

9400335

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

Property/District Name: Monocacy River Railroad Bridge Survey Number: F-8-148

Project: Rebuild Mon. River Bridge, Frederick County Agency: FTA/MTA

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)

Based on the information provided, the Monocacy River Bridge, located on the Maryland Midland Railroad over the Monocacy River between Frederick and Walkersville in Frederick County, is not eligible for individual listing in the National Register of Historic Places. Portions of the 83.5' four steel plate girder span structure may date to c. 1870, when construction of this line was completed. However, most of the existing structure appears to date to c. 1920, with additional subsequent alterations over time. In 1972 flooding due to Hurricane Agnes caused two of the spans over the river to collapse. In addition, the river pier, constructed of cut stone, has almost completely collapsed. Therefore, the bridge does not appear to retain sufficient integrity to be individually eligible for the National Register. In addition, the bridge is not located in any known historic district.

Documentation on the property/district is presented in: Project File

Prepared by: MTA

Elizabeth Harnold Reviewer, Office of Preservation Services March 2, 1994 Date

NR program concurrence: yes no not applicable
R. L. Lushman Reviewer, NR program 3.8.94 Date

[Handwritten mark]

Survey No. F-8-148

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:

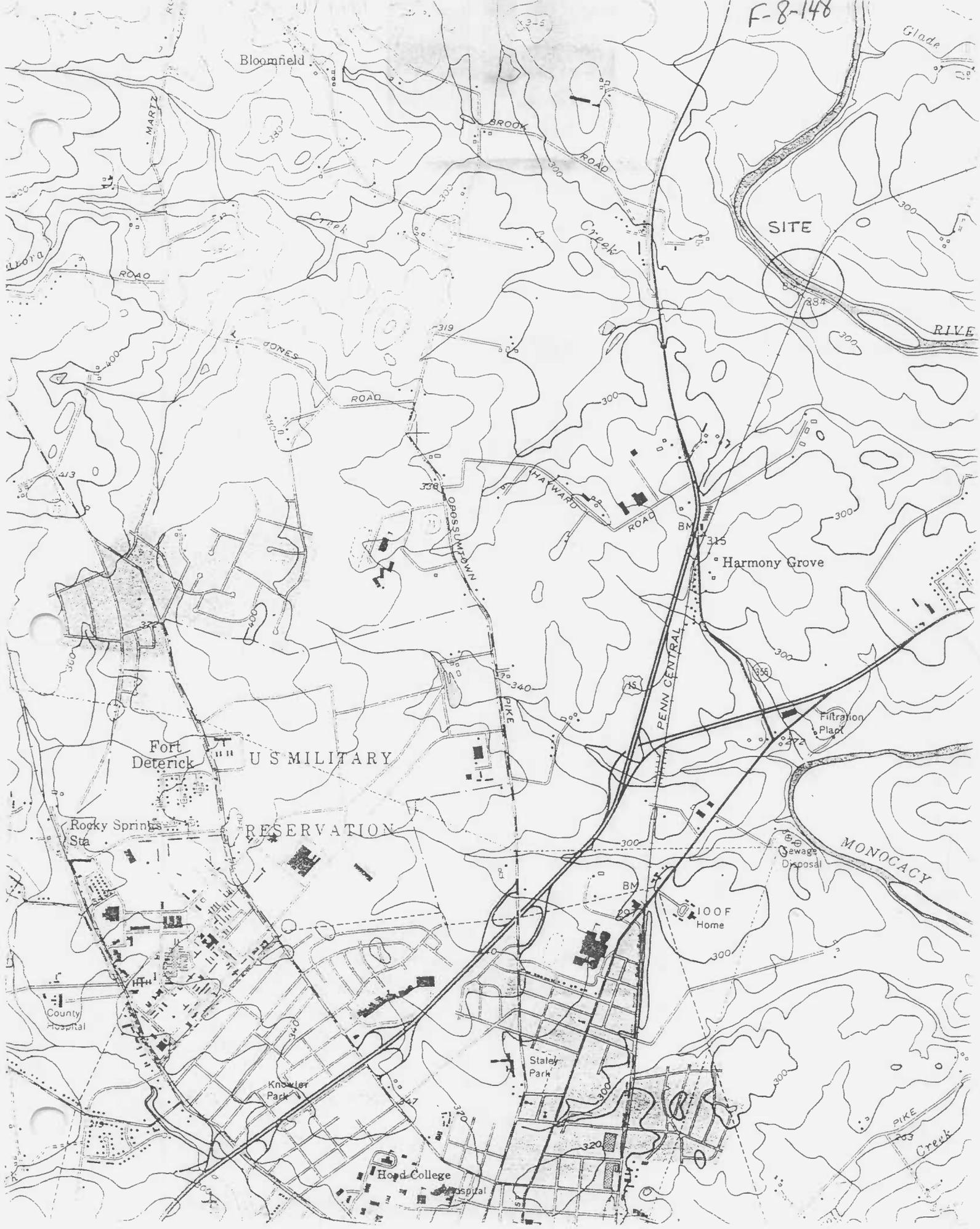
Category: Structure

Historic Environment: Rural

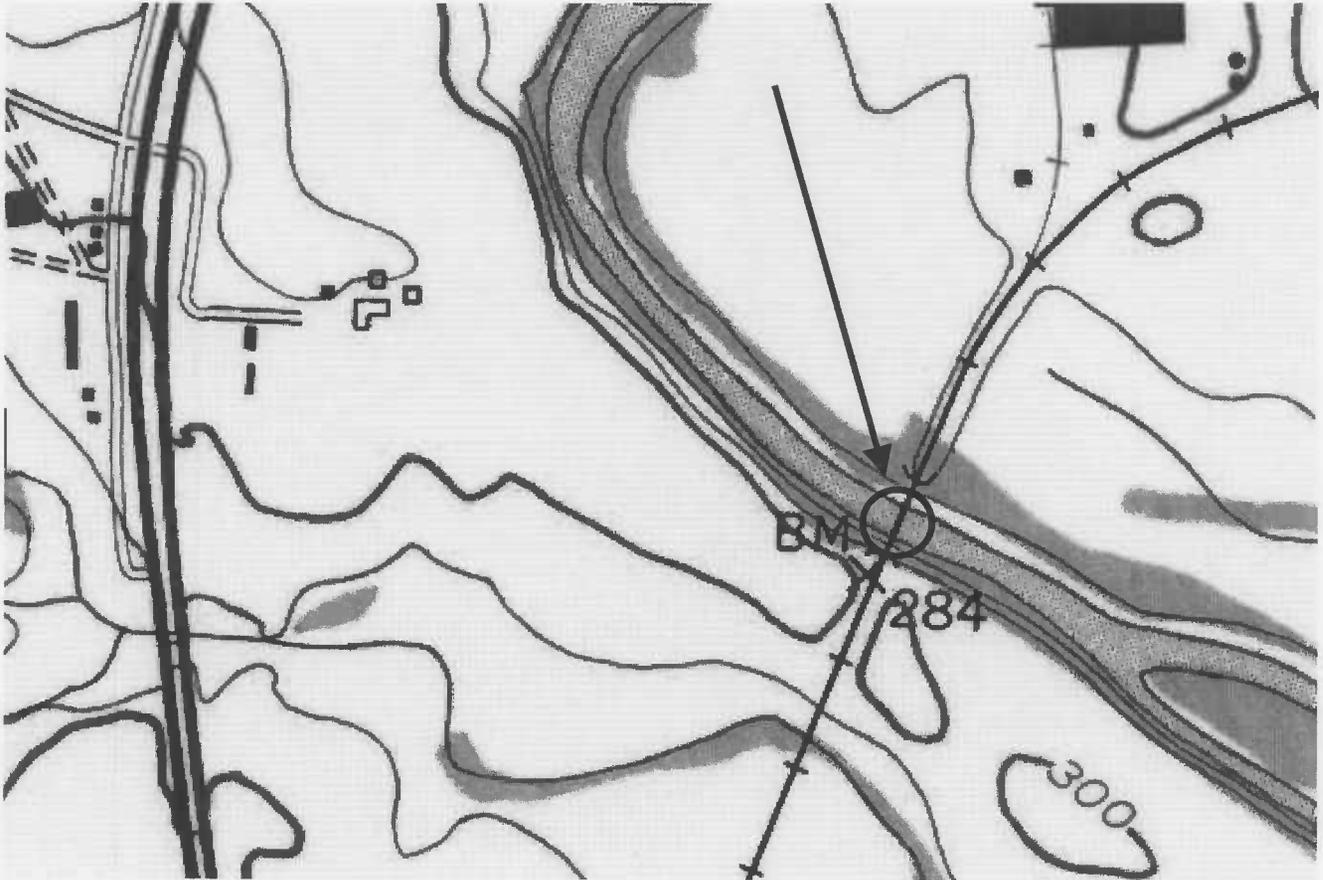
Historic Function(s) and Use(s): Transportation, rail

Known Design Source: Unknown

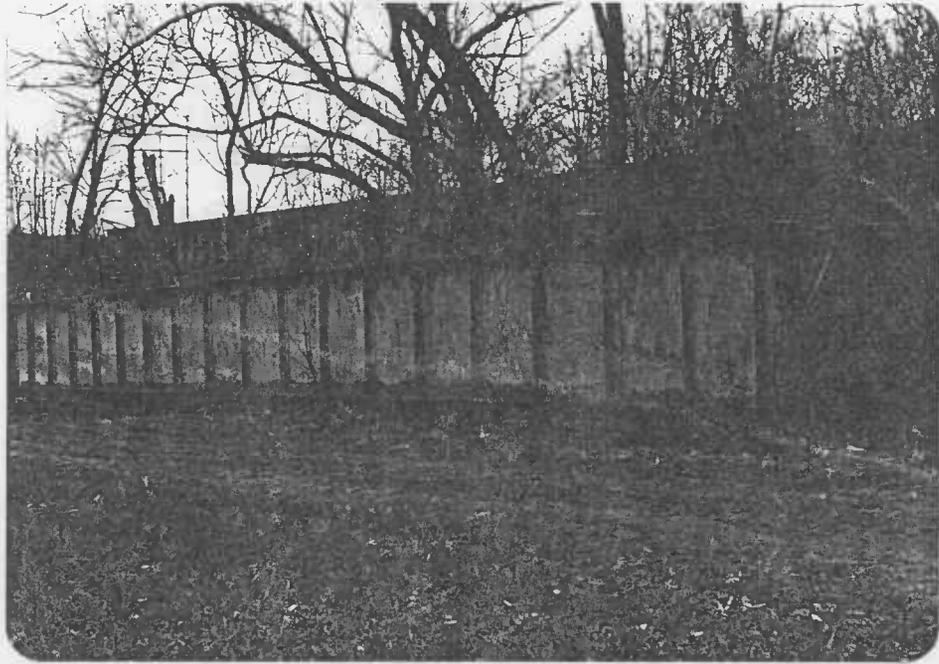
F-8-148



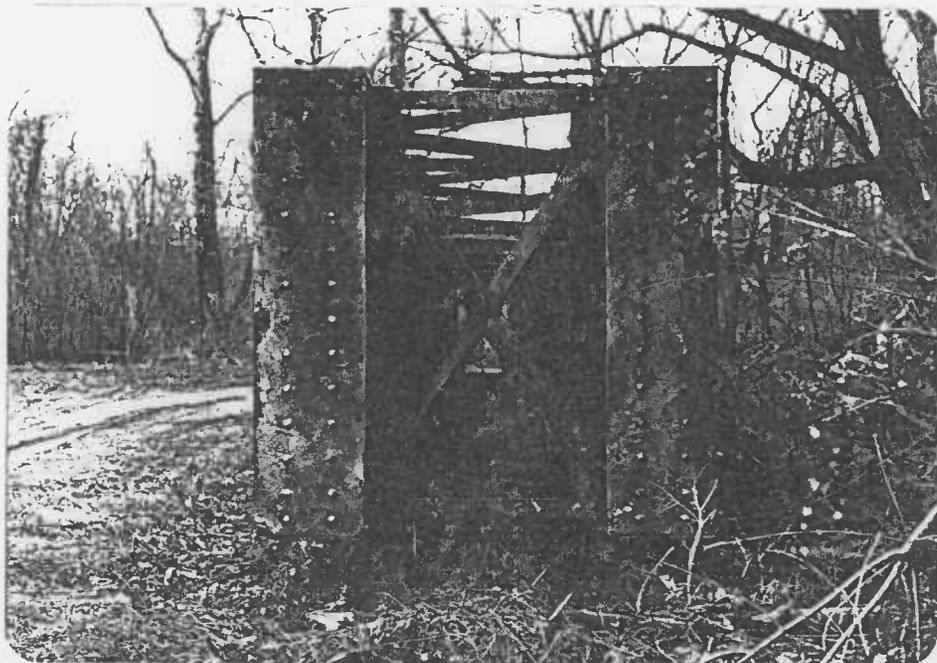
F- 8 -148
Monocacy River Railroad Bridge
Frederick County
Frederick Quad



F-8-148

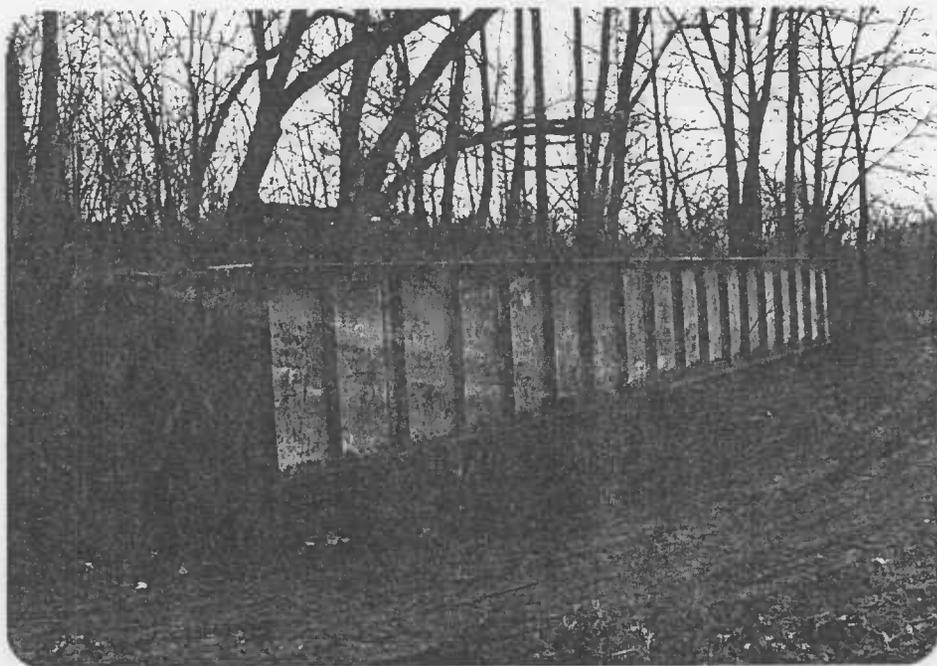


EAST END



EAST END

F-8-148

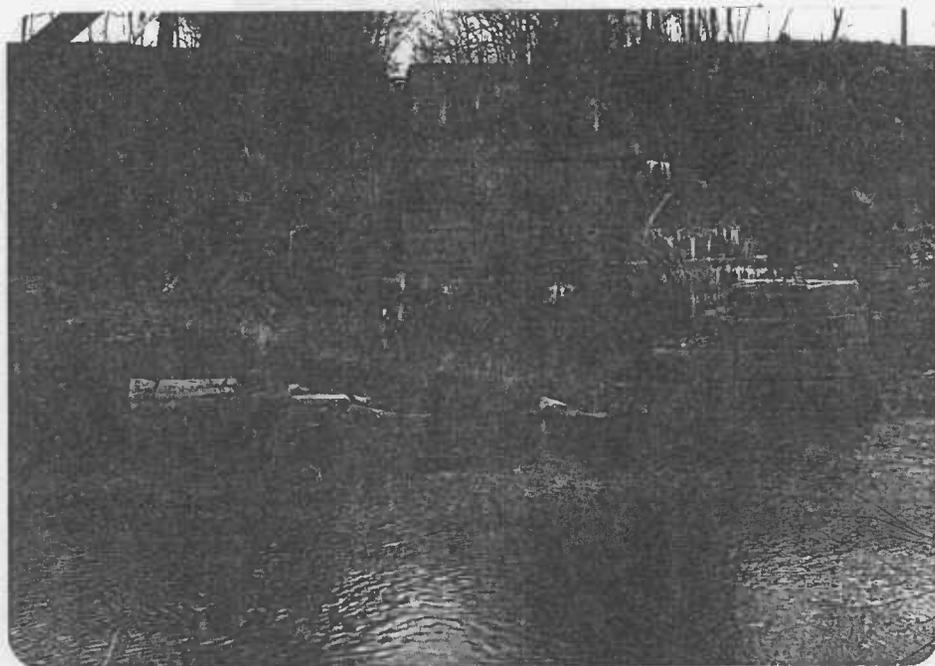


WEST END

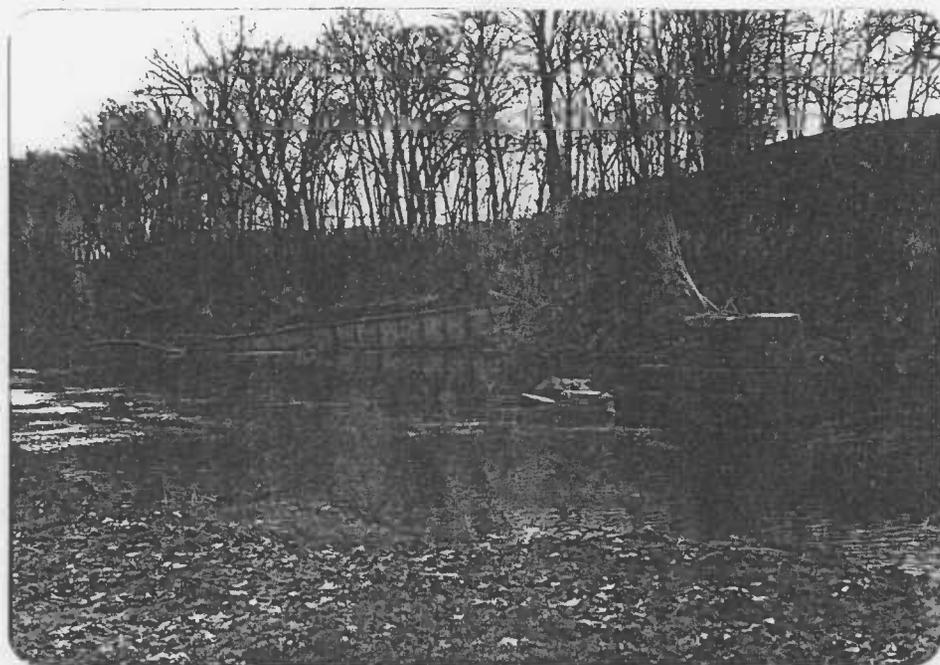


WEST END

F-8-148

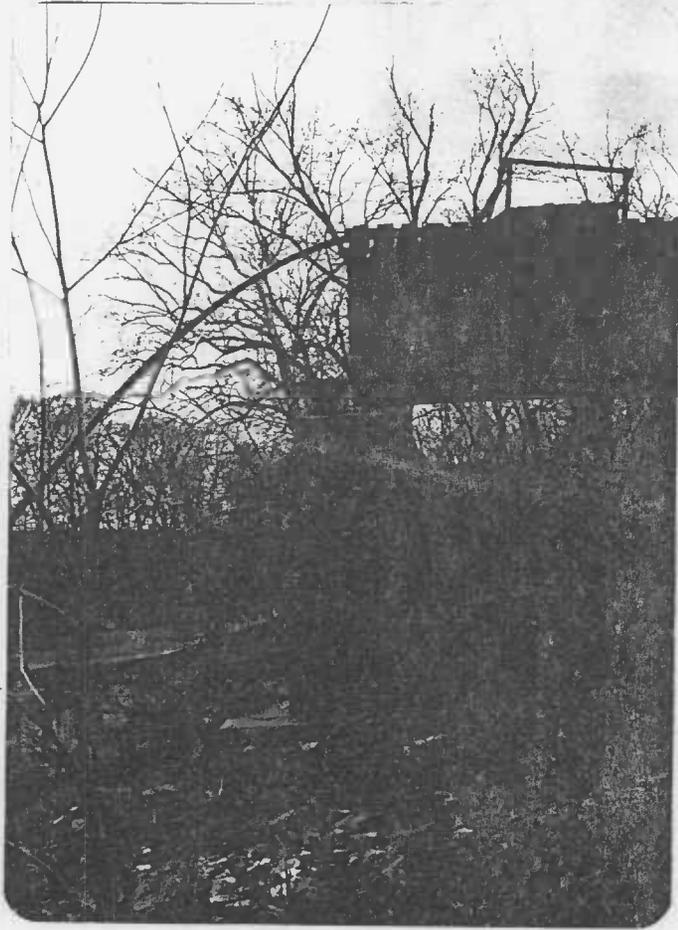


COLLAPSED PIER
LOOKING WEST

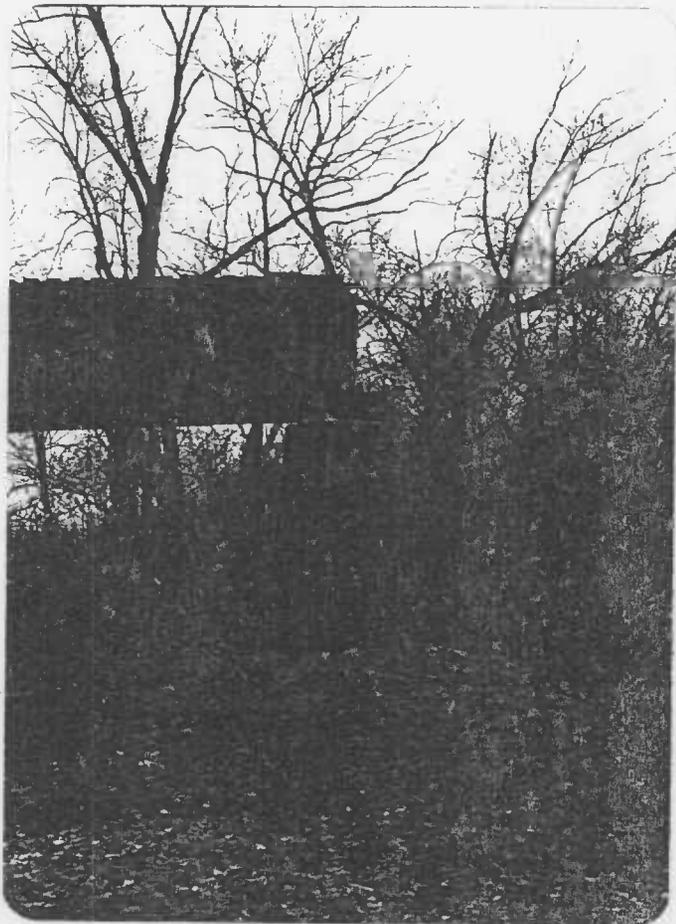


COLLAPSED PIER
LOOKING SOUTHWEST

F-8-148

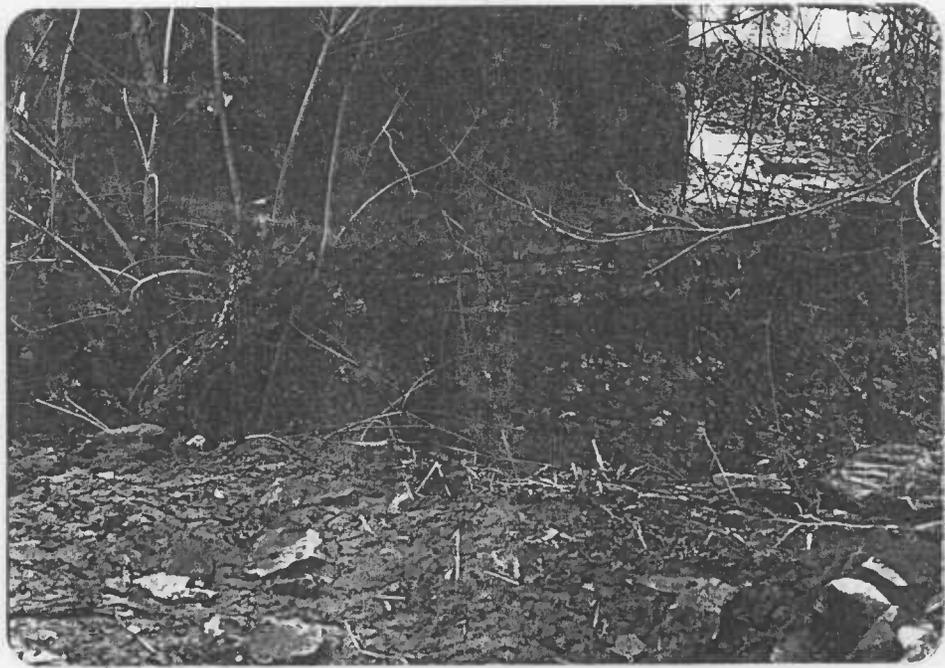


EXISTING PIER
LOOKING NORTH



EXISTING PIER
LOOKING SOUTH

F-8 - 148



SCOUR AT EAST SIDE OF
EAST PIER