

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED JUL 12 1977  
DATE ENTERED FEB 14 1978

**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 **Baltimore** and Ohio Railroad Crossing of the Potomac River  
between Maryland Heights, Maryland and Harpers Ferry, West Virginia

AND/OR COMMON  
*Baltimore and Ohio Railroad Crossing*

**LOCATION**

STREET & NUMBER Potomac Rivers  
At the confluence of the Shenandoah and/  NOT FOR PUBLICATION  
CITY, TOWN CONGRESSIONAL DISTRICT  
Harpers Ferry  VICINITY OF Sixth  
STATE CODE COUNTY CODE  
Maryland -- West Virginia 24 -- 54 Washington -- Jefferson 043/037

**CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" 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 checked="" 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 type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**OWNER OF PROPERTY**

NAME  
The Chessie System (Mr. H. T. Watkins, Chairman/President)  
STREET & NUMBER  
Two North Charles Street  
CITY, TOWN STATE  
Baltimore VICINITY OF Maryland 21201

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
STREET & NUMBER  
CITY, TOWN STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
Baltimore and Ohio Railroad Survey/ Historic American Engineering Record  
DATE  
1970  FEDERAL  STATE  COUNTY  LOCAL  
DEPOSITORY FOR  
SURVEY RECORDS HAER HQ, 1100 L Street, N.W./ Library of Congress  
CITY, TOWN STATE  
Washington, D.C./ Washington, D.C.

# 7 DESCRIPTION

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

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Baltimore and Ohio Railroad, now part of the Chessie System, crosses the Potomac River and the Chesapeake and Ohio Canal between Harpers Ferry, West Virginia, and Maryland Heights in Washington County, Maryland. The crossing is in an east-west direction. On the Maryland side of the river the land rises abruptly to form the southern end of Elk Ridge, known as Maryland Heights. As a result of the land formation, a tunnel takes the railroad through the southern tip of Maryland Heights.

Although the B&O Railroad crossed the Potomac at this location as early as 1836, what remains at present are the two most recent railroad bridges, still in use, and ruins of the piers of two earlier bridges which shared the same alignment. The two existing bridges converge on the Maryland side of the river at the western end of the tunnel.

The most recent and northernmost bridge was built in 1930-1931. It is a deck plate-girder span which now carries the B&O main line. The construction of this bridge was part of a new alignment which reduced sharp curves associated with the river and canal crossing. As part of this improvement project, the tunnel was given its present bell mouth of reinforced concrete to accommodate the new alignment.

Just south of the 1931 bridge is a steel-truss and plate-girder bridge completed in 1894. According to William Lee Sisson, who planned the bridge and approach alignments, writing in 1894: "The river bridge consists of four deck spans of 85 feet 6 inches, three through spans of 140 feet, one deck span of 100 feet, and one half-through span of 34 feet 6 inches, making a total length of 896 feet 6 inches. The piers of the bridge, eight in number, are set at an angle of 73° 45' with the (bridge) center line and are 6x7 feet on top and from 34 to 36 feet high above neat line, and are located directly opposite and on a line with, the piers of the old bridge, so as to obstruct the waterway as little as possible, and are on a grade of 0.3%, the coping of them being level. They are built of Gettysburg granite and are founded on solid rock."<sup>1</sup> The bridge is further described as having through spans of single-intersection Pratt trusses, with deck spans of plate girders. The west end of the bridge branches into a "Y" at the junction of the main line and the Valley (Winchester) Branch of the B&O Railroad.

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<sup>1</sup>William Lee Sisson, "Harpers Ferry Improvement," American Society of Civil Engineers Transactions, Vol. 32, 1894.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input checked="" type="checkbox"/> INVENTION		

SPECIFIC DATES see below

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

### SPECIFIC DATES:

1836 Timber Bridge  
1851 Bollman Truss Bridge  
1894 Steel Truss Bridge & Tunnel  
1931 Deck Plate-Girder Bridge

### ENGINEER/BUILDER:

Benjamin H. Latrobe/Louis Wernwag  
Wendel Bollman  
William Lee Sisson, Engr., B&O Railroad

This site is as vivid an example as exists in the United States of the intimate relationship between railroad engineering and railroad economics. Present on the site is the physical evidence of three separate and distinct alignments of the Baltimore & Ohio's main line at its crossing of the Potomac, the latter two each constructed to reduce the severity and extent of curvature on both sides of the river. The considerable expense of the two "improvements" (to use the railroad term for such works) was justified by the drastic reduction in operating costs that would result. (For a variety of physical reasons it is more expensive to haul a train around a curve than along a tangent, the cost increasing in geometrical proportion with the degree of curvature and arithmetic proportion to the length.)

Such improvements were -- and still are -- a basic element in the development of American railroads, particularly after the early period, a consequence of the need to select initial routes and construction methods under the dictation of limited capitalization rather than engineering ideals. The principle was one simply of getting the line through in an expedient fashion to some established, distant point, the connection of which with the starting terminal would begin the generation of revenue. With cash flowing in, it was possible for the company in succeeding years to go back over the line, straightening out too-tight curves by tunneling through rock spurs; reducing grades by realignment; strengthening bridges to allow for heavier and faster traffic; and by a variety of other such "improvements" both increase the line's capacity and reduce the cost of operating trains over it.

The B&O's original main line between Baltimore and Wheeling -- a marvel of surveying and construction in its time (1827-52) -- incorporated in profusion those banes of the operating department: grades too heavy; bridges too light; and curves too sharp, increasingly impediments to economical and efficient operation as both traffic and train weights increased. The program of improving the line in both major and minor ways was a continuous one, almost from the first day of operation until the time of World War II.

(See Continuation Sheet No. 2)

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet No. 4)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 15 acres

UTM REFERENCES

A	<u>1,8</u>	<u>2,64,94,0</u>	<u>4,3,5,6,2,3,0</u>	B	<u>1,8</u>	<u>2,6,5,0,5,0</u>	<u>4,3,5,6,0,5,0</u>
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	<u>1,8</u>	<u>2,6,4,7,6,0</u>	<u>4,3,5,5,9,4,0</u>	D	<u>1,8</u>	<u>2,6,4,4,4,0</u>	<u>4,3,5,6,1,8,1,0</u>
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION Beginning at the point on the west (W.Va.) bank of the Potomac where the southern Chessie System tracks come ashore and forks, then following the north fork northwest to its connection with the main track, then moving east 1,600 feet across the Potomac to the boundary of the Harpers Ferry National Historical Park (in Maryland), then following the park boundary southeast to Harpers Ferry Road, then moving southwest 1,000 feet to the west bank of the Potomac and then following the bank north to the point of beginning.

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

STATE	CODE	COUNTY	CODE
Maryland	24	Washington	043
West Virginia	54	Jefferson	037

# 11 FORM PREPARED BY

NAME / TITLE

Paula Stoner Dickey, Consultant/ Robert M. Vogel sdh

ORGANIZATION

Washington County Historical Sites Survey/ National Museum of History & Technology, Smithsonian Inst.

STREET & NUMBER

33 West Washington Street/ Smithsonian Institution

CITY OR TOWN

Hagerstown/ Washington, D.C.

STATE

Maryland

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*John N. Pearce* 6/18/77

TITLE

State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Robert B. Rettig*  
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

*[Signature]* DATE 2/14/78  
KEEPER OF THE NATIONAL REGISTER

ATTEST

*[Signature]*  
KEEPER OF THE NATIONAL REGISTER

DATE

2-9-78

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B&O Railroad Crossings  
Maryland (Washington Co. vicinity) and  
West Virginia Vicinity

CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

DESCRIPTION (continued)

At the time this bridge was built, the tunnel was constructed to eliminate a sharp curve between the C&O Canal and the foot of Maryland Heights. The double-track tunnel is 812 feet long and begins 103 feet from the east end of the bridge. Its portals were of brick.

Immediately south of the 1894 steel truss bridge, at the junction of the Shenandoah and Potomac Rivers, are ruins of the abutments and piers of two earlier railroad bridges which shared the same alignment. The more recent of these two bridges was the famous Bollman Iron Truss developed by Wendel Bollman, well known bridge builder who served for some years as Master of Road for the B&O Railroad. Completed in 1870, the Bollman bridge was used by rail and highway traffic until 1894, and highway traffic alone until it was destroyed by the flood of 1936. The westernmost span of this bridge carrying the Valley or Winchester Branch was built in 1851 and was one of the earliest examples of Bollman's truss system. This original Bollman section was a single suspension truss of cast and wrought iron, 124 feet in clear span. At that time the remainder of the bridge was of timber construction. The original Bollman and the wooden portions were destroyed during the Civil War and were replaced by several temporary structures.

The original railroad bridge was a covered timber structure built in 1836-1837. Designed by Benjamin H. Latrobe, the B&O's Chief Engineer, it was executed by Lewis Wernwag. After 1839 this bridge incorporated its unique "Y" spans to accommodate the Valley Branch of the railroad as it left the main line.

Before the railroad bridges were built a highway bridge, begun in 1824, crossed the river between Harpers Ferry and Maryland Heights. A ferry crossed the Potomac and was in operation as early as 1747.

A hip-roofed frame railroad station with an integral interlocking tower was located on the river bank at Harpers Ferry between the Bollman and the 1894 bridges. Built in 1892, it was moved some distance west to its present location during the 1930-1931 improvement, and the tower removed some time later.

(See Continuation Sheet No. 2)

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CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 2

SIGNIFICANCE (continued)

The basis of the problem of crossing the Potomac at Harpers Ferry lay in the fact that the river and the railroad were essentially parallel on both sides of the crossing. Latrobe, in designing the initial alignment and the bridge, circa 1832, was faced with two conflicting factors. First was the desirability of introducing curves of as large a radius as possible in swinging the line away from the Maryland shore, making the crossing, and reestablishing it along the river on the (West) Virginia bank, which would have meant, ideally, making the crossing at a considerable angle to the river axis. To do so, however, would have adversely affected the second factor: the economic requirement that the bridge be as short as possible. That requirement prevailed, and the line was laid down favoring the shortest possible bridge, crossing the river at nearly a right angle. This, combined with the presence on the Maryland side of the steep prominence of Maryland Heights and on the (West) Virginia side of the Federal armory and the town itself, prevented the line from being swung away from the river on either side of the crossing. The result was the extraordinarily tight curves at both ends of the bridge, that characterized the crossing for nearly 60 years.

Latrobe apparently justified that solution to the dilemma on the basis of the light, short, slow trains typical of the B&O's early traffic. By the end of the Civil War, when it was necessary to completely rebuild the bridge, the complex balance was examined that weighed the savings to be looked for from the faster operation of heavier and longer trains made possible by a more favorable alignment, against the considerable capital cost of such an improvement. The various economic and practical factors apparently dictated a new bridge -- the Bollman -- but on the original piers.

By the 1890s the crossing's outrageous curvature had not only become an intolerable operating burden for the railroad, but rapidly was becoming an absolute obstacle as the rigid wheelbase of locomotives increased to the point that the curves simply could not be negotiated. A concomitant problem was that the Bollman spans were growing progressively inadequate in the face of rising locomotive weights.

(See Continuation Sheet No. 3)

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CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 3

SIGNIFICANCE (continued)

The improvement of 1894 solved both problems at one stroke. The new alignment greatly eased the curves: by tunneling through the mountain spur on the Maryland side; crossing the river on a new bridge slightly skewed with respect to the river axis; and on the West Virginia side by sweeping broadly around on the town side rather than the river side of the ex-armory site. The bridge itself was, of course, adequate to the heaviest loadings of the period.

By the late 1920s, freight traffic speeds had so increased that even the broad curves of the 1894 improvement were becoming restrictive, and starting in 1930 a second improvement of the line was laid down. The principal feature was a new bridge -- of deck plate-girder spans -- at a considerable skew to the river axis, on a tangent (straight line) with respect to the tunnel. Curvature on the Maryland side thus was completely eliminated. The bridge met the West Virginia shore considerably upriver from the landing of the previous one, at about the western end of the arsenal grounds, resulting in a wide, sweeping curve that permitted almost unrestricted train speeds. The tangency between the old tunnel and the new bridge required that the tunnel's west end be widened, or "bell-mouthed," the reason for the new, concrete portal bearing the 1931 date. It was the new alignment on the south bank that necessitated also the moving of the station to its present location. As 35 years earlier, the cost of all this, and the added maintenance costs of a bridge 50% longer than its predecessor, were justified by the reduced operating costs anticipated.

The 1894 bridge was continued in service, carrying the traffic of the Winchester Branch. Until it was destroyed by the great flood of March, 1936, the Bollman Bridge also carried on as before in highway service. From then until construction of the present highway bridge across the Shenandoah about 1940, road traffic was accommodated on a temporary plankway laid on the 1894 railroad bridge.

The Potomac crossing of the B&O Railroad at Harpers Ferry is a textbook case of engineering solutions to a particularly difficult set of topographical conditions, set against a wide variety of economic, technological, and other factors, some of which are clear in hindsight, others obscure. This triple crossing appears to be unique in American railroad engineering, of extraordinary historical interest because of the survival of evidence of all three crossing alignment structures, and the clarity with which the engineering problem and its solutions are to be seen.

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CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 4

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