

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Conococheague Bridge at Williamsport Survey Number: WA-I-020

Project: Repairs to Conococheague Bridge Agency: SHA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The Conococheague Bridge at Williamsport, which carries MD 68 over Conococheague Creek in Washington County, meets the National Register Criteria for individual listing under Criterion A and Criterion C. The four span stone arch bridge was constructed in 1829 by Charles Wilson and Company, acting as agents for Lloyds of Pennsylvania. In 1926 it was widened using steel beam and concrete construction. Between 1984 and 1987, all of the 1926 fabric was replaced and the original masonry was repointed. Despite these alterations, the original construction can be viewed from both sides of the bridge and the bridge possess integrity of many of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. The bridge is significant as one of a group of eighteen stone arch bridges constructed in the early to mid 19th century. Most are located in Washington County and were associated with 19th century turnpike construction. This bridge is one of only two stone arch bridges in Maryland known to have been constructed by Charles Wilson and Company. The Conococheague Bridge is located on a major artery leading in and out of Williamsport, which was a prosperous commercial and manufacturing town at the time this bridge was constructed. Williamsport Historic District is included in the National Register of Historic Places and the bridge is a contributing resource.

♦The bridge was determined to be eligible by the Interagency Bridge Review Committee. That opinion was seconded by the Advisory Committee.

Documentation on the property/district is presented in: Project File, Maryland Inventory  
form WA-I-020

Prepared by: Paula Stoner Dickey (?), 1973(?); Parsons Engineering-Science, Inc., 1994

Elizabeth Hannold March 14, 1996  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
Alfred Padgett March 15, 1996  
Reviewer, NR program Date

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MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: Urban

Historic Function(s) and Use(s): Transportation-Vehicular

Known Design Source: Charles Wilson and Company

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

MHT No. WA-I-020Name and SHA No. Conococheague Bridge at Williamsport (21036)**Location:**Street/Road Name and Number: Maryland Route 68 over Conococheague CreekCity/Town: Williamsport \_\_\_\_\_ vicinityCounty: Washington \_\_\_\_\_Ownership:  State  County  Municipal  OtherThis bridge projects over:  Road  Railway  Water  LandIs the bridge located within a designated district:  yes  no NR listed district  NR determined eligible district locally designated  otherName of District Williamsport Historic District**Bridge Type:** Timber Bridge Beam Bridge  Truss-Covered  Trestle  Timber-and-Concrete Stone Arch Metal Truss Bridge 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:**

*Conococheague Bridge at Williamsport carries Maryland Route 68 over Conococheague Creek near its mouth at the northwestern edge of Williamsport. Maryland Route 68 runs in a northwest-southeast direction and crosses Conococheague Creek flowing northeast-southwest. North of the bridge, on the southwest side of Maryland Route 68, lies Jacob Friend's Burial Site (Maryland Historical Trust site WA-I-021), which is part of a tract of land known as "Swede's Delight," patented to Charles Friend in 1738. Archaeologists have documented a prehistoric site along the eastern bank of Conococheague Creek slightly to the north of the bridge. To the southeast of the bridge is a modern motel.*

**Describe Superstructure and Substructure:  
(Discuss points identified in Context Addendum, Section C)**

*This four-arch span bridge is constructed of carefully cut local limestone. The arches are lined with segmental blocks of even width and size, showing no obvious keystone. Piers on both sides of the bridge have a rounded, conical shape.*

**Discuss major alterations:**

*This bridge has undergone a considerable modification from its original state. In 1926, the bridge was widened to 22.4 feet using steel beam and concrete girder construction. A 1982 inspection report by Randolph P. Brown and Michael J. Renzi notes that "the concrete corbels support a concrete girder and the sidewalk on the upstream side and two steel beams on the downstream side. The corbels appear to encase two steel "I" sections at each pier." Between 1984-1987, all of the 1926 members of the bridge were replaced. The original masonry was repointed at this time as well, although no structural changes were made to the stone arches. The 1926 portions of the bridge were replaced with steel beams and a concrete deck. Despite these changes, the actual structure of the bridge can still be viewed from both sides.*

**History:**

**When Built:** 1829

**Why Built:** *unknown*

**Who Built:** *Charles Wilson and Company acting as agents for the Lloyds of Pennsylvania*

**Who Designed:** *unknown*

**Why Altered:** *Widening of Maryland Route 68*

**Was this bridge built as part of an organized bridge building campaign:** *unknown*

**Surveyor Analysis:**

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

A Events  B Person

C Engineering/Architectural Character

**Was the bridge constructed in response to significant events in Maryland or local history?**

*The Conococheague Bridge at Williamsport was erected to facilitate transportation and commerce in and out of Williamsport. At the time this bridge was built, Williamsport was a prosperous town, with several major roads leading to and from its center, including present day Maryland Routes 68 and 56. With its prime riverfront location, the Williamsport area has been a noted trading center since the 18th century. Today the town is designated an historic district.*

**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?**

*As a major artery leading in and out of Williamsport, the Conococheague Bridge played an important role in stimulating transportation and commerce within Washington County and the state of Maryland. In addition, as a major route in and out of Williamsport, the bridge aided early growth and development of the town. Widening the bridge to facilitate traffic movement along Maryland Route 68 may have encouraged additional development.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*This bridge is located at the edge of Williamsport, which is designated an historic district. The bridge adds to both the historic and visual character of the district.*

**Is the bridge a significant example of its type?**

*Even though the Conococheague Bridge at Williamsport has been modified from its original state, it is still a significant example of a stone arch bridge.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, the Conococheague Bridge at Williamsport still possesses integrity of many of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. In general, the bridge is in good to excellent condition.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*This bridge is one of only two stone arch bridges known to have been constructed by Charles Wilson and Company in Washington County. For this reason, it is potentially eligible under Criterion C as a significant example of the builder.*

**Should this bridge be given further study before significance analysis is made and why?**

*The Conococheague Bridge at Williamsport has been well documented, in both written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never been submitted to the National Register. It is presently listed in the Maryland Historical Trust's Inventory. No further study is recommended.*

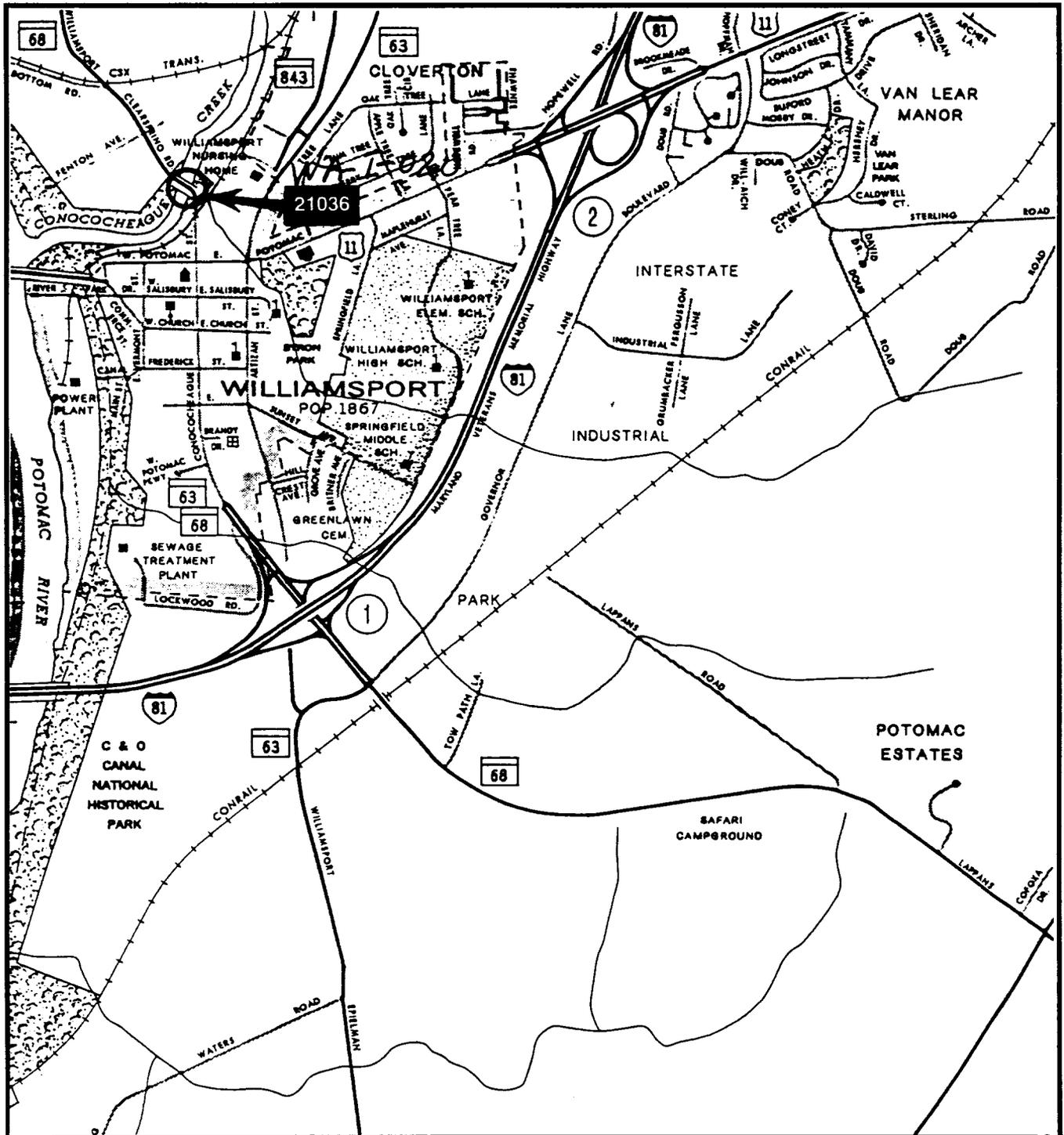
**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

Name: Alice Crampton/Julie Abell  
Organization: Parsons Engineering-Science, Inc.  
Address: 10521 Rosehaven Street  
Fairfax, Virginia 22030-2899

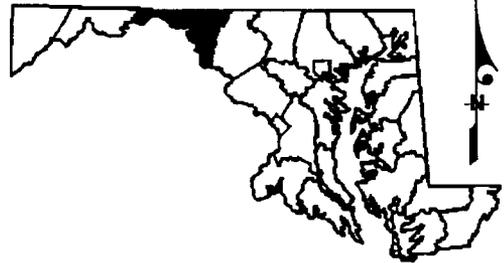
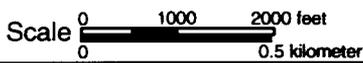
Date: 11/15/94  
Telephone: (703) 591-7575



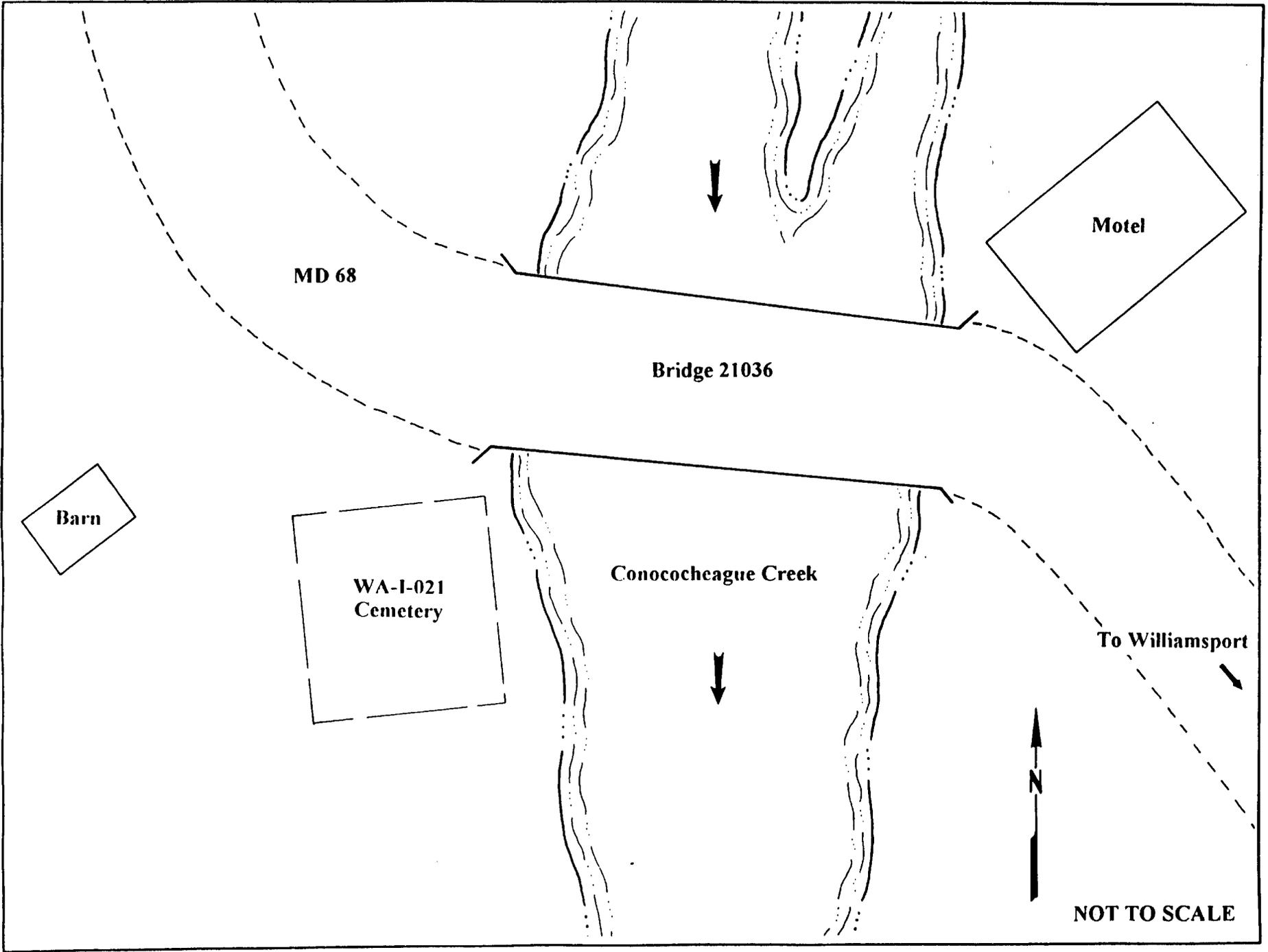
**Washington County - Bridge Number 21036**

MD 68 over Conococheague Creek

WA-I-020



IV-236



WA-I-020

Conococheague Bridge at Williamsport  
Williamsport vicinity  
public (unrestricted)

The Conococheague Bridge at Williamsport is a stone structure of four arches which carries Maryland Route 68 across the Conococheague Creek near its mouth outside of Williamsport, Maryland. Constructed of carefully cut local limestone, the bridge consists of four segmental arches lined with dressed blocks. Rounded piers serve as buttresses where the arches meet.

According to secondary sources, the bridge was built in 1829 by Charles Wilson and Co., acting as agents for the firm of Lloyds of Pennsylvania, another bridge building company. Although the bridge has undergone considerable alteration, including the addition of concrete extensions cantilevered from the side walls above the tops of the arches, and the replacement of the original parapets with metal railings, the original structure can still be seen at both sides.

Architecturally, the bridge is significant as an example of the type of bridges extensively used in Washington County and nearby Franklin County, Pennsylvania, during the first half of the 19th century. Accommodating traffic of a much greater volume and weight than it was designed to carry, this bridge remains a monument to the engineering capabilities of America's 19th century bridge builders. The Conococheague Bridge is one of six historic stone bridges -- part of Maryland's state road system in Washington County, and one of nine stone bridges throughout the entire state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

MAGI #2206773417

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

<b>1. NAME</b>					
COMMON: Conococheague Bridge at Williamsport					
AND/OR HISTORIC:					
<b>2. LOCATION</b>					
STREET AND NUMBER: (Williamsport Clearspring Road) Maryland Route 68, Conococheague Creek					
CITY OR TOWN: Williamsport					
STATE Maryland		COUNTY: Washington			
<b>3. CLASSIFICATION</b>					
CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC	
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____	<input type="checkbox"/> Comments _____ _____	
<b>4. OWNER OF PROPERTY</b>					
OWNER'S NAME: Maryland State Roads Commission					
STREET AND NUMBER: 300 West Preston Street					
CITY OR TOWN: Baltimore		STATE: Maryland			
<b>5. LOCATION OF LEGAL DESCRIPTION</b>					
COURTHOUSE, REGISTRY OF DEEDS, ETC.:					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			
Title Reference of Current Deed (Book & Pg. #):					
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>					
TITLE OF SURVEY:					
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local					
DEPOSITORY FOR SURVEY RECORDS:					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			

7. DESCRIPTION	
CONDITION	<div style="text-align: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered &lt; 50%    <input type="checkbox"/> Uncolored           </div> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Moved    <input checked="" type="checkbox"/> Original Site           </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>The Conococheague Bridge at Williamsport is a four-arch span carrying Maryland Route 68 across the creek near its mouth.</p> <p>According to secondary sources, the bridge was built in 1829 by Charles Wilson and company acting as agents for the Lloyds of Pennsylvania, another bridge building firm. The bridge is of carefully cut local limestone with four segmental arches which spring some distance above the water level. The arches are lined with dressed blocks and are buttressed with rounded piers.</p> <p>The bridge has undergone considerable alteration including the addition of concrete extensions cantilevered from the side walls above the tops of the arches. The original parapets have been replaced with metal railings. The structure of the bridge, however, can still be seen at both sides.</p> <p>The bridge appears to be in good to excellent condition.</p>	

SEE INSTRUCTIONS

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1829

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry		_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Social/Humanitarian	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Conococheague Bridge at Williamsport is significant for its architecture, for its contribution to transportation and commerce from 1829 to the present and as an example of the engineering abilities of the early 19th century bridge builders.

Architecturally, the bridge is an example of the type of bridges extensively used in Washington County and nearby Franklin County, Pa. during the first half of the 19th century. Stone arched bridges are uncommon outside these two counties which comprise the lower Cumberland Valley. Stone was used extensively as a building material for houses, barns, mills and other structures in the Cumberland Valley between 1800 and 1850. The prevalence of stone bridges during the early 19th century could reflect this trend in Cumberland Valley architecture. It is said that the Maryland Legislature insisted on the construction of <sup>stone</sup> bridges for the National Pike because of the greater durability of the stone structures. It is presumed that stone bridges were constructed over a number of the county's other roads for the same reason.

Built in 1829, this bridge has been facilitating transportation and commerce to the present. Williamsport during the 19th century was a thriving river town with several major roads radiating from it. Present Maryland Routes 68 and 56 were important early roads leading west from Williamsport. Once considered as a possible site for the national capitol, Williamsport was a significant trade center, particularly during the late 18th and early 19th centuries.

This bridge and others like it in the county, accommodating traffic of a much greater volume and weight than they were designed to carry, remain as monuments to the engineering capabilities of the early bridge builders. In addition to the Lloyds and Charles Wilson, other prominent bridge building firms included George and John Weaver and Silas Harry.

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.  
 Washington County Museum of Fine Arts, "Bridges: Our Legacy in Stone," exhibition catalog, August-September, 1965.

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUOE	LONGITUOE		LATITUOE	LONGITUOE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATEO PROPERTY:

Acreage Justification:

**11. FORM PREPARED BY**

NAME AND TITLE: Paula Stoner Dickey, Consultant	
ORGANIZATION Washington County Historical Sites Survey	DATE March, 1975
STREET AND NUMBER: Court House Annex	
CITY OR TOWN: Hagerstown	STATE Maryland

**12. State Liaison Officer Review: (Office Use Only)**

Significance of this property is:

National  State  Local

Signature \_\_\_\_\_

SEE INSTRUCTIONS

W 21036  
UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
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  
Conococheague Bridge at Williamsport  
AND/OR COMMON

## 2 LOCATION

STREET & NUMBER (Williamsport Clearspring Road)  
Maryland Route 68, Conococheague Creek

CITY, TOWN  
Williamsport

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

STATE  
Maryland

VICINITY OF  
CODE

COUNTY  
Washington  
CODE

## 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 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	<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 checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

## 4 OWNER OF PROPERTY

NAME  
Maryland State Highway Administration

STREET & NUMBER  
301 West Preston Street

CITY, TOWN  
Baltimore

VICINITY OF

STATE  
Maryland

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE



"SIXEED" DELIGHT  
1739

FR  
RIEND  
FRANC

TO PINESBURG →  
ROUTE 68  
6 FRAME HOUSES

CONACHERS KREBER

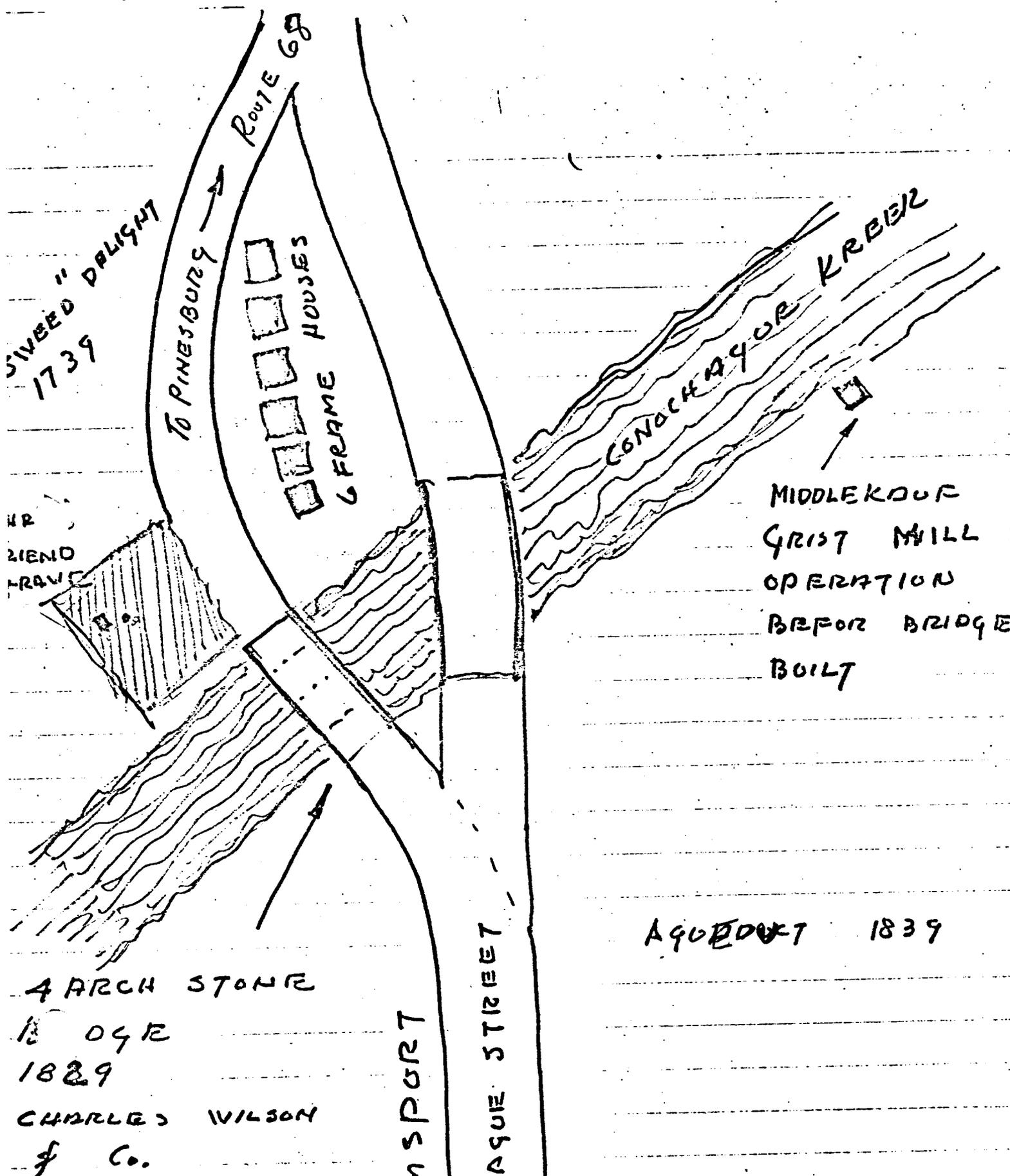
MIDDLEKOPF  
GRIST MILL IN  
OPERATION  
BEFORE BRIDGE  
BUILT

AQUEDUCT 1839

4 ARCH STONE  
1829  
CHARLES WILSON  
& Co.

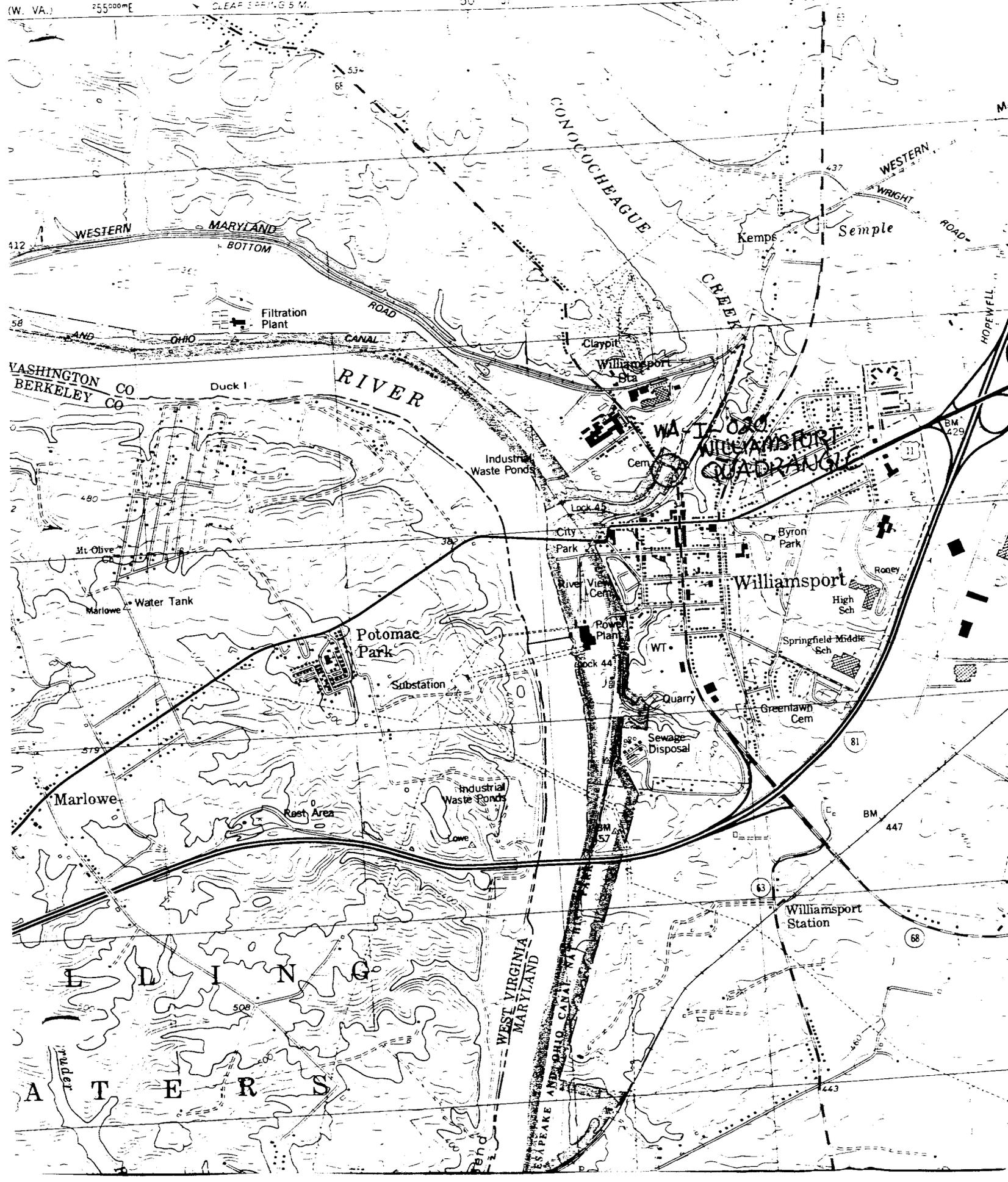
SPORT

AQUIE STREET





WA-I-020





WA-I-020

Conoccocheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway Administration

North elevation

1 of 5



WA-I-020

Conococheague Bridge at Williamsport (21036)  
Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway Administration

North elevation, detail

2 of 8



WA-I-020

Conococheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation

53' 8"



WA I-020

Croccocheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation, detail

4 of 8



AI-020

Conococheague Bridge at  
Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway  
Administration

Approach looking southeast

5 of 8



WA-I-020

Conococheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking northwest

6 of 8

SWEDEN'S DELIGHT  
CHARLES KENE

JACOB FRIEND

WA-I-020

Conococheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Swede's Delight marker to southwest  
of bridge (WA-I-021)

7 of 8



WA-I-020

Conococheague Bridge at Williamsport (21036)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Jacob Friend marker to southwest of  
bridge (WA-I-021)

8 of 8



IWA-I-020

Conococheague Bridge at Williamsport (21036)  
Washington County, Maryland

Maryland State Highway Administration  
North elevation, detail



WA-I-020

Conococheague Bridge at Williamsport (21036)  
Washington County, Maryland

Maryland State Highway Administration  
South elevation, detail



WA-I-020

CONDOCHEAGUE BRIDGE AT WILLIAMSPORT



WA-1-020

Conococheague Bridge

Downstream from west bank

Stone arch bridge over  
Conococheague Creek (Mo Rt 68)

WA-1-020

Reich / King

7-1-93

Southwest



WA-1-020

Conococheague Bridge

Downstream from west bank

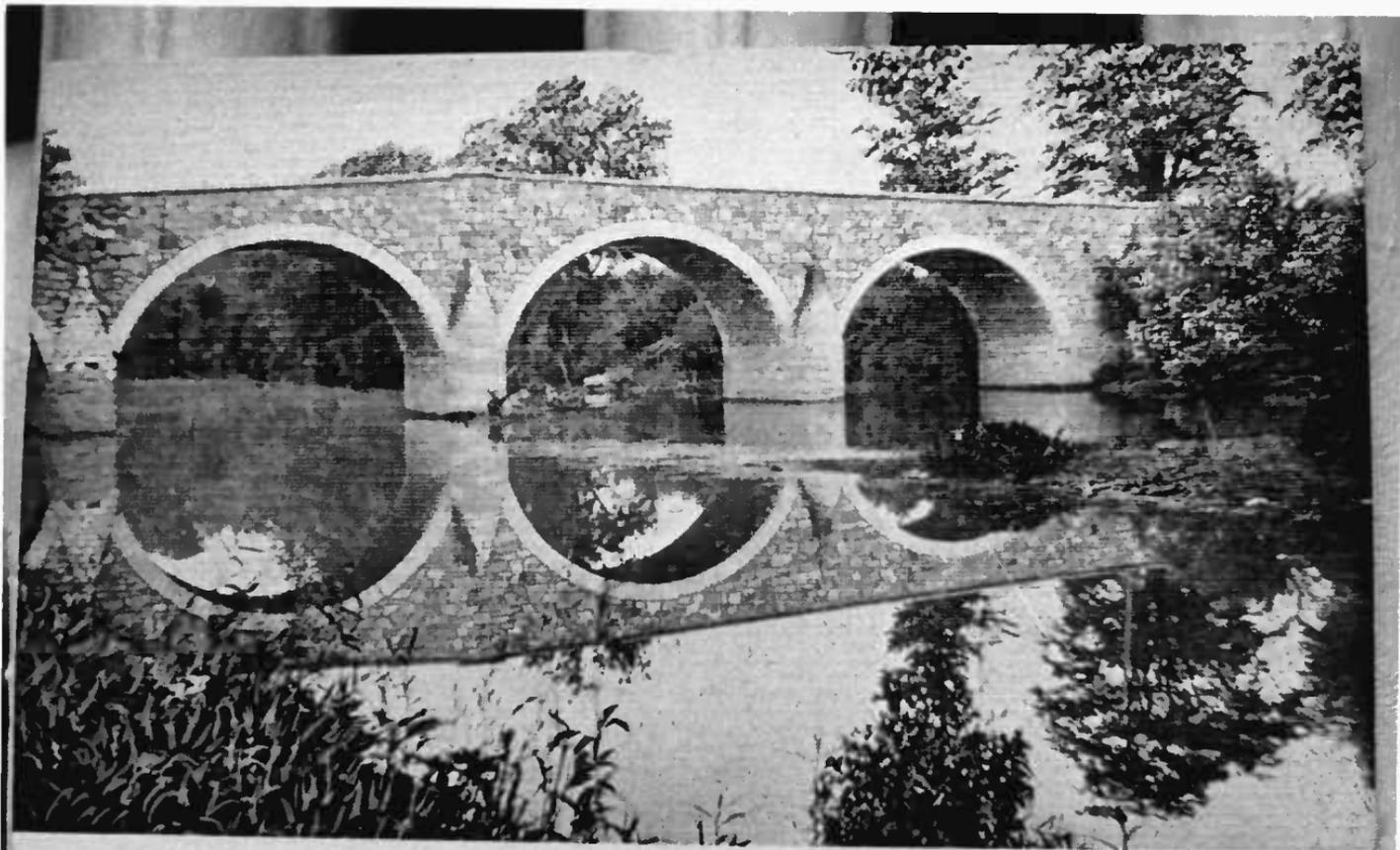
Site 3. bridge over  
Conococheague Creek (Md. Rt. 68)

WA-1-020

Keech/Klein

7-7-93

west bank



CONOCOHEAGUE CREEK BRIDGE, WILLIAMSPORT, MD.





WA-I 22

3-70

PAULA STONER DICKEY  
CONSULTANT, WASHINGTON CO  
HISTORICAL SITES SURVEY



