

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Bridge No. 1002400 Inventory Number: F-2-37
 Address: MD 17/Petersville Road (MD 17) over the Potomac River and CSX Transportation Historic district: yes no
 City: Brunswick Zip Code: 21716 County: Frederick
 USGS Quadrangle(s): Harpers Ferry
 Property Owner: Maryland Department of Transportation, MDSHA Tax Account ID Number: N/A
 Tax Map Parcel Number(s): N/A Tax Map Number: N/A
 Project: MD 017 over the Potomac River and CSX Agency: Maryland State Highway Administration
 Agency Prepared By: Maryland State Highway Administration
 Preparer's Name: Stacey Streett Date Prepared: 09/14/2007

Documentation is presented in: _____
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: Brunswick Historic District
 Inventory Number: F-2-9 Eligible: yes no Listed: yes
 Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description

Maryland State Highway Administration (SHA) Bridge No. 1002400 is a combination steel deck-girder and steel-beam bridge that carries MD 17 (Petersville Road) across the CSX Railroad (formerly the Baltimore and Ohio Railroad [B&O]), the Chesapeake and Ohio (C&O) Canal prism and towpath, and the Potomac River in Brunswick, Frederick County, Maryland. A portion of the C&O Canal National Historical Park (F-2-11) is located between the CSX Railroad and the Potomac River in Brunswick. The Potomac River divides Maryland and Virginia in the vicinity of the MD 17 crossing, which connects the towns of Brunswick, Maryland, and Lovettsville in Loudoun County, Virginia. The road becomes S.R. 287 (Berlin Turnpike) on the Virginia side of the crossing. The Maryland approach to Bridge No. 1002400 begins approximately 50 feet northeast of the Maryland abutment along the north side of West Potomac Avenue. An exit ramp from the northbound lane of the bridge connects to Maryland Avenue in Brunswick, which runs north/south and intersects West Potomac Street.

Construction on the bridge began with the Maryland approach in 1953, and was completed on the Virginia approach in 1955. The abutments are poured-concrete masonry, and the steel-deck-girder and steel-beam bridge spans 2,425 feet between the abutments.

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Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
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MHT Comments:	
<u><i>Jim Tulcano</i></u> Reviewer, Office of Preservation Services	<u>10/9/07</u> Date
<u><i>Blumenthal</i></u> Reviewer, National Register Program	<u>10/12/07</u> Date

The deck is twenty-six-feet wide and carries two traffic lanes, which are flanked by approximately three-foot-wide, safety sidewalks; drainage scuppers are located at the base of the sidewalks. The closed parapet is constructed of reinforced-concrete panels that are surmounted by steel railing and safety fencing. Curved, steel, corbel brackets support the cantilevered deck, connecting the deck girder and underlying, steel-beam and stringer support system. The bridge is supported by fourteen poured-concrete, battered piers, with bullnoses on the east and west sides, and three pairs of poured-concrete, battered columns. The piers and columns vary in height according to the terrain they traverse from Maryland to Virginia. Haunched girders span the distance between the piers and columns.

There are twenty spans, with spans one through eight (south-north) being four-span continuous units, each span in each unit measures 160 feet; spans nine through thirteen are three-span continuous units, and spans nine and thirteen each measures over 158 feet, spans ten and twelve each measure 97 feet, and span eleven at the center measures over 123 feet; span fourteen measures over 107 feet and begins the curved portion of the bridge to the northeast toward the Maryland approach, and curved span fifteen measures over 69 feet and extends beyond the last battered pier (pier 14); bents one through five are comprised of spans sixteen through twenty, which vary in size from over 47 feet to over 69 feet, completing the curve to the Maryland abutment. The bents are supported by pairs of battered columns rising from Virginia Avenue, south of West Potomac Street. The pier below span twenty at bent four is parallel to the south side of West Potomac Street and is inscribed with the date 1953 above a mural depicting Brunswick.

Historic Context

Brunswick

Brunswick is located in southern Frederick County. It was officially established on June 11, 1748, by an act of the General Assembly. In 1780, Brunswick was known as Berlin; however, as a result of confusion with the town of Berlin on the Eastern Shore, the U.S. Postal Service named it Barry P.O. in 1832. In 1890, the town was renamed Brunswick by the B&O Railroad because so many of the local residents and workers descended from Brunswick, Germany, it was incorporated as Brunswick in 1892. The town is situated along the Potomac River, the C&O Canal, and the B&O Railroad line (CSX Corporation). Originally, the town was located between the B&O Railroad and the C&O Canal. Brunswick is part of Petersville District No. 12, which includes Petersville and Knoxville (Margrabe 1990: 12; Wolfe 1914: 12-13; Brunswick History website, accessed July 26, 2007). German immigrants from southern Pennsylvania settled in the area as early as 1733. The local Native Americans referred to the Potomac River as the "trading place," because they and settlers in Lovettsville and Brunswick established a trade network along the Potomac River. Rapid settlement and growth of the area is due to thriving commerce and industry and the fertile and well-watered limestone soils of the Monocacy and Middletown valleys, conducive to the cultivation of crops, such as corn and wheat, and to raising livestock (Margrabe 1990: 11-12; Brunswick History website, accessed July 26, 2007).

Brunswick became the industrial center in the lower Middletown Valley due to its proximity to the C&O Canal and the B&O Railroad (Brunswick Region Plan 1998: 47). The region contained grist, fulling, linseed-oil, merchant, plaster, powder, saw, and woolen mills, powered by the Potomac River and its tributaries (Brunswick Region Plan 1998; Jefferson Bicentennial Book Committee: 168; Wolfe 1914: 12). The advent of the B&O Railroad in the area propelled the dairy industry. In 1914, the Middletown Valley was considered one of the most productive agricultural locales in the country (Scharf 1882: 358-362; Rigaux 2003, Frederick News Post; Wolfe 1914: 5-6, 9). In the late-nineteenth century, Brunswick was the predominant residential and commercial center in southern Frederick County because of its thriving industrial and transportation economic base (Brunswick Region Plan 1998: 47). Residential and commercial development characterized Brunswick during the twentieth century, with a population of over 5,000 residents, while agriculture remained the primary land use in the lower Middletown Valley (Jefferson Bicentennial Book Committee 1999: 159; Brunswick History website, accessed July 26, 2007).

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The C&O Canal and the B&O Railroad

In 1785, George Washington and his party of investors surveyed areas surrounding the Potomac River in Maryland, Virginia, and West Virginia, including Knoxville and Brunswick, for a canal. Washington proposed the canal to extend from the port in Georgetown westward along the Potomac to Western Maryland and into Ohio. Construction of both the C&O Canal and the B&O Railroad began on July 4, 1828 (Margrabe 1990: 47-48). The Chesapeake and Ohio Canal Company (formerly the Potomac Company) began constructing the canal following the War of 1812. The canal, however, experienced financial difficulties and weather leading to problems with maintenance and upkeep during its operation. The canal could not compete with the more efficient B&O Railroad, running parallel to it; the Civil War took its toll on it; and, the flood of 1924 destroyed it beyond repair. The National Park Service, under the auspices of the United States government, took control of the abandoned C&O Canal in 1938. In 1971, the canal was designated as a National Historical Park and is used for recreational purposes today (ibid: 13, 17, 69; Rubin 2003: 7-8).

The B&O was incorporated on April 24, 1827 to construct a rail line between Baltimore and the Ohio River. The B&O Railroad became the newest east-west trade route in Brunswick, handling all passenger and freight service and thus relieving the excessive trade traffic on the old National Road (US 40) (Margrabe 1990: 48). The freight yards in Martinsburg, West Virginia, became overcrowded and, in 1890, the seven-mile freight yards were moved to Brunswick. Subsequently, the population of Brunswick grew from 300 to 3,000 people by the early-twentieth century, turning Brunswick into a boom town (ibid; Rehert 1973). During World War II, the rail yards handled massive amounts of war materials. Brunswick became a strategic point that was heavily protected from the Germans by U.S. anti-aircraft guns, which were mounted on the surrounding hills (Margrabe 1990: 48). In 1959, the B&O freight yards at Brunswick were moved to Cumberland, Maryland. In 1973, the B&O and C&O railroads were made a subsidiary of the Chessie System, which merged with Seaboard Coastline Industries in 1980, forming the CSX Corporation. CSX Corporation remains the present owner and operator of the railroad through Brunswick (ibid).

Ferries and Bridges at the Potomac Crossing

Ferries operated at major waterway crossings before the proliferation of turnpikes and bridge crossings in Frederick County during the nineteenth century. The turnpikes and bridges provided the transportation network for settlers to travel westward in horse-drawn wagons (Getty 1994: 32-35). Seven ferry services operated between Brunswick and the Virginia side of the Potomac River before the construction of the bridge carrying MD 17 (Wolfe 1914: 12; Brunswick History website, accessed July 26, 2007). In 1728, Abraham Pennington was the first permanent settler in Berlin (Brunswick). In 1731, Pennington operated the first ferry service at the German or Potomac Crossing, as it was colloquially called by 1750. German settlers from Pennsylvania used the ferry service to cross into Virginia to establish their settlements in Lovettsville and Orange County, Virginia. In 1741, John Hawkins, Sr., operated this ferry service (Margrabe 1990: 12). The ferry service changed hands three more times between 1744 and 1750. In 1788, the Virginia General Assembly awarded a license to the Earl of Tankerville to operate a ferry at German Crossing, due to the heavy travel coming into the area from Pennsylvania (Brunswick History website, accessed July 26, 2007).

In April 1822, Jacob Waltman, Jr., began operating the Berlin-Loudoun Ferry across the Potomac River, between Brunswick and Loudoun County. The ferry was large enough to accommodate a two-horse wagon and passengers (ibid; Margrabe 1990:13). In addition to ferries, flat-bottom, wooden rafts and other cargo crafts transported grain, flour, bacon, and whiskey downstream from Brunswick to Georgetown (ibid). In 1859, a covered, wooden toll bridge at Brunswick spanned the Potomac River, but was subsequently burned down in 1861 by Confederate troops in the area. Confederate troops also destroyed the bridge at Point of Rocks as well as portions of the C&O Canal and the B&O Railroad between Point of Rocks and Harpers Ferry, West Virginia. In 1861, the Corps of Army Engineers (Union) built a pontoon bridge across the Potomac River at German Crossing for troops

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traveling between Maryland and Virginia during the Civil War (Rubin 2003: 54; Brunswick History website, accessed July 26, 2007).

In 1893, the Loudoun-Berlin Bridge Company built an iron-truss bridge to replace the former wooden bridge that was burned. It operated as a toll bridge until the 1920s, when the Maryland State Roads Commission (SRC) purchased it (Evening Sun, December 12, 1952). The flood of 1936 damaged the iron bridge, and a temporary ferry service was utilized until the bridge was repaired. The ferry was vital to keeping the trade network open between Brunswick and Virginia merchants while the iron bridge was being repaired. The local Booster's Club in Brunswick lobbied for a new bridge to replace the damaged iron bridge. Temporary repairs were completed; but the town's intent was to have a new bridge constructed using federal aid (Sun, August 13, 1938; Evening Sun, June 25, 1940). On October 16, 1940, Brunswick held a reopening celebration of the repaired bridge in conjunction with their fifty-year anniversary of incorporation (Sun, October 17 and 20, 1940). The iron bridge was replaced in 1953, after the present reinforced-concrete and steel bridge was built. State and local officials, including Governor Theodore R. McKeldin, dedicated the bridge on July 30, 1955 (Margrabe 1990: 13; Brunswick History website, accessed July 26, 2007).

State Highway Bridge Standardization and Building Programs

The Maryland State Roads Commission developed standardized highway and bridge designs during the first half of the twentieth century. In 1921, a Committee on Bridges and Structures of the American Association of State Highway Officials (AASHO) developed bridge and structure specifications. They were published in 1931 and updated periodically throughout the mid-twentieth century as new technological advances in concrete and steel were developed (AASHO 1953: xxvii). Field inspections of statewide structures by the Maryland State Roads Commission were conducted in 1936 for the proposed highway modernization program. The highway engineers concluded that structures carrying roads should be at least four feet wider than the road surface, and at least twenty-six-feet wide for higher-volume traffic, and that the poorly rated structures did not meet carrying capacity standards and were considered unsafe; therefore, replacement of these structures was incorporated into the modernization program (The Maryland State Roads Commission 1940: 14-15).

The flood of 1936 damaged or destroyed many bridge spans in Maryland. State highway departments of Maryland, Virginia, and West Virginia consulted with the United States Bureau of Roads regarding plans for four of the bridges over the Potomac River that were damaged or destroyed by the flood: at Point of Rocks, at Sandy Hook, at Shepherdstown, and at Hancock (Evening Sun, November 18, 1936). Construction of the continuous, open-deck, concrete and steel bridge at Sandy Hook began in 1941. Governor William Preston Lane officially opened the bridge on October 18, 1947, calling it the "forerunner of a vast highway and bridge improvement program for Maryland," unifying Maryland, Virginia, and West Virginia. The bridge rises 90 feet above the river and spans 2,179 feet (Sun, December 5, 1939; Sun, July 27, 1940; Evening Sun, October 18, 1947).

The Primary Bridge Program of Maryland was established during 1937, with a report on the construction needs of four primary bridges published in 1938: The Chesapeake Bay Bridge; a bridge to carry US 301 across the Potomac River into Virginia; a bridge to carry US 40 across the Susquehanna River at Havre de Grace; and a crossing for the Baltimore Harbor. These structures were constructed between the 1930s and 1950s (Kenney, March 24, 1937; P.A.C. Spero & Company et al. 1995:138; Sun, April 13, 1937). Although initiated by Governor Lane in 1947, the Chesapeake Bay Bridge was constructed between 1947 and 1952 during Governor Theodore McKeldin's administration (1948-1960). It is an outstanding example of mid-twentieth century, suspension bridge technology in Maryland. It was recognized as one of the greatest engineering feats of the century at the time it was built. The Chesapeake Bay Bridge extends over four miles between Kent Island and Sandy Point in Anne Arundel County (The State Roads Commission 1958: 141-148; P.A.C. Spero & Company et al. 1995: 138).

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In 1951, the State Roads Commission initiated an eighteen-month survey of Maryland highways to address the need for an expanded and modernized highway network, including elimination of railroad-grade crossings and dangerous bridge approaches. This was the advent of the Twelve-Year Road Program in Maryland, which was passed by the state legislature in 1953. The Bureau of Bridges supervised the construction and maintenance of standardized bridges and highway structures, in addition to preparing designs, plans, and specifications; Mr. H.H. Bowers was the Bridge Design Engineer, Mr. David Silver, Jr., was the Bridge Construction Engineer, and Mr. Lewis W. Carr was the Bridge Maintenance Engineer for the Bureau of Bridges. Statewide large-scale highway bridges and tunnels were constructed. These include the Washington National Pike (US 40), the Baltimore-Washington Expressway (MD 295), the Baltimore-Harrisburg Expressway (I-83), the Blue-Star Memorial Highway (US 50/301), the relocation of US 40 over Martin's and Polish mountains in Western Maryland, and the Baltimore Harbor Tunnel-Expressway system, which opened in 1957 (The State Roads Commission 1954: 4-6, 60, 215; The State Roads Commission 1956: 58-59; The Government Reports 1958: 5-7). Overall, highway bridges erected nationwide after World War II were steel-beam and steel-girder spans (P.A.C. Spero & Company et al. 1995: 125-126).

In the period between 1954 and 1956, multi-span, concrete-and-steel bridges along bypasses and new highways, such as US 15, US 40, US 240, and US 340, were constructed in Frederick County (The State Roads Commission 1956: 58-59). The Bureau of Bridges under the State Roads Commission drafted preliminary plans in 1951 for a proposed steel-deck-girder bridge to span the Potomac River on MD 17 from Brunswick south to Virginia. The bridge is located 50 feet upstream from the former iron-truss bridge (Sun, December 12, 1952). The Deputy Chief Engineer and Engineer of Bridge Design finalized and approved the plans for the existing MD 17 bridge between 1951 and 1953 (The State Roads Commission, Bridge No. 10024 Plans, 1951-1953; The State Roads Commission 1954: 64-67). This bridge was one of the contracts awarded and construction executed by the State Roads Commission using standard specifications between 1953 and 1954 (The State Roads Commission 1954: 216, 218). The MD 17 bridge (Bridge No. 1002400) was constructed under four contracts as part of the Twelve-Year Road Program, with funding shared by Maryland, Virginia, and the United States Bureau of Public Roads under the Federal Aid Program (Evening Sun, July 30, 1955). The bridge costs totaled \$2.85 million, \$1.34 million of which was paid by the United States, and the remaining \$1.151 million was split between Maryland and Virginia (Evening Sun, July 26, 1955; Sun, July 30, 1955).

On July 30, 1955, residents of Brunswick and Lovettsville celebrated the bridge opening with a parade and a ribbon-cutting ceremony with Governor McKeldin, who led a motorcade across the new bridge, returning to Brunswick on the adjacent iron-truss bridge. The former iron bridge was considered inadequate under the new bridge and structure specifications of the Twelve-Year Road Program, and was razed the year after the opening of the new bridge. The iron bridge was only fourteen-feet wide with a ten-ton load limit, carrying about one-thousand vehicles daily. The new bridge was designed to carry about 2,500 vehicles daily and was constructed 10 feet above the record flood crest in 1936. The new bridge design eliminated two right-hand turns and a railroad-grade crossing in Maryland. During the opening ceremony, William Preston Lane, Jr., former governor of Maryland, commented that the new MD 17 bridge would economically benefit Frederick and Loudoun counties (Sun, December 12, 1952; Evening Sun, December 12, 1952; Sun, July 30 and 31, 1955; Evening Sun, July 30, 1955).

Steel-Girder Bridges

Metal-girder, or beam, bridge technology was introduced in Maryland during the mid-nineteenth century. These bridge types were built to carry railroad lines and highways. Metal-girder bridge designs were standardized beginning in 1870, and their construction increased into the first half of the twentieth century (P.A.C. Spero & Company et al. 1995: C-18 to C-19). In 1847, Bolton Station, on the Baltimore and Susquehanna Railroad in Baltimore, Maryland, was the first recorded use of a prefabricated, metal-plate girder bridge in the nation. The technology used for metal-plate girder bridges for railroad crossings was adapted for highway crossings during the second half of the nineteenth century. By 1895, steel replaced wrought-iron as the main structural material for girder-bridge construction. Continuous-span bridges were built as early as the late-nineteenth century and widely used nationwide

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by the early-twentieth century. "Girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffic (P.A.C. Spero & Company et al. 1995: 127)." Numerous continuous-span, metal-girder bridges were constructed following World War II because they were an economical choice for spanning great distances (ibid: 24, 115; MIHP: AL-VI-E-222).

Significance

Bridge No. 1002400 carrying MD 17 across the Potomac River in Brunswick, Maryland is not eligible for listing in the National Register of Historic Places (NRHP) under Criteria A, B, or C. It is also not a contributing resource to the Brunswick Historic District (F-2-9), as it was constructed after the town's period of significance. The Maryland Historic Highway Bridge Survey expands upon the criteria established by the NRHP to evaluate historic highway bridges in Maryland (P.A.C. Spero & Company et al. 1995: C-1 to C3).

Although Bridge No. 1002400 is part of a trend to improve and standardize concrete and steel bridges in Maryland by the State Roads Commission during the mid-twentieth century, it is not eligible under Criterion A. Other more important bridges were constructed under the auspices of the State Roads Commission before and during the Twelve-Year Road Program following World War II.

Research conducted under Criterion B did not identify persons of local, state, or national importance associated with Bridge No. 1002400 and therefore it is not eligible under Criterion B.

Bridge No. 1002400 is not eligible under Criterion C as it is not a significant engineering design or construction method. Multiple-span, steel-girder and steel-beam bridges were constructed under standardized specifications statewide throughout the twentieth century; therefore, the bridge is a common design and method of construction and it does not possess architectural or artistic distinction. Furthermore, the SHA performed various safety improvements and remedial activities to Bridge No. 1002400 throughout the late-twentieth century, such as the addition of safety fencing, replacement of drainage troughs, application of grout to downspouts and scuppers, the replacement of cast-iron scupper pipes with PVC pipes, the installation of new floor beams and spacer plates, and the modification of deck joints, all of which have resulted in a loss of integrity of design and materials of the bridge.

Criterion D was not investigated as part of this survey.

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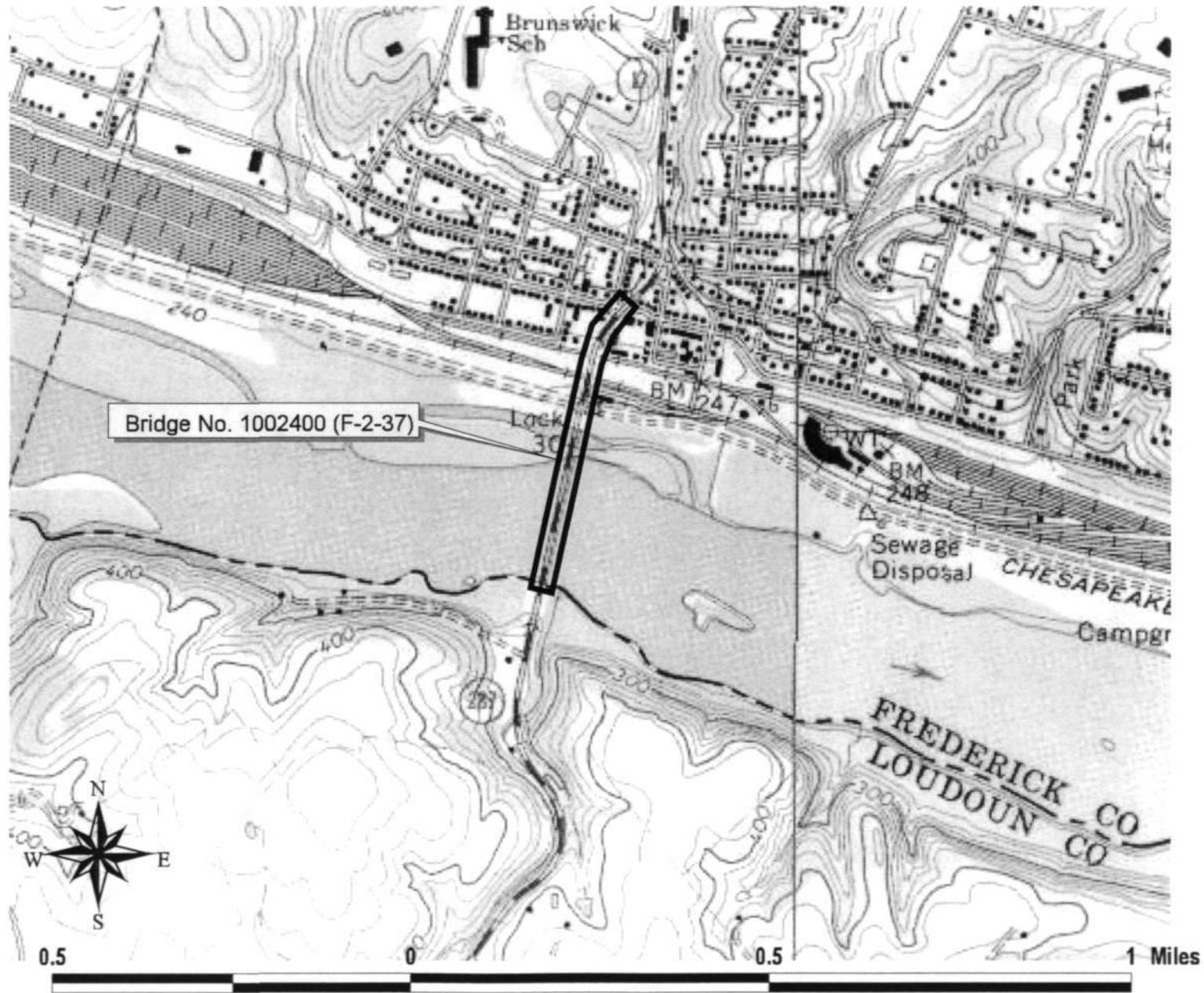
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Locator Map-MHP No. F-2-37
MD 17: Bridge No. 1002400 over Potomac River, CSX Transportation, and C & O Canal
Brunswick, Frederick County, Maryland



USGS 7.5' Harpers Ferry and Point of Rocks Quadrangles
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Attachment 1



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MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

006636 7438 <BR37 II>

Stacey Streett

August 2007

MD SHPO

East Elevation, view southwest from
municipal parking lot ON Potomac St.

1/27





F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C&O Canal in
Brunswick

Frederick County, MD

006636 37/38 <5R37 10

Stacey Streett

August 2007

MD SHPO

36 CO HQ YQ D-2 08-16-07

North side of west Elevation, view south
from Virginia Avenue

3/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

Stacey Streett

August 2007

MD SHPO

Center of west Elevation over the CSX
rail line, view southeast from Potomac St.

4/27



POTOMAC RIVER

SPEED LIMIT 30

F-2-37
MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the C&O Canal
in Brunswick

Frederick County, MD

006665 21-38 5R37 11)

Stacey Streett

August 2007

MD SHPO

Brunswick, MD Approach, view South

5/27



SONOMA

F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the C+O Canal
in Brunswick

Frederick County, MD

000636 4/38 <5R37 11>

Stacey Street

August 2007

MD SHPO.

3 00 00 00 0-5 06 15/07

Brunswick, MD Abutment, view north from
Potomac St.

6/27

1953



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the CTO Canal in
Brunswick

Frederick County, MD

006636 3/38 (5R37 11)

Stacey Streett

August 2007

MD SHPO

Pier along Potomac St. with mural and
inscribed 1953 date

7/27



1863

The Town of Brunswick on Road
Downtown on the River

F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

Stacey Street 006636 2/38 <5R37 IT>

August 2007

MD SHPO

View of pier and columns and corbel
brackets on west Elevation, view south
from Potomac St.

8/27



STOP

F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the CTO Canal
in Brunswick
Frederick County, MD

006636 6/38 (5R37 11)

Stacey Street

August 2007

MD SHPO

5 08 10 10 0-3 08 16/07

West Elevation at Potomac St, View
Northeast from Virginia Ave.

9/27



F-2-37

MD 17 Bridge No 1002400 over the Potomac
River, CSX Transportation and the C&O Canal
in Brunswick

Frederick County, MD

Stacey Street

August 2007

MD SHPO

Detail of underside of bents on the
west elevation, view from Virginia Ave.

10/27



F-2-37

MD 17 Bridge No 1002400 over the Potomac River,
ESX Transportation and the CTO Canal in
Brunswick

Frederick County, MD

006636 5/38 (5R37 11)

Stacey Streett

August 2007

MD SHPO

4 00 10 10 0-3 08 16/07

West Elevation and Columns on Virginia
Ave, view East

11/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C&O Canal in
Brunswick

Frederick County, MD

Stacey Streett

August 2007

MD SHPO

East Elevation, view south from Potomac
St.

12/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

Stacey Streett

August 2007

MD SHPO

columns and underside south of
Potomac St, view south

13/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the CTO Canal in
Brunswick

Frederick County, MD

006636 35-38 5237 1D

Stacey Streett

August 2007

MD SHPO

34 00 10 00 0-5 08 16-07

Detail of beam and stringer support
system below decking

14/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in Brunswick
Frederick County, MD

Stacey Street 006636 24/38 (5R37 11)

August 2007

MD SHPO

Pier at C+O Canal National Historical
Park, view East

15/27



F-2-37

MD 17 Bridge No 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick, Frederick County, MD

Stacey Streett

006636 26/38 (SR37 11)

August 2007

MD SHPO

Piers at the Potomac River, New South-
east

16/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C&O Canal in
Brunswick, Frederick County, MD

Stacey Street

August 2007

MD SHPO

Detail of decking and haunched arch
on East Elevation, view West

17/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the C+O Canal
in Brunswick, Frederick County, MD

Stacey Street

006636 29/36 K5R37 110

August 2007

MD SHPO

Span of bridge over the Potomac River,
view southeast

7/8/27



Welcome
to
Brunswick

A black and white photograph of a highway bridge. On the left side of the bridge, there is a sign that reads "Welcome to Brunswick". The bridge has a metal guardrail on both sides. The road is paved and has a white line down the center. There are trees and bushes on both sides of the bridge. In the distance, a car is visible on the bridge. The sky is bright and clear.

R-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the C&O Canal in
Brunswick

Frederick County, MD

006635 18/38 <SR37 11>

Stacey Streett

August 2007

MD SHPO

07 08 10 10 00 08 16 07

Lonetsville, Virginia Approach, View North

19/27

A black and white photograph showing a close-up of a concrete bridge railing. The railing consists of two horizontal pipes supported by vertical brackets. Below the pipes is a concrete base. On the right side of the base, there is a metal guardrail with visible bolts. The background is filled with dark, dense foliage. The overall scene is outdoors, likely on a bridge or overpass.

1955

F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

Stacey Street

August 2007

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1955 date inscribed on East Parapet
at the Virginia Approach

20/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation, and the C+O
Canal in Brunswick
Frederick County, MD

006636 15-38 5R37 11

Stacey Streett

August 2007

MD SHPO

14 00 10 10 00 00 16 07

Detail of scupper and steel railing
on the decking

21/07



R-2-37

MD 17 Bridge No. 1002400 over the Potomac River,

CSX Transportation and the C+O Canal in
Brunswick

Frederick County, MD

Stacey Streett

August 2007

MD SHPO

13 00 10 08 04 16 07

Deeking near Virginia Approach, view
North

22/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C+O canal in
Brunswick

Frederick County, MD

005636 13/38 (5R37 11)

Stacey Streett

August 2007

MD SHPO

12 08 10 10 00 08/16/07

Concrete wingwall on west side of the
Virginia Abutment, view north

23/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the C&O Canal
in Brunswick

Frederick County, MD

Stacey Street 006636 9/38 <5R37 11>

August 2007

MD SHPO

5 08 16 07

Detail of steel girder and corbel brackets
on west Elevation, view North

24/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac
River, CSX Transportation and the CTO Canal
in Brunswick

Frederick County, MD

Stacey Street

August 2007

MD SHPO

Corbel brackets and steel girder near
Virginia Approach on west Elevation, view
North

25/27



F-2-37

MD 17 Bridge No. 1002400 over the Potomac River,
CSX Transportation and the C&D Canal in
Brunswick
Frederick County, MD

Stacey Street

August 2007

MD SHPO

006636 12/38 (SR37 11)

Detail of corbel bracket at Virginia Approach,
West Elevation

26/27



F-2-37

MD 17 Bridge No 1002400 over the Potomac
River, CSX Transportation and the C+D Canal
in Brunswick

Frederick County, MD

006636 25/38 (5R37 11)

Stacey Street

August 2007

MD SHPO

24 08 10 10 D-2 08/16/07

West Elevation, View North from the C+D Canal
National Historical Park

27/27