

## Capsule Summary

### **Inventory No. F-7-139**

Monocacy Crossing

Urbana Pike and Monocacy River

Frederick County, MD

Ca. 1750-present; 1864

Access: Public

Monocacy Crossing consists of a collection of road traces and existing roads, a ferry crossing site, fording place and the current steel truss bridge which carries Maryland Route 355 across the Monocacy River. These crossings date from as early as the mid 18<sup>th</sup> century and continue to the mid 20<sup>th</sup> century for the bridge that remains in daily use. On the segment of the Monocacy that flows through the battlefield are two fording places that were known as early as the 1730s. One was located just below the mouth of Ballenger Creek and the other a short distance downstream from the present Maryland Route 355 bridge. The Ballenger Creek area ford was used by Confederate forces during the Battle of Monocacy. The other ford is recorded on land plats and the trace of the old road leading to it is still evident on the landscape. Until the 1830s, when the B&O Railroad was constructed, there was ferry service at this upper ford. The battlefield landscape is largely pastoral, with wooded hillsides and fields of hay, corn and wheat, as well as pasture lands for dairy cattle. The Monocacy River bisects the scene. The battlefield is also bisected with I-270 a busy commuter route to Washington DC, which crosses the Monocacy approximately ¼ mile south of the historic crossing place. Outside the limit of the battlefield the surrounding landscape is fragmented, lost in places to intense commercial and residential development. Therefore the most intact remnants of this early road and crossing network survive within the Monocacy National Battlefield.

The Monocacy Crossing, approximately 3 miles south of Frederick, is a significant collection of transportation structures connected by their crossing of the Monocacy at a point used since the middle of the 18<sup>th</sup> century (National Register Criterion A). The crossing includes the historic road trace, a ferry site, turnpike road, steel truss bridge (potentially eligible under Criterion C), concrete overpass, and an early 20<sup>th</sup> century highway. Transportation was a constant and deep concern among the farmers of Frederick County and the merchants of Frederick City. Because the dream of transporting agricultural products over a Monocacy River canal to the Potomac never materialized, and the B&O Railroad passed south of Frederick, the need for economic land-based transportation became a paramount motivator for improvements to road travel.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. F-7-139

## 1. Name of Property (indicate preferred name)

historic Monocacy Crossing (preferred); Washington Road; Georgetown Turnpike; Urbana Road

other Maryland Route 355; Urbana Pike

## 2. Location

street and number Urbana Pike and Monocacy River not for publication

city, town Frederick  vicinity

county Frederick

## 3. Owner of Property (gives names and mailing addresses of all owners)

name National Park Service, Monocacy National Battlefield Site/State of Maryland MD DOT

street and number 4871 Urbana Pike telephone 301-662-3515

city, town Frederick State Maryland zip code 21704

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber multiple folio

city, town Frederick tax map tax parcel 101-09 tax ID number

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> landscape	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____ buildings
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____ structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____ objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	_____ Total
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				<b>Number of Contributing Resources previously listed in the Inventory</b>
				_____ 0

## 7. Description

Inventory No. F-7-139

### Condition

<input type="checkbox"/>	excellent	<input type="checkbox"/>	deteriorated
<input checked="" type="checkbox"/>	good	<input type="checkbox"/>	ruins
<input type="checkbox"/>	fair	<input type="checkbox"/>	altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### *Description Summary:*

Monocacy Crossing consists of a collection of road traces and existing roads, a ferry crossing site, fording place and the current steel truss bridge which carries Maryland Route 355 across the Monocacy River. These crossings date from as early as the mid 18<sup>th</sup> century and continue to the mid 20<sup>th</sup> century for the bridge that remains in daily use. On the segment of the Monocacy that flows through the battlefield are two fording places that were known as early as the 1730s. One was located just below the mouth of Ballenger Creek and the other a short distance downstream from the present Maryland Route 355 bridge. The Ballenger Creek area ford was used by Confederate forces during the Battle of Monocacy. The other ford is recorded on land plats and the trace of the old road leading to it is still evident on the landscape. Until the 1830s, when the B&O Railroad was constructed, there was ferry service at this upper ford. The battlefield landscape is largely pastoral, with wooded hillsides and fields of hay, corn and wheat, as well as pasture lands for dairy cattle. The Monocacy River bisects the scene. The battlefield is also bisected with I-270 a busy commuter route to Washington DC, which crosses the Monocacy approximately ¼ mile south of the historic crossing place. Outside the limit of the battlefield the surrounding landscape is fragmented, lost in places to intense commercial and residential development. Therefore the most intact remnants of this early road and crossing network survive within the Monocacy National Battlefield.

### *Description:*

The current bridge is a double Parker steel truss structure dating from c.1930. The interior ends of the two structures rest on a stone pier in the center of the creek. The stone walled side abutments appear to remain from a preceding bridge. The present structure is at least the third on the site. Prior to construction of the first bridge in 1828, the older road and crossing was approximately 500 feet south of the present road and bridge. A rope ferry operated at this older site from the 18<sup>th</sup> century and its location is marked on property boundaries which show a notch to accommodate ownership of the crossing place. The trace of this earlier road remains on the landscape, connecting with Araby Church Road on the east side and eventually merging with the present road on the west side. In addition there is a road trace paralleling the river on the east side and there are documentary references to an early road paralleling the river on the west side. The west side of the river is flat bottom land, while on the east side steep slopes rise from a narrow plateau of bench.

### Resource Count:

1 contributing site—ferry crossing  
4 contributing structures—current bridge, 18th century road trace, current road (1828), concrete overpass.

## 8. Significance

Inventory No. F-7-139

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> Philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> Religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> Science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> Transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

<b>Specific dates</b>	c.1750-present; 1864	<b>Architect/Builder</b>	unknown
<b>Construction dates</b>	1828; c.1930		

Evaluation for:

National Register       Maryland Register       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### *Summary of Significance:*

The Monocacy Crossing, approximately 3 miles south of Frederick, is a significant collection of transportation structures connected by their crossing of the Monocacy at a point used since the middle of the 18<sup>th</sup> century (National Register Criterion A). The crossing includes the historic road trace, a ferry site, turnpike road, steel truss bridge (potentially eligible under Criterion C), concrete overpass, and an early 20<sup>th</sup> century highway. Transportation was a constant and deep concern among the farmers of Frederick County and the merchants of Frederick City. Because the dream of transporting agricultural products over a Monocacy River canal to the Potomac never materialized, and the B&O Railroad passed south of Frederick, the need for economic land-based transportation became a paramount motivator for improvements to road travel.

### *Resource History:*

The early Native American paths and colonist emigration routes through what would later become Frederick County were all known as "Monocacy Roads" because of their proximity to the Monocacy River. Research done by Dr. Grace Tracey and John P. Dern indicates that the main north-south route first crossed the Monocacy River at Ogle's Ford, remaining on the east side of the river until the path crossed to the west bank at Hughes Ford (near Linganore Creek).<sup>1</sup> Between these two fords, on the west side of the river, Daniel Dulaney platted Frederick-Town in 1745. Frederick-Town's Market Street connected with the Monocacy Road at Hussey's Ford to the northeast. However, Hughes Ford was due east of Frederick, so a new road running south from Frederick would cross the river at a new crossing just above Ballenger Creek and continuing southward to the seaports of Georgetown and Alexandria. It appears that this "middle ford" or ferry was in operation by 1750, as noted by 1880s historian Thomas Scharf quoting a

<sup>1</sup> Grace L. Tracey and John P. Dern, *Pioneers of Old Monocacy*, Baltimore: Genealogical Publishing Co., p. 51.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-7-139

Name Monocacy Crossing  
Continuation Sheet

Number 8 Page 1

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1749 Frederick County court record, in which "Daniel Ballinger contracted to keep one [ferry] over the Middle ford on Monocacy for ten pounds."<sup>2</sup>

Frederick County Land Records indicate that James Marshall, who began purchasing land along the south/east bank of the Monocacy in 1759, owned the ferry crossing just south of Frederick.<sup>3</sup> After Marshall's death in 1803, his son William inherited the ferry property, which he sold at public sale shortly after. By 1828, the wagon road leading from Frederick to Georgetown, was well traveled and the ferry appears to have been insufficient for the traffic. In the Frederick-Town Herald dated May 24, 1828, an advertisement for "Bridge builders and Turnpike Road-makers" was posted:

Proposals will be received...for building A Bridge across the river Monocacy, and for making between Three and four miles of Turnpike, On the road leading from Frederick to Georgetown. The Bridge to be about 300 feet in length, with stone abutments and pier 30 feet in height, and of proportionate thickness – the width of the bridge to be 26 feet, with two wagon ways not less than 13 feet in the clear from the floor; the frame or chords of the bridge to be covered with white pine or cedar shingles and weather-boarded, with sufficient number of side lights, the floor to be of good white oak plank, 3 inches thick, the outside of the wood work to be painted.

The grade of the road not to exceed three degrees of elevation, to be stoned 20 feet wide, with side tracks [?] feet. The ground over which the road is to be made being very level, requiring but few culverts and lime stone in abundance on the whole distance. Persons disposed to offer proposal will make their calculations, one, on the Mac Adams plan, the stone not to exceed in weight 6 oz. The road to be covered 15 inches deep in the center diverging to 12 inches on the sides.

The other on the old plan of making Turnpikes, the stone not to exceed in weight 10 oz. To be covered of the same thickness as above.<sup>4</sup>

At the same time that construction began on the Georgetown Turnpike and bridge, plans for the Chesapeake & Ohio Canal, along the Potomac River, and the Baltimore & Ohio Railroad were underway. Canal directors and local promoters considered virtually every Potomac tributary as a potential location for a "feeder" canal to bring more paying traffic to the C&O and development beyond the river's edge. A route along the Monocacy was surveyed in 1829 and even some ambitious discussion took place of a canal link from the head of Monocacy to the

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<sup>2</sup> J. Thomas Scharf, History of Western Maryland, (Bowie, MD: Heritage Books, Inc., CD-ROM), p. 437.

<sup>3</sup> Frederick Co. Land Record F/654; Survey Record THO 1/52.

<sup>4</sup> Microfilm collection, Maryland Room, C. Burr Artz Library, Frederick, MD.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-7-139

Name Monocacy Crossing  
**Continuation Sheet**

Number 8 Page 2

Susquehanna. Frederick citizens were not willing to foot the bill for the work, and the C&O never could spare resources beyond its main line so, instead, roads and railroads led to the canal.<sup>5</sup> Although the Monocacy Canal never materialized, an elegant survey map detailed the Monocacy Crossing area, showing the old road trace, the "Rope Ferry," the new bridge and turnpike road.<sup>6</sup> Later maps (see Civil War era maps attached) show a jog in the road south of the bridge where the new turnpike road reconnected with the old road right-of-way.<sup>7</sup> Within two years, the B&O Railroad crossed the Monocacy River just to the east of the turnpike bridge (see MIHP "Frederick Junction," F-3-140).

The Georgetown Turnpike served for many years as an over-land connection to the C&O Canal as well as a direct route to the nation's capitol, Washington, D.C. During the Civil War, Confederate General Jubal Early's invading army followed the turnpike south in an effort to threaten Washington. On July 9, 1864, they met resistance from Union General Lew Wallace on the banks of the Monocacy River just south of Frederick. Francis Mantz, train superintendent at the B&O Frederick Junction, described some of the action in a July 9 telegraph to his counterpart in Annapolis:

...Enemy opened on us heavy this morning with artillery and pressed hard on our forces to get position. They seem determined. I think the force is larger than has been estimated. We did not leave until the very last moment. I fear they have too much artillery for us. I think my house is burned, the station house or the large wood bridge over the Monocacy on Washington Road. The troops ought to be sent forward.<sup>8</sup>

The battle and burning of the road bridge was described by local Frederick resident, Jacob Engelbrecht, in his diary entry of Tuesday July 12, 1864:

Monocacy Junction battle—When the Rebels advanced on Saturday morning last (July 9, 1864) toward the junction our men were on the other side of the Monocacy on the hill over the bridge (iron bridge) & the Rebels commenced their batteries and they kept skirmishing & shelling all day & part of Sunday. Our loss in killed was     men &     wounded. The Rebel loss was killed     men &     wounded. The wounded of both parties are now in our hospital at the Barracks.

<sup>5</sup> Sanderlin, *The Great National Project*, 80, 92, 170-171, 186, 294. Robb, "Industry in the Potomac River Valley," 192-193. "Railroad prevented the Construction of Monocacy Canal Through Frederick in 1830, City Records Reveal," *The [Frederick] News* (Oct. 22, 1942), newspaper clipping, transportation file, Maryland Room, Frederick County Public Library.

<sup>6</sup> "Frederick Town canal plan," n.d., Engineering Office, Frederick City Hall, Frederick, MD.

<sup>7</sup> This jog in the road can still be seen today where Araby Church Road runs southwest from Rt. 355 and then turns southeast. This is the historic trace of the Georgetown Turnpike and the old road to Washington.

<sup>8</sup> In William E. Bain, ed., *B&O in the Civil War*, (Denver, CO: Sage Books, 1966), p. 126.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-7-139

Name Monocacy Crossing  
Continuation Sheet

Number 8 Page 3

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Our men burnt down the Georgetown Monocacy Bridge to prevent the Rebs from crossing but the Rebs tried their best to batter down the railroad iron bridge but could not. They however succeeded in burning all the railroad building (at) the junction, the dwelling house occupied by Frank Mantz agent of the railroad, all the Sheds, the water stations or rather engine to pump the water out of the Monocacy for the engines. They also burnt the turnpike bridge over the railroad &c. The main army & wagons are pushing down towards Edwards' ferry near Poolesville to cross the Potomac & our men will try to prevent their crossing.<sup>9</sup>

Both the turnpike bridge over the Monocacy and over the railroad were rebuilt after the battle.

With the growing popularity of the automobile in the early 20<sup>th</sup> century, the Georgetown Road and bridges were again upgraded. The bridge over the Monocacy River was constructed of steel using the truss technology developed by C.H. Parker in 1868 and 1871 known as Parker Truss.<sup>10</sup> Maryland Route 355 replaced the old Georgetown Turnpike, straightening the route by bypassing the jog at Araby Church Road. It remains a busy route to Washington, D.C. to this day.

**Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catoclin Center for Regional Studies, 2002-2003.**

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<sup>9</sup> Jacob Engelbrecht's Diary, Frederick County Historical Society, CD ROM, pages 952, 998.

<sup>10</sup> This was reportedly the style used by the Maryland State Roads Commission in the 1930s; "Metal Truss Bridges in Maryland," p. 73, [www.sha.state.md.keepingcurrent/mainainRoadsBridges/bridges/OPPE/historicBridges](http://www.sha.state.md.keepingcurrent/mainainRoadsBridges/bridges/OPPE/historicBridges).

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## 9. Major Bibliographical References

Inventory No. F-7-139

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- Bain, William E., ed. B&O in the Civil War. Denver, CO: Sage Books, 1966.
- Engelbrecht, Jacob. "Jacob Engelbrecht's Diary." Frederick, MD: Historical Society of Frederick County, CD ROM, 2001. Frederick Co. Land Records, Frederick Co. Courthouse, Frederick, MD.
- "Metal Truss Bridges in Maryland." [www.sha.state.md.keepingcurrent/mainainRoadsBridges/bridges/OPPE/historicBridges](http://www.sha.state.md.keepingcurrent/mainainRoadsBridges/bridges/OPPE/historicBridges).
- Newspaper microfilm collection, Maryland Room, C. Burr Artz Library, Frederick, MD.
- Scharf, J. Thomas. History of Western Maryland. Bowie, MD: Heritage Books, Inc., CD-ROM, 2002.
- Tracey, Grace L., and John P. Dern. Pioneers of Old Monocacy. Baltimore: Genealogical Publishing Co.

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## 10. Geographical Data

Acreage of surveyed property N/A

Acreage of historical setting N/A

Quadrangle name Frederick and Buckeystown Quadrangle scale 1:24,000

### Verbal boundary description and justification

The boundary begins at the northern extent of the Route 355 right-of-way through Monocacy National Battlefield and continuing south through the battlefield property following the east side of the highway right-of-way including the concrete overpass over the railroad and the bridge over the Monocacy River, then turning southwest along the east side of Araby Church Road, then crossing to the west side of Araby Church Road at the intersection with Baker Valley Road and returning northward along the west side of Araby Church Road to a point where the road takes a sharp curve northeast, at this point the boundary leaves the road and continues northward to the east bank of the Monocacy River, and crossing the river continues to a point where it intersects the west side of the Rt. 355 right-of-way just south of the Best Farm lane, then continuing along the west side of the road to the northern boundary of the Monocacy National Battlefield, then crossing the road to the east side, the point of beginning.

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## 11. Form Prepared by

name/title Paula S. Reed, Ph.D., Architectural Historian and Edie Wallace, Historian

organization Paula S. Reed & Assoc., Inc. date June 2003

street & number 105 N. Potomac St. telephone 301-739-2070

city or town Hagerstown state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

3<sup>d</sup> part of  
The Runway on Locust Level

By a scale of 50.

1<sup>st</sup> part of  
The Run on Locust Level

Part of  
Arcadia

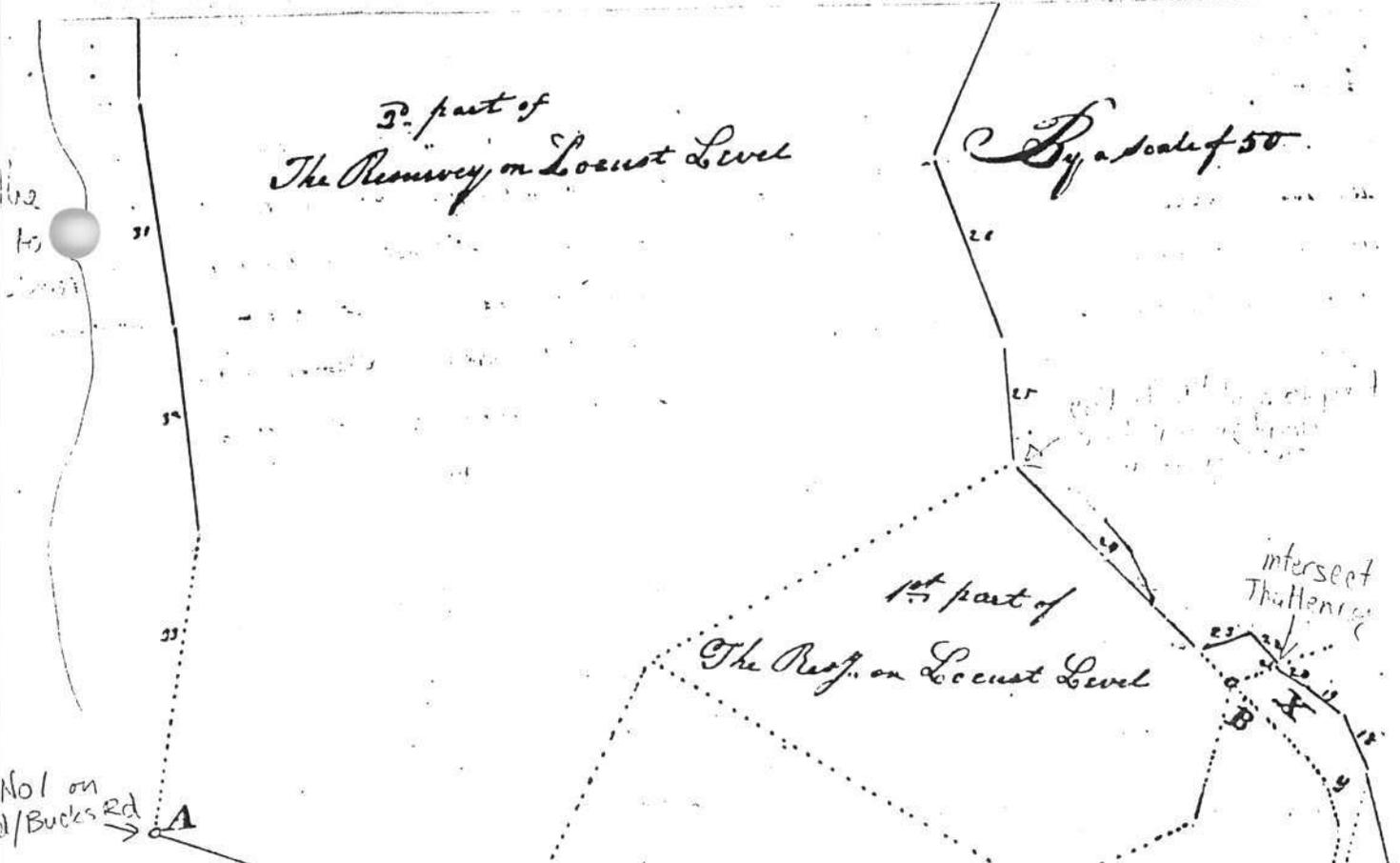
Accapitulation

The 1<sup>st</sup> pt. of The Run on Locust Level pt. of Arcadia for 391 measures 287-3-0  
 The 2<sup>d</sup> pt. do. do. do. " 457 do. 467-1-0  
 To which is added a piece recently purchased called Kings Diamond 1.0.22  
 Also one piece of surplus, designated on plat by X Y .5.0.8  
 Total 761-7-00

F-7-139 MONOCACY CROSSING  
 RT. 355 FREDERICK CO., MD  
 SURVEY RECORD THD 1, PAGE 52  
 HERMITAGE

Dearings No.

Beginning of is Runway	3	A	67	W	126
	3	B	34	W	96
	4	B	31	E	133
	5	B	65	W	10
	5	C	31	W	45
	7		North		18
	8		East		4
	9		South		2
	10	N	62	E	88
	11	N	85	W	34
	12	N	64	E	12
	13	N	11	W	43
	14	N	66	E	8
	15	S	70	E	11
	16	S	32	E	32
	17	M	64	E	60
	18	M	7	W	79
	19	S	20	W	40
	20	S	66	W	3
	21	N	137	E	3
	22	N	16	E	21
	23	N	8	W	14
	24	N	35	W	12
	25	N	43	W	18
			thence N. 29° 10'		
A Beg. of 3 <sup>d</sup> pt. of Run on Locust Level					
	1	B	68	E	115
	2	N	34	E	96
	3	N	67	E	126
	4	N	1	E	36
	5	N	17	W	60
	5	N	28	E	120
	7	N	85	W	300
	8	S	2	W	34
	9	S	47	W	54
	10	S	3	E	69
	11	S	2	E	63
			thence N. 45° 00'		
B. Beg. of pt. of Run on Locust Level pt. of Arcadia					
	12.42	N	94		



No 1 on  
Bucks Rd

intersect  
Thullen

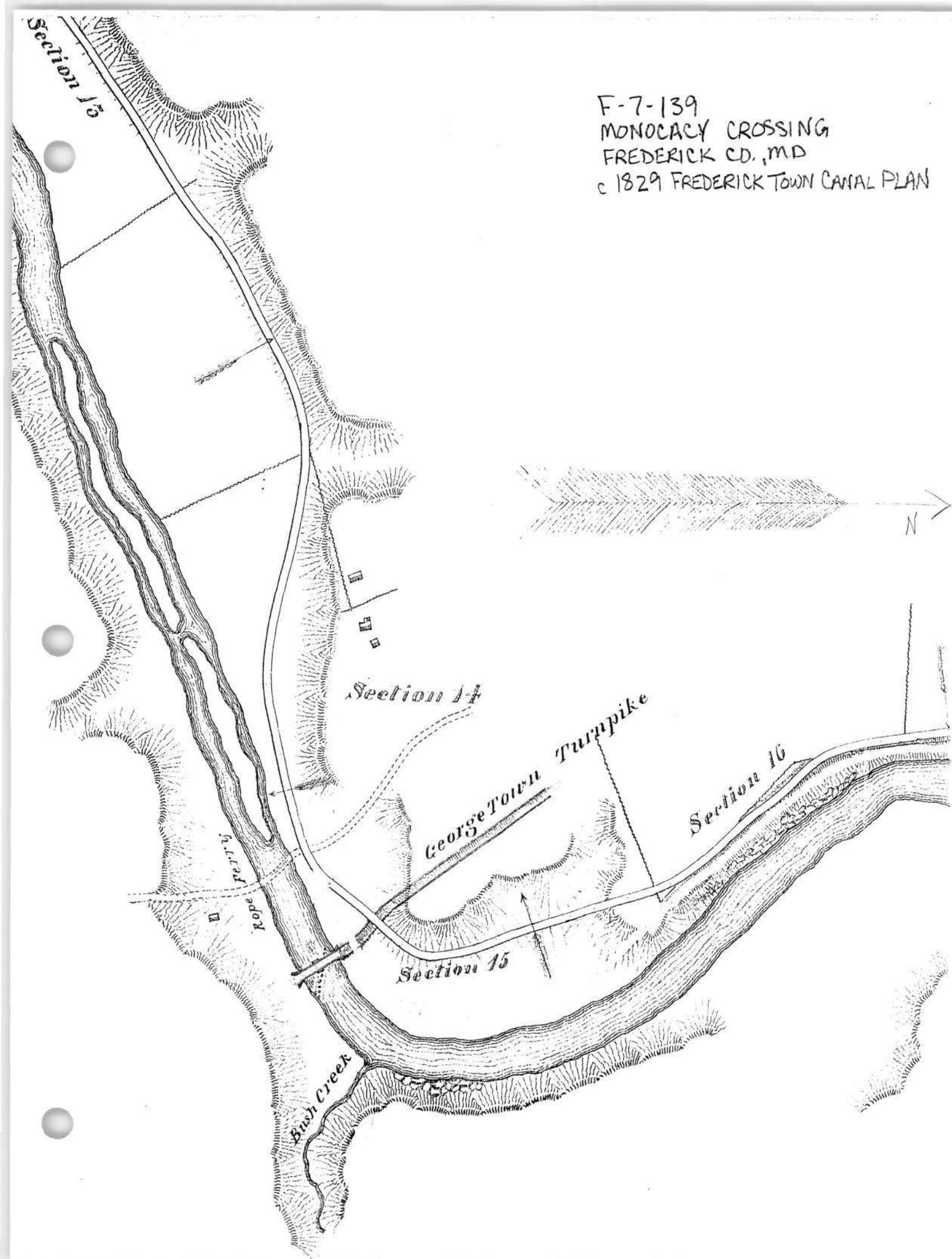
Side of old road  
- 1/2 bank  
of River

in the Monocacy River

B. Beg. of pt. of  
Run on Locust  
Level pt. of  
Arcadia

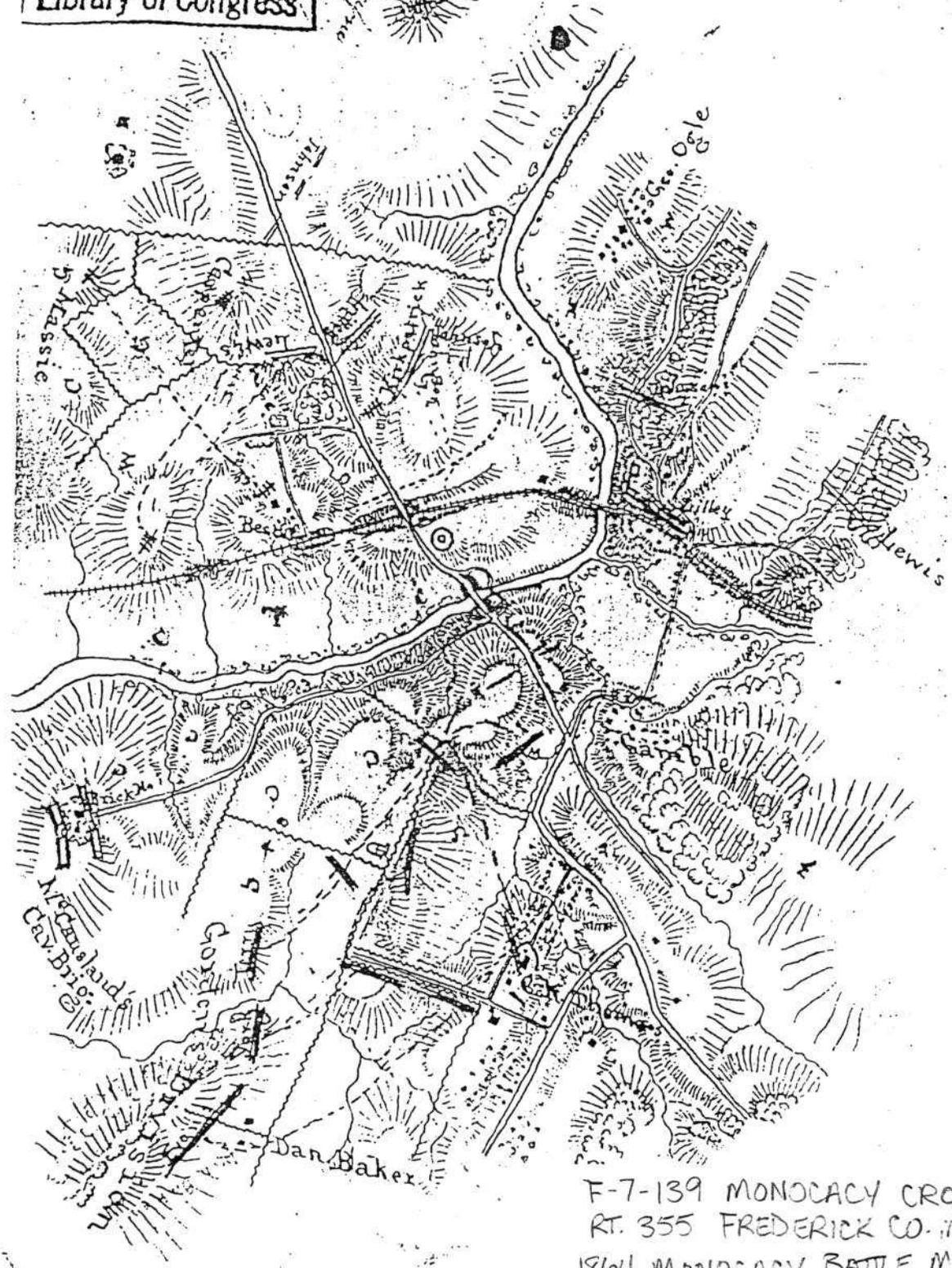
thence N. 45° 00'

F-7-139  
MONOCACY CROSSING  
FREDERICK CO., MD  
c 1829 FREDERICK TOWN CANAL PLAN



Division of Maps  
JUL 30 1948  
Library of Congress

Battle of Monocacy



F-7-139 MONOCACY CROSSING  
RT. 355 FREDERICK CO. MD  
1864 MONOCACY BATTLE MAP

Map of the Battle of Monocacy (Jedediah Hotchkiss, 1864)

Figure 7

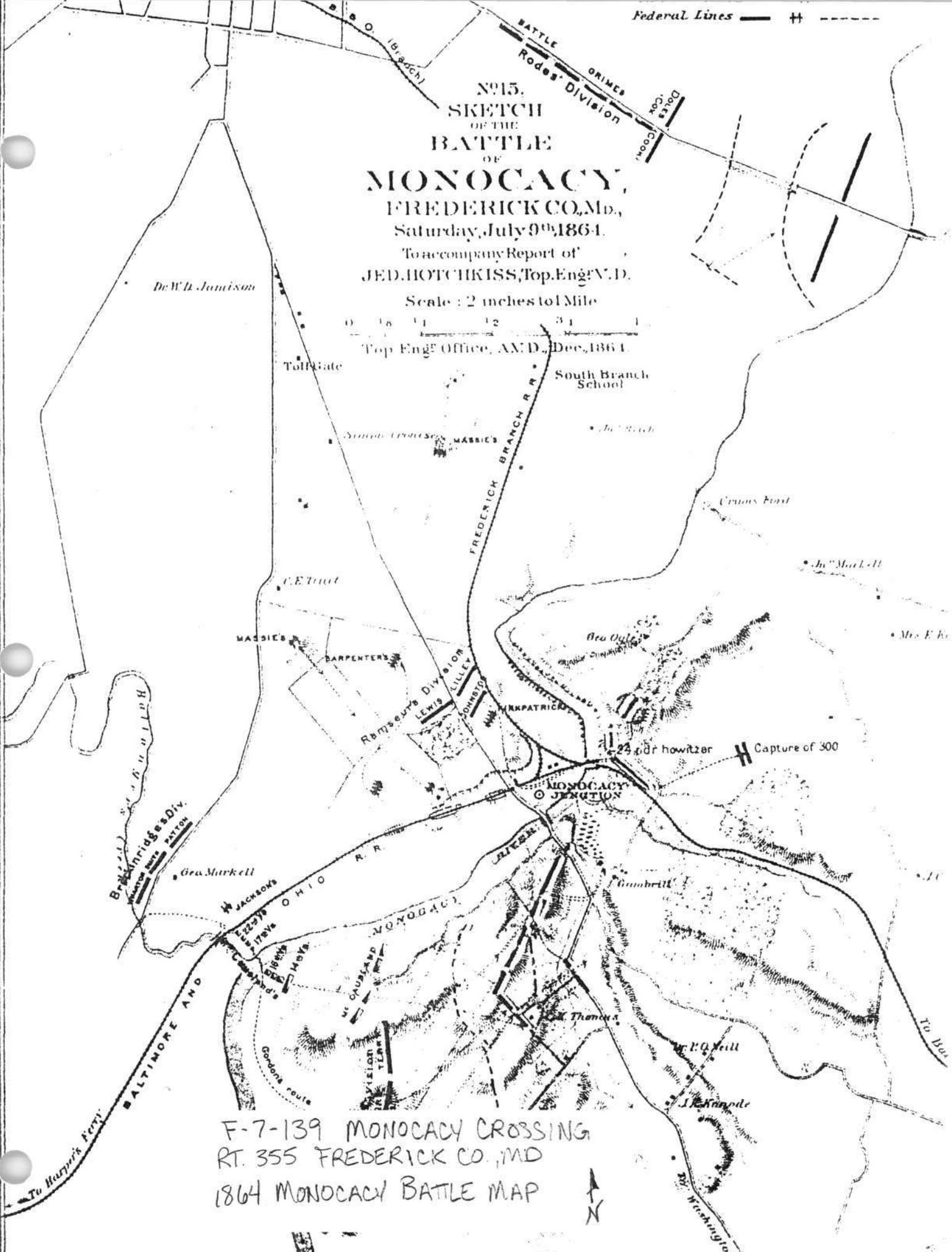
Federal Lines ————

NO. 15.  
SKETCH  
OF THE  
BATTLE  
OF  
MONOCACY,  
FREDERICK CO., MD.,  
Saturday, July 9<sup>th</sup> 1864.

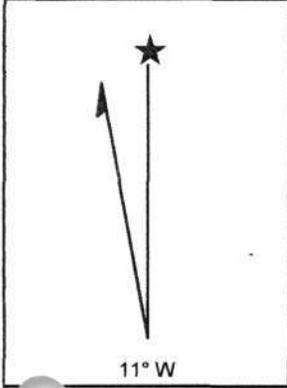
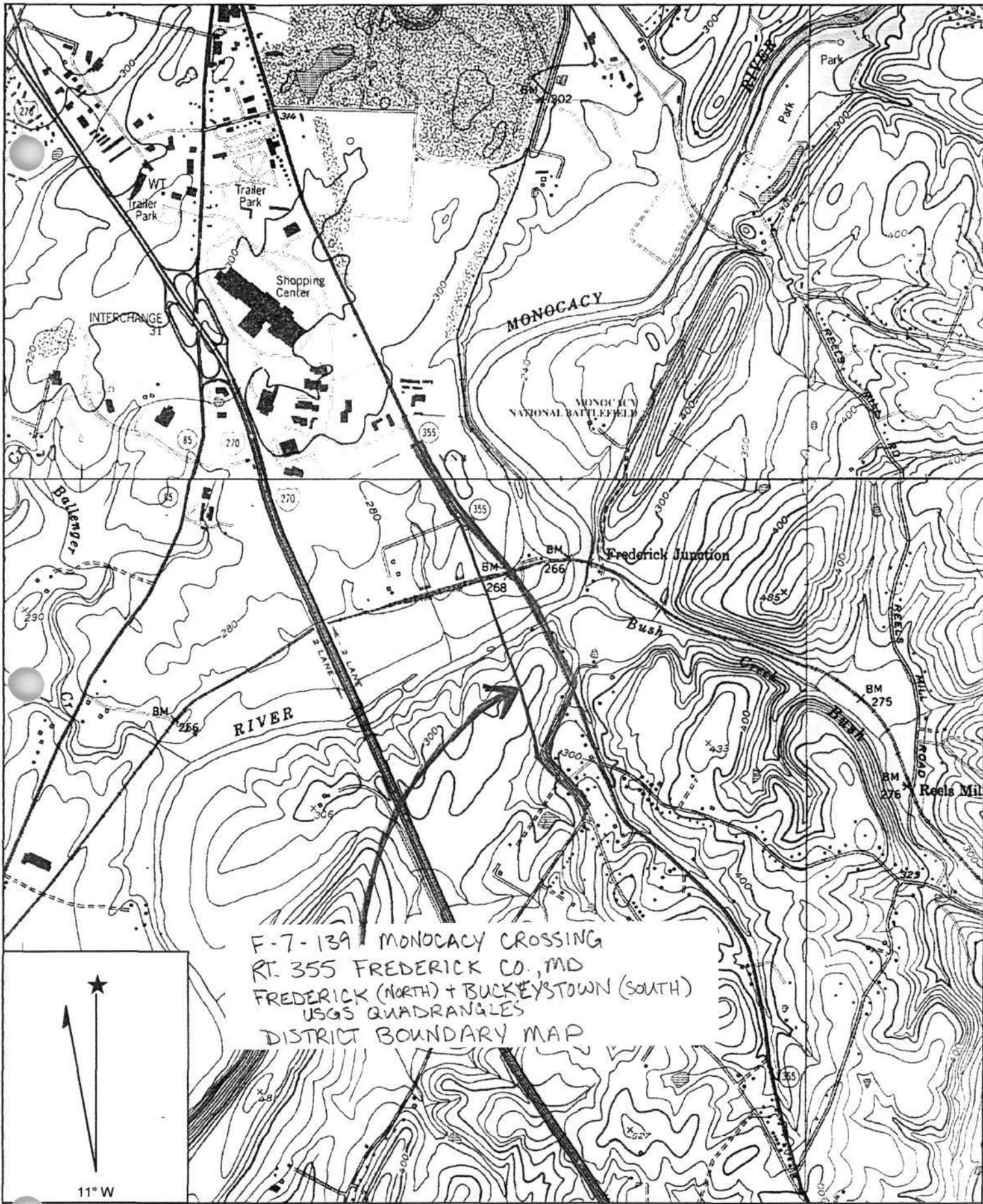
To accompany Report of  
JED. HOTCHKISS, Top. Eng. V. D.

Scale: 2 inches to 1 Mile

0 1/8 1 1 1/2 3 1/2 1  
Top Eng. Office, A. N. D., Dec., 1864



F-7-139 MONOCACY CROSSING  
RT. 355 FREDERICK CO., MD  
1864 MONOCACY BATTLE MAP



F-7-139 MONOCACY CROSSING  
 RT. 355 FREDERICK CO., MD  
 FREDERICK (NORTH) + BUCKEYSTOWN (SOUTH)  
 USGS QUADRANGLES  
 DISTRICT BOUNDARY MAP

Name: BUCKEYSTOWN + FREDERICK QUADS  
 Date: 7/3/2003  
 Scale: 1 inch equals 2000 feet

Location: 039° 22' 10.2" N 077° 23' 34.5" W



F-7-139

Monocacy Crossing

FR CO | MD

Merry Stinson 3/03

MD | SHPO

S. side of bridge

1/6



F-7-139  
Manocacy Crossing  
FR CO MD  
Merry Stinson 3/03  
MD 1 S#PO  
old road W side of Manocacy

2/6

Professional  
SEARCHED INDEXED SERIALIZED FILED



Monocacy  
Scenic Rvr

F-7-139  
Monocacy Crossing  
FR CO MD  
Merry Stinson 3/03  
MD SHPO  
E & Nelev,

3/6

Kodak Professional  
PAPER & FILM

U.S. GEOLOGICAL SURVEY  
WASHINGTON, D.C. 20506



F-7-139  
Manocacy Crossing  
FR CO MD  
Merry Stinson 3/03  
MD SHPO  
w. elev.

4/6



F-7-139

Manocacy Crossing

FR CO MD

Merry Stinson 3/03

MD SHPO

bridge: N side

5/4



F-7-139  
Monocacy Crossing  
FR CO MD  
Merry Stinson 3/03  
MD SHPO  
bridge & NE abutment

6/6