

IN WASHINGTON COUNTY

Every Bridge Tells a Story

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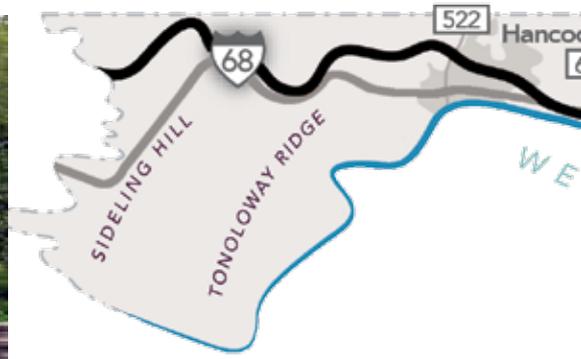
In the late 1700s, the Appalachian Mountains served as a formidable western boundary of our young nation. Presidents George Washington and Thomas Jefferson shared the belief that a national road through Western Maryland, then considered the “Wild West” of the young nation, would help unify the country and enhance commerce. In 1818, the National Pike was completed from Cumberland, Maryland, to the Ohio River, now the site of Wheeling, West Virginia. Eventually this new road, now known as Route 40, connected Wheeling and Cumberland to Baltimore.

An abundance of streams presented safety and other challenges to early travelers along the new roadway, a sometimes dangerous situation that prompted the construction of wood plank bridges. Dissatisfied with lost shipments of merchandise and constant bridge repairs, the citizens of Western Maryland successfully lobbied their representatives to allow construction of more durable bridges using plentiful local sources of stone. A building boom of bridges utilizing limestone, granite, sandstone, slate and marble began and continued throughout the 19th century.

The result is a remarkable legacy in stone, with each bridge telling a story. With 22 historic stone arch structures still standing, Washington County enjoys a unique heritage in the state of Maryland.

Burnside Bridge
at Antietam National Battlefield.





Wilson's Bridge (C-3) during the annual National Pike Wagon Train.
 Photo by TR Garringer, courtesy Washington County Convention and Visitors Bureau

The Bridges at Conococheague Creek

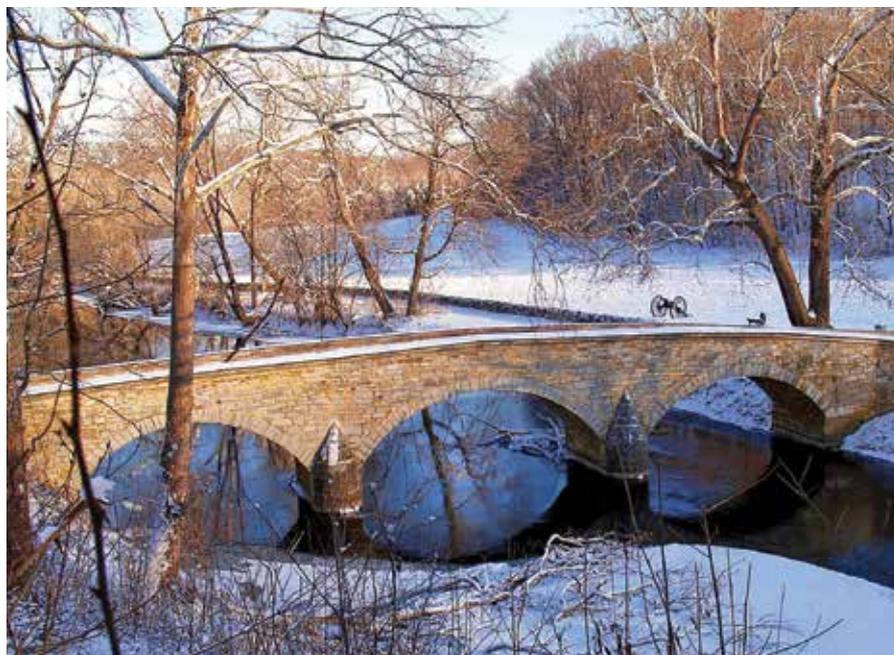
C-1 Bridge at Price's Ford, 1822 – Crossed by Confederate soldiers in 1863 retreat from Gettysburg.

C-2 Broadfording Bridge, 1829 – Still in use, its original arches stretch 220 feet - almost the length of a football field.

C-3 Wilson's Bridge, 1819 – First stone bridge built in Washington County. It served as a critical link between eastern seaport cities and western markets and suppliers.

C-4 The Conococheague Bridge, 1829 – One of the most strategic crossings during the Civil War.

C-5 The Conococheague Aqueduct, 1834 – One of 11 aqueducts built from Georgetown to Cumberland that carried the C&O Canal over streams and rivers.



The Bridges at Antietam Creek

A-1 Leitersburg Bridge, No. 2, 1829 – The successor to the original bridge that was washed out by a flood.

A-2 Old Forge Bridge, 1863 – Engineers persuaded Gen. Robert E. Lee not to destroy this span.

A-3 Funkstown Turnpike Bridge, 1823 – It still serves as a vital link, after two centuries.

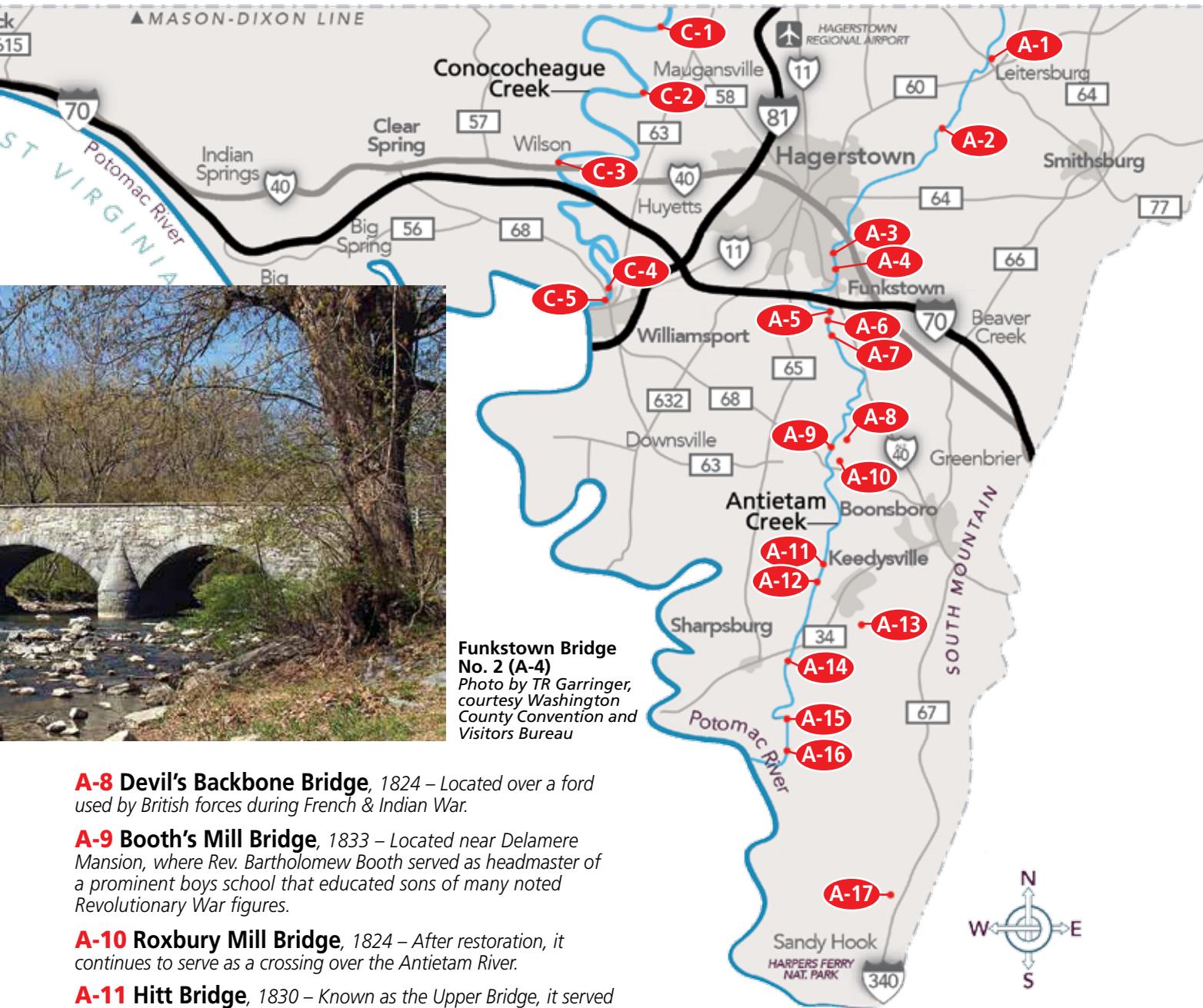
A-4 Funkstown Bridge No. 2, 1833 – Also still in use, with preservation efforts underway.

A-5 Claggett's Mill Race Bridge, 1841 – It echoes the arch and keystone style of C&O Canal structures.

A-6 Claggett's Mill Bridge, 1840 – Located near Valentia, the famous Claggett estate.

A-7 Rose's Mill Bridge, 1839 – Also known as Sharer's Mill. Located at former mill complex.

Burnside Bridge (A-14)
 Photo by TR Garringer, courtesy Washington County Convention and Visitors Bureau



Funkstown Bridge No. 2 (A-4)
 Photo by TR Garringer, courtesy Washington County Convention and Visitors Bureau

- A-8 Devil's Backbone Bridge**, 1824 – Located over a ford used by British forces during French & Indian War.
- A-9 Booth's Mill Bridge**, 1833 – Located near Delamere Mansion, where Rev. Bartholomew Booth served as headmaster of a prominent boys school that educated sons of many noted Revolutionary War figures.
- A-10 Roxbury Mill Bridge**, 1824 – After restoration, it continues to serve as a crossing over the Antietam River.
- A-11 Hitt Bridge**, 1830 – Known as the Upper Bridge, it served as a key route during the Battle of Antietam.
- A-12 Pry's Mill Bridge**, 1858 – A single lane crossing with unusual cutwaters.
- A-13 Felfoot Bridge**, 1854 – Located near a barn that served as a supply depot during the French & Indian War.
- A-14 Burnside Bridge**, 1834 – Among the most renowned stone arch bridges in North America. Earned fame in 1862, when a small force of Confederate forces held off Burnside's Army Corps for four hours.
- A-15 Antietam Ironworks Bridge**, 1832 – Once the site of the area's largest industrial complex.
- A-16 Antietam Aqueduct**, 1834 – Still in use, it features a stunning view across the Potomac River.
- A-17 Israel Creek Bridge**, 1875 – Built near the end of the stone bridge-building era, near a restored miller's home.



A road trip to visit these bridges is the best way to learn about these amazing structures. The Hagerstown and Washington County Convention and Visitors Bureau offer a map, available online at www.visithagerstown.com/files/Bridges-Wash-Co-Brochuref.pdf. For more information, go to www.visithagerstown.com or call 301-791-3246.