWN Washington VICINITY OF STATE D.C. 20242

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Land records in courthouses of above jurisdictions. C&O Canal Company records in Record Group 79, National Archives.

CITY, TOWN STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Historic American Buildings Survey\*  
Historic American Engineering Record\*  
DATE NPS List of Classified Structures\*\*  
Prentice-Hahn Survey\*\*

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS Library of Congress\* National Capital Region Headquarters\*\*

CITY, TOWN Washington STATE D.C.

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This documentation of the historic resources of the Chesapeake and Ohio Canal National Historical Park is limited to the canal proper (including prism, locks, lockhouses, aqueducts, culverts, dams, weirs) and other visible historic features in the park contemporary with the period of the canal's operation. Because a comprehensive survey of prehistoric and historic archeological resources in the park has not yet been undertaken, such resources will be the subject of an addendum or separate nomination at a later date.

Built between 1828 and 1850, the canal ran 184.5 miles from Georgetown, D.C., to Cumberland, Maryland. During its active operation until 1924 it suffered periodic damage from floods, war, and other causes which, together with normal deterioration, required the repair and replacement of many structural components. Such periodic damage has continued to the present (the 1972 "Agnes" flood being the most notable recent contributor). Since the canal company property was acquired by the Federal Government in 1938, the National Park Service has repaired or rebuilt the towpath in many places to maintain its continuity for recreational purposes. The Service has also restored or stabilized many of the badly deteriorating locks, culverts, and other structures. The canal today thus reflects considerable reworking during and since its historic period (1828-1924) while retaining its essential element of continuity from Georgetown to Cumberland.

Accompanying sheets numbered 1 to 163 and photographs provide a detailed description of the historic and present appearance of the canal and related and contemporary historic structures and sites. Known park properties not covered in this documentation are not considered historic and do not contribute to the significance of the park for National Register purposes. It is possible that additional features of contributing value may be disclosed in future park investigations, at which times they may be documented in addenda to this submission.

All historic objects and documents original to or historically associated with the property described herein and in National Park Service ownership and control are also defined as components of this property for the National Register. Included are artifacts and specimens associated directly with the canal and associated structures, with other historic structures in the park, and with people and events connected with the history of the canal from 1828 to 1924. Such objects are listed and described in the park's museum catalog, maintained at the park headquarters at Sharpsburg, Maryland.

**8 SIGNIFICANCE**

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 checked="" 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 checked="" 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 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 1828-1924

BUILDER/ARCHITECT Benjamin Wright et al.

STATEMENT OF SIGNIFICANCE

The Chesapeake and Ohio Canal, today largely unwatered and overgrown and with most of its structural features in varying states of deterioration, is yet one of the most intact and impressive survivals of the American canal-building era. While recognizable segments of other early-19th-century canals exist and while a few other canals of the period have been rebuilt for modern shipping, the C&O Canal is unique in that it remains virtually unbroken and without substantial modification affecting its original character for its entire length of some 185 miles. Such physical changes as have occurred since the canal ceased operation in 1924 have been largely dictated by nature: a softening of prism contours, extensive vegetative overgrowth, widespread decay and collapse of wood and stone structures. Beyond the restored and rewatered 22-mile portion from Georgetown to Violet's Lock, much of the canal now has the character of a ruin. Yet the fact that the entire towpath to Cumberland may still be traveled and the survival--in whole or part--of most of the principal canal structures afford the many hikers and bicyclists who follow the route a fine opportunity to appreciate the magnitude of this historic engineering achievement.

History

The Chesapeake and Ohio Canal Company was chartered in 1825 to construct a shipping canal connecting tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania, thereby providing an economical trade route between the eastern seaboard and the trans-Allegheny West. The company acquired the rights of the Potomac Company, formed by George Washington and associates after the Revolution to improve navigation on the Potomac. That venture had attempted to achieve its objective by deepening the channel and cutting skirting canals around impassable rapids, but the flow of the river proved too erratic to make these measures successful. This experience led the C&O Canal promoters to adopt plans for a separate canal paralleling the river.

The company began operations in 1828 with a subscribed capital of about \$3.6 million. Among the stockholders were the Federal Government, the states of Maryland and Virginia, and the cities of Washington, Georgetown, and Alexandria, D.C. Estimates of the total cost of the eastern section of the canal from Georgetown to Cumberland, Maryland, ranged from \$4.5 to \$8 million. As engineers the board of directors selected men with experience on northern and foreign canals. Chief Engineer Benjamin Wright of New York had been actively involved with the Erie Canal and was then chief engineer on the Chesapeake and Delaware Canal. Other members of the board of engineers included John Martineau, a close associate of Wright, and Nathan S. Roberts,

(continued)

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another noted New York engineer. Charles B. Fisk of Connecticut served as chief engineer from 1835 to 1852.

President John Quincy Adams turned the first spadeful of earth in ceremonies at Little Falls, Maryland, on July 4, 1828. On the same day, construction of the Baltimore and Ohio Railroad westward from Baltimore was begun--a move that would have significant implications for the ultimate fate of the canal and the canal era generally.

From the start, numerous difficulties retarded the progress of canal construction. An acute labor shortage forced the company to campaign for workers from other states and abroad. Numerous disputes arose with landowners who resisted efforts to purchase the right-of-way. A protracted legal controversy with the B&O Railroad involving the right-of-way between Point of Rocks and Harpers Ferry impeded construction of both the canal and the railroad there until 1832. Increased costs of labor, materials, and land during the inflationary period of the late 1820s and 1830s caused construction expenses to rise sharply and far exceed the original estimates. The State of Maryland came to the rescue of the financially troubled company in the mid-1830s by purchasing over \$5 million more in stock, thus becoming the majority stockholder. But difficulties continued, augmented by labor unrest among the predominantly Irish workers and the financial Panic of 1837. Between 1842 and 1847 construction was at a standstill. The canal was finally completed to Cumberland in 1850, bringing the total cost of the project to over \$11 million. The original plans to extend the waterway over the Alleghenies had long before been abandoned.

Boats began to appear on the canal soon after the first short section between Little Falls and Seneca was completed in 1831. As water was admitted to the upper divisions reaching out into western Maryland, trade on the waterway increased as cargos of flour, grain, building stone, and whiskey began to move down to Georgetown. Not until the canal reached Cumberland, however, did the tonnage transported reach an appreciable figure. Large quantities of coal from the rich mines of the Georges Creek region west of Cumberland then began to be transported to the tidewater. During the years following the Civil War the coal trade increased rapidly until in 1871, the peak year, some 850,000 tons were carried down the canal. In some years of this period the canal company made a considerable operating profit, which was quickly applied to improving the waterway and to the payment of back interest on the tremendous debt. During these few profitable years more than 500 boats were in frequent operation on the canal.

In the late 1870s the canal trade began to decline as many of the Allegheny coal operators began to ship over the B&O Railroad, the canal's greatest competitor. This development, together with the effects of the nationwide economic depression in the mid-1870s and major floods in 1877 and 1886, again put a severe strain on canal company finances. In 1889 an enormous flood forced the canal company into receivership, and the B&O

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Railroad emerged as the majority owner of the company's bonds. In 1924, by which time the railroad had captured almost all of the carrying trade of the canal in addition to its ownership, another damaging flood struck. This time the repairs necessary to resume operation were not made, and the active era of the canal came to an end.

In 1938 the railroad, hurt by the Depression, sold the entire canal to the U.S. Government for approximately \$2 million, which was applied to the railroad's debt to the Reconstruction Finance Corporation. The canal was placed under the National Park Service, and some restoration was carried out under Depression work relief programs. In 1961 President Eisenhower proclaimed it a national monument. An act of Congress in 1971 authorized the acquisition of additional land/<sup>and</sup> establishment of the Chesapeake and Ohio Canal National Historical Park.

The principal areas of the canal's historical significance may be summarized as follows:

Architecture and Engineering. The canal survives as an excellent illustration of 19th-century canal-building technology. The magnitude of the engineering achievement is exemplified by the 184.5-mile length of the canal, its 74 lift locks to accommodate a rise of 605 feet, the 11 stone aqueducts spanning major Potomac tributaries, 7 dams supplying water to the canal, hundreds of culverts carrying roads and streams beneath the canal, and a 3,117-foot tunnel carrying the canal through a large shale rock formation. Many of the canal structures, notably the aqueducts, the tunnel portals, the culvert face walls, and the early lockhouses, were also architecturally treated with such aesthetic features as pilasters, belt courses, and variations in stone texture added for visual enhancement.

Commerce and Transportation. The canal served as the major commercial artery in the Potomac Valley above tidewater during the mid-19th century. Along it were conveyed significant quantities of the food, fuel, and building materials required by the growing National Capital. The canal influenced the creation and expansion of numerous businesses along it, many of which tapped the canal water as a power source as well as using the waterway for shipping.

Conservation. Although the builders of the canal could hardly have foreseen it, their creation has led today to the preservation of a large portion of the Maryland bank of the Potomac in a relatively unspoiled state. Natural growth reclaimed much of the canal property after 1924, and the transfer of this land to the National Park Service in 1938 resulted in its conscious preservation for its historical, natural, and recreational values. The canal company land now serves as the nucleus of a still-expanding park enlarged by the acquisition of much additional land on both sides of the original right-of-way.

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Non-Canal Historic Resources

The Chesapeake and Ohio Canal National Historical Park includes a number of historic features that are not primarily canal-related. These have been treated along with the resources of the canal proper in the descriptive and photographic documentation accompanying Section 7. Virtually all of them are significant today as elements of the canal's historic scene, i.e., the cultural environment existing during the period of the canal's operation. In addition, some of them possess historic architectural, engineering, military, or commercial significance. Those features whose significance transcends their contribution to the canal's historic scene are covered below.

Fort Duncan and Associated Earthworks (mile 62.5). Fort Duncan and its associated batteries are significant as well preserved remnants of the Union defenses of Harpers Ferry during the Civil War.

The Union forces occupying Harpers Ferry in 1862 failed to erect more than elementary defenses, an omission contributing to the successful Confederate siege and assault leading to the surrender of 12,693 Federal soldiers on September 15, 1862. The Union Army of the Potomac soon reoccupied the town and the commanding heights across the Potomac and Shenandoah Rivers, and the Union high command decided to fortify the position to avoid repetition of the costly experience. Between October 1, 1862, and June 1863 Maryland Heights and Loudoun Heights were converted to fortresses of great strength.

The present documentation covers only those defensive works within the present Chesapeake and Ohio Canal National Historical Park. Others exist within the boundaries of Harpers Ferry National Historical Park and on private land.

Ferry Hill Plantation House (mile 72.82). This property is significant for its association with the early ferry across the Potomac River and as the boyhood home of Henry Kyd Douglas, a Confederate officer on Stonewall Jackson's staff.

The house was begun in 1812 by Henry Thomas Swearingen, of the family of Thomas Van Swearingen who began operation of the Potomac ferry to Shepherdstown in 1765. In 1816 the property was sold to John Blackford, who operated the ferry and the plantation until his death in 1839. His son Henry sold the property to Robert Douglas in 1848. Henry Kyd Douglas, son of Robert, spent his boyhood at Ferry Hill. In 1862 Federal troops occupied the house after the battle of Antietam and confined Robert because of his Confederate sympathies. During that battle the house had served as a small hospital for several Confederate officers, including the son of Robert E. Lee. The house was used by Confederate Major General Edward Johnson on his route to Pennsylvania

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in 1863.

The architectural significance of the house has been impaired by extensive alterations and modifications.

Burnside House (mile 89.21). The house is architecturally significant as a good surviving example of a mid-18th century house of unusual configuration. The property included a distillery in the 18th century, and it is likely that the three adjoining but unconnected portions of the structure housed distillery employees. An unconfirmed story that Lord Fairfax sent young George Washington here to purchase whiskey warrants further investigation.

Bollman Bridge, Williamsport (mile 99.65). Built in 1879, the Bollman Bridge at West Salisbury Street is a significant engineering resource because of its association with Wendell Bollman, one of the pioneers who ushered in the modern era of structural engineering by introducing iron as a primary structural material. As the first civil engineer to evolve a system of bridging in iron to be consistently used on an American railroad (the Baltimore and Ohio), Bollman made a significant contribution to the history of civil engineering.

Although Bollman used the iron Pratt bridging design in erecting the bridge at Williamsport rather than the iron truss system he had patented in 1852, the structure is significant as one of his few surviving works and as his only bridge over the canal.

Cushwa Warehouse, Williamsport (mile 99.72). The Cushwa Warehouse, dating from the early 19th century, is a significant historic commercial resource because of the role it played in trade on the canal and in the economic development of Williamsport. Operated by the principal firm wholesaling and retailing coal, flour, iron, cement, and plaster in Williamsport for more than a century, the warehouse business had an important impact on the regional development of commerce and transportation arteries in the Williamsport-Hagerstown vicinity and surrounding Washington County.

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Williamsport Power House (mile 99.75). The Williamsport Power House was built by the Hagerstown Railway Company in 1896 as the first power source for the new electric trolley line running from Williamsport to Hagerstown. It survives to represent the beginnings of a transportation era in Washington County lasting until 1954. Electricity generated here was also sold for lighting and other purposes, so that this first power house in the county also represents the beginnings of the electric utilities industry in the area.

With the rapid extension of the trolley lines, the Williamsport Power House soon became inadequate and was replaced around 1900 by a new facility in Hagerstown. In 1911 the abandoned structure was conveyed back to the Cushwa family, the original owner of the property, and was used thereafter for the storage of coal, sand, and other materials. The National Park Service acquired the property in 1974.

Adaptive Use of Buildings

The primary significance of virtually all buildings included in this documentation lies in their exterior appearance and their contribution to the historic scene. Continued or adaptive use of habitable or otherwise functional buildings has occurred without detriment to their primary values and is encouraged as a means to their preservation.

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**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

See accompanying continuation sheet. A comprehensive bibliography is on file in the office of Professional Services, National Capital Region.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 20,239

UTM REFERENCES See continuation sheets.

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The National Register boundary is that authorized for the Chesapeake and Ohio Canal National Historical Park by Public Law 91-664, which makes reference to five boundary map sheets numbered CHOH 91,000. Copies of the sheets accompany this documentation. The boundary has been carefully reproduced in larger scale on the accompanying U.S.G.S. quadrangles. The riverbank generally constitutes the southern edge of the park; the inland edge varies widely in distance from the canal prism.

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

STATE	CODE	COUNTY	CODE
District of Columbia (11); Maryland (24)		counties of Montgomery (031), Frederick (021),	
Washington (043), Allegany (001).			

**11 FORM PREPARED BY**

NAME / TITLE  
 ORGANIZATION  
 STREET & NUMBER  
 CITY OR TOWN  
 STATE

Philip S. Romigh, Architect, 12/76; Barry Mackintosh, Historian, 3/79  
 National Capital Region, National Park Service (202) 426-6660  
 1100 Ohio Drive, S.W.  
 Washington D.C.

**12 CERTIFICATION OF NOMINATION** (Park automatically listed in National Register upon authorization by Congress.)  
STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES \_\_\_ NO \_\_\_ NONE \_\_\_

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is X National \_\_\_ State \_\_\_ Local

FEDERAL REPRESENTATIVE SIGNATURE

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	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

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Major Bibliographical References

- \*Bearss, Edwin C. "The Bridges." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.
- \*\_\_\_\_\_. "The Composite Locks." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.
- Hahn, Thomas F. Towpath Guide to the Chesapeake & Ohio Canal. 4 vols. York, Pa.: American Canal and Transportation Center, 1971-74.
- Miele, John R. "The Chesapeake & Ohio Canal: A Physical History." Master's Thesis, University of Delaware, September 1968.
- \*Prentice, Joseph R., and Thomas F. Hahn. "Architectural Data Study of C&O Canal Based on Physical Evidence in View at Time of Inspection." Typescript with photographs, July 1974.
- Sanderlin, Walter S. The Great National Project: A History of the Chesapeake & Ohio Canal. Baltimore: Johns Hopkins Press, 1946.
- \*Unrau, Harlan D. "Chesapeake & Ohio Canal National Historical Park Historic Resource Study." Manuscript, 1975-77.
- \*\_\_\_\_\_. "The Culverts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1976.
- \*\_\_\_\_\_. "The Lockhouses." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1975.
- \*\_\_\_\_\_. "The Single-Span Aqueducts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1974.
- Stoner, Paula. Historic Site Survey, Washington County, Md. Files in Washington County Planning Department, Hagerstown, Md.
- \*Unpublished National Park Service research studies available in the office of Professional Services, National Capital Region.

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UTM References

UTM references are keyed by numbers in parentheses. The numbered points run from Georgetown to Cumberland along the river side of the park and return along the inland side.

<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>	<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>
(1)	18/321650/4307935	Washington West	(34)	18/247840/4388250	Hedgesville
(2)	18/321610/4307370	"	(35)	18/247520/4385530	"
(3)	18/318190/4308380	"	(36)	17/756880/4387730	Big Pool
(4)	18/314080/4314370	Falls Church	(37)	17/751520/4394400	Cherry Run
(5)	18/304880/4316660	"	(38)	17/747710/4396430	"
(6)	18/305380/4322660	Rockville	(39)	17/742000/4397700	Hancock
(7)	18/297940/4326460	Seneca	(40)	17/734820/4390060	Bellegrove
(8)	18/289520/4326910	Sterling	(41)	17/734830/4388910	"
(9)	18/281650/4334090	Waterford	(42)	17/733140/4389040	"
(10)	18/282540/4338070	"	(43)	17/727980/4390900	"
(11)	18/288100/4344370	Poolsville	(44)	17/725190/4387250	Paw Paw
(12)	18/285520/4347380	"	(45)	17/721060/4389100	"
(13)	18/281050/4349180	Pt. of Rocks	(46)	17/724430/4383680	"
(14)	18/278820/4352680	"	(47)	17/718360/4384900	"
(15)	18/272520/4354350	Harpers Ferry	(48)	17/721970/4380600	"
(16)	18/269430/4355830	"	(49)	17/717480/4376920	"
(17)	18/265030/4335940	"	(50)	17/709220/4377160	Oldtown
(18)	18/262100/4357840	"	(51)	17/704380/4379030	"
(19)	18/263760/4360520	"	(52)	17/700850/4378510	Patterson Creek
(20)	18/263020/4362700	Sheperdstown	(53)	17/694510/4382220	"
(21)	18/264600/4363210	Keedysville	(54)	17/691540/4385190	Cresaptown
(22)	18/262900/4367760	Sheperdstown	(55)	17/694600/4387320	Patterson Creek
(23)	18/258940/4368600	"	(56)	17/690540/4388150	Cresaptown
(24)	18/259540/4373910	"	(57)	17/691840/4391050	Cumberland
(25)	18/261950/4374760	"	(58)	17/692000/4390670	"
(26)	18/255000/4375420	"	(59)	17/691140/4388170	Cresaptown
(27)	18/256030/4377980	Williamsport	(60)	17/693040/4388730	Cumberland
(28)	18/253900/4377600	"	(61)	17/696040/4387830	Patterson Creek
(29)	18/251590/4382870	Hedgesville	(62)	17/692370/4384530	Cresaptown
(30)	18/256420/4383190	Williamsport	(63)	17/694740/4384400	Patterson Creek
(31)	18/256720/4387560	"	(64)	17/695040/4382830	"
(32)	18/252280/4388680	Hedgesville	(65)	17/700620/4379240	"
(33)	18/252850/4386740	"	(66)	17/703990/4379840	"

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Point No.	UTM Reference	Quadrangle	Point No.	UTM Reference	Quadrangle
(67)	17/711540/4378040	Oldtown	(88)	18/262820/4376130	Williamsport
(68)	17/717180/4377460	Paw Paw	(89)	18/260820/4368580	Shepherdstown
(69)	17/718000/4385960	"	(90)	18/264070/4367750	Keedysville
(70)	17/723140/4384700	"	(91)	18/264900/4363550	"
(71)	17/719480/4387460	"	(92)	18/264460/4356900	Harpers Ferry
(72)	17/720410/4389540	"	(93)	18/269580/4356590	"
(73)	17/722980/4388680	"	(94)	18/279260/4354090	Pt. of Rocks
(74)	17/727780/4391780	Bellegrave	(95)	18/281280/4350250	"
(75)	17/734120/4389120	"	(96)	18/289440/4345180	Poolesville
(76)	17/737100/4395080	Hancock	(97)	18/285300/4337680	"
(77)	17/741600/4398050	"	(98)	18/282890/4338140	Waterford
(78)	17/748000/4396720	Cherry Run	(99)	18/282730/4333540	"
(79)	17/751980/4394400	"	(100)	18/286160/4332790	Sterling
(80)	18/243300/4388030	Hedgesville	(101)	18/287640/4328940	"
(81)	18/246840/4389720	"	(102)	18/293240/4327000	"
(82)	18/251730/4389270	"	(103)	18/297160/4328120	Seneca
(83)	18/257910/4387740	Williamsport	(104)	18/300590/4326820	"
(84)	18/257120/4383010	"	(105)	18/306770/4322160	Rockville
(85)	18/252560/4381910	Hedgesville	(106)	18/305680/4317630	Falls Church
(86)	18/257570/4379430	Williamsport	(107)	18/314740/4315290	"
(87)	18/257490/4375990	"	(108)	18/318960/4308380	Washington West

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-VI-049

Name: Pearce Rd over Siding Creek.

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"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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>

*Just*

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

MHT Number WA-VI-049

Name and SHA No. Pearre Road over Sidling Hill Creek/W 0211 (W21110)

**Location:**

Street/Road Name and Number: Pearre Road

City/Town: Hancock Vicinity   

County: Washington

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:** W 0211 (W 21110) carries Pearre Road over Sideling Hill Creek in Washington County, Maryland. Pearre Road Runs generally east-west at this location; Sideling Hill Creek flows generally north-south. The bridge is located in a rural wooded area with rolling hills. There are no structures visible from the bridge. Sideling Hill Creek has a wooded channel bank at this location.

**Describe Superstructure and Substructure:** W 0211 (W 21110) is a triple span riveted plate girder bridge with an open steel grid deck supported by steel beams. The center span is 53' long. The end spans are each 26' long. There is a continuous W-beam guardrail on either side of the bridge deck, and on both sides of both approaches. The plate girders have rusted areas and are in need of cleaning and repainting.

The substructure consists of two stone masonry abutments and wing walls and two stone masonry piers. All have reinforced concrete caps which serve as the beam seats. There is debris caught at the base of both piers, and all have light scour damage. There is some slight spalling and cracking on the abutments and piers, and the masonry needs to be repointed in several places.

**Discuss Major Alterations:** The documentary evidence available does not indicate that there have been any major alterations made to W 0211 (W 21110).

**History:**

**When Built:** unknown, probably sometime between 1925-1940

**Why Built:** replacement of a circa 1890 bridge

**Who Built:**

**Why Altered:** n/a

**Was this bridge built as part of an organized bridge building campaign:** no

**Surveyor Analysis:**

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

A Events  B Person

C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:**It is indicated that W 0211 (W 21110) was constructed to replace a circa 1890 bridge that stood at this crossing. It is not indicated why this bridge was in need of replacement.

**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:**No, it is not likely that construction of W 0211 (W 21110) had an impact on the growth 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:**No, this area will not likely be eligible for historic designation.

**Is the bridge a significant example of its type:** W 0211 (W 21110) may be considered a significant example of its type and should be compared to other plate girder bridges in the county.

**Does the bridge retain integrity of the important elements described in the Context Addendum:**There is no indication that W 0211 (W 21110) has had any major alterations. Therefore, it can be assumed that the structure does retain its integrity.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:**W 0211 (W 21110) is not attributed to any particular manufacturer, designer or engineer. It is a typical example of a plate girder of the early 20th century.

**Should this bridge be given further study before significance analysis is made and why:**It may be necessary to compare this structure to other plate girders in the county before significance analysis is made.

**Bibliography:**

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland : Historic Bridge Context.

United States Geological Survey

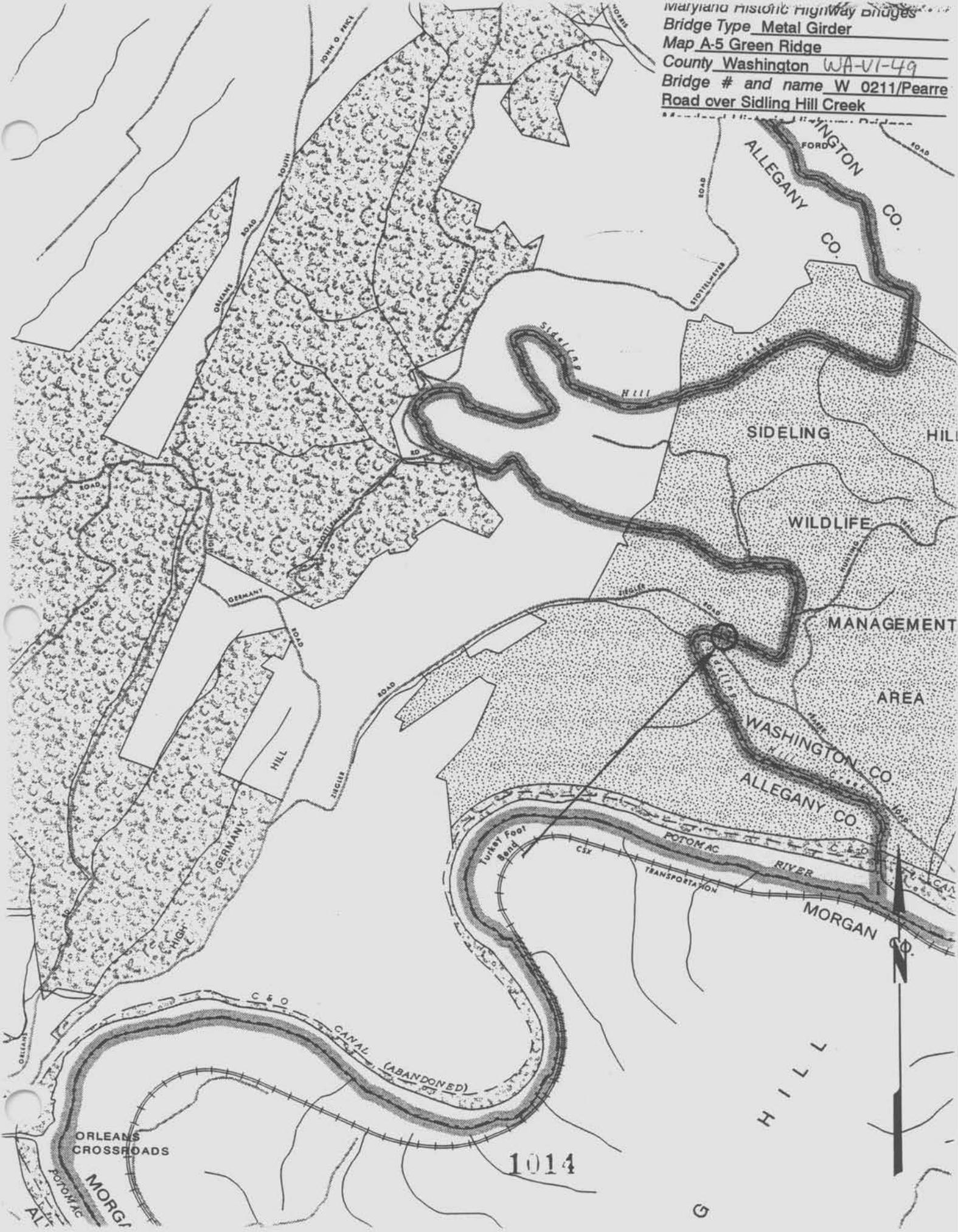
1951 7.5' Bellegrove Quadrangle, photorevised 1974.

Washington County

v.d. Bridge Inspection Files.

**Surveyor:****Name:** Stephanie L. Bandy **Date:** September 1995**Organization:** State Highway Admin. **Telephone:** (410) 321-2213**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland historic highway bridges  
Bridge Type Metal Girder  
Map A-5 Green Ridge  
County Washington WA-VI-49  
Bridge # and name W 0211/Pearre  
Road over Sidling Hill Creek





WEIGHT  
LIMIT  
10  
TONS

WA-VI-049

SIDELING HILL CREEK (W-0211)

WASHINGTON CO, MD

DAVID KING

2/22/95

S. H. A

NORTHWEST APPROACH

1 OF 4



WA-VI-049

SIDELING HILL CREEK (W-0211)

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

SOUTHEAST APPROACH

2 OF 4



WA-VI-049  
SIDELING HILL CREEK (W-0211)

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

3 OF 4



WA-VI-049  
SIDELING HILL CREEK (W-0211)

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

NORTHEAST ELEVATION (UPSTREAM)

4 OF 4