

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4530

Name: (BCL5210) HANOVER ST. OVER MIDDLE BRANCH OF PATAPSCO RIVER

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <u>C</u> <u>D</u> Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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

MHT No. B-4530

Name and SHA No. Hanover Street Bridge (No. EC 5210)

Location:

Street/Road Name and Number: Hanover Street over the Middle Branch of the Patapsco River

City/Town: Baltimore _____ vicinity

County: Baltimore _____

Ownership: State County x Municipal Other

This bridge projects over: Road Railway x Water Land

Is the bridge located within a designated district: yes x no

NR listed district NR determined eligible district

locally designated other

Name of District _____

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle Timber-and-Concrete

Stone Arch

Metal Truss Bridge

x Movable Bridge

Swing Bascule Single Leaf x 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:**

The Hanover Street Bridge carries Hanover Street over the Middle Branch of the Patapsco River at Baltimore's outer harbor in a roughly north-south direction. The north end of the bridge is located in an industrial area; the south end is located in Middle Branch Park.

Describe Superstructure and Substructure:

The Hanover Street Bridge is a concrete arch, double leaf bascule movable bridge. The concrete arches have open spandrels. The arch intrados are ribbed. There are 37 approach spans and one main span. The bridge is 2,290 feet long, with a clear roadway 60 feet wide. A five feet wide sidewalk lines each side of the bridge. The deck is steel open grid on the bascule span.

The bascule is a Rall rolling lift designed and patented by the Strobel Steel Construction Company of Chicago (Hool et al. 1943:17-18). A rolling lift bascule is one in which the center of rotation moves away from the opening as the span swings upward (Spero 1994:92). A plaque attached to the bridge attests to this information.

There are four identical neo-classical houses, one at each corner of the bascule span. Early bridge engineers encouraged the building of four identical houses, if there was room, in the interest of symmetry, and doubtless this was done on the Hanover Street bridge because of its great length. The houses are two stories above the road and two stories below, constructed of concrete. Colossal pilasters flank the doorways. Above the door are three rectangular windows. The two end windows contain six lights; the center contains nine. Windows on the second story, side elevations are also rectangular and contain nine lights. One story below the roadway on the outside elevation is a rectangular window. The second story below the roadway contains a door. The houses appear to be unaltered from the original.

There are three plaques attached to the bridge. The first gives the construction date of 1914-1917 and lists the members of the State Roads Commission. Henry G. Shirley is listed as Chief Engineer and John E. Greiner is listed as Consulting Engineer. The second plaque dates the rehabilitation of the bridge in 1971. The third dedicates the bridge to the Vietnam Veterans of Maryland and is dated May 30, 1993.

Discuss major alterations:

The north abutment slab is new. Arcades C and D suffered severe settlement of their foundations and were entirely replaced in 1990. The bascule span was rehabilitated and repainted in 1990 also. In 1992, there was a major rehabilitation of the machinery and the center opening gear and drive were replaced with an enclosed speed reducer.

History:

When Built: 1916/1970/1992

Why Built: *To redirect traffic away from the deteriorated Light Street Bridge.*

Who Built: *State Roads Commission*

Who Designed: *John E. Greiner under the direction of Henry G. Shirley, State Roads Commission*

Why Altered: *Rehabilitation of deteriorated parts.*

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

It does not appear that this bridge was part of an organized bridge-building campaign. The bridge was built to divert traffic from the deteriorated Light Street Bridge.

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?

Unknown.

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?

While its precise influence on the growth and development of this part of Baltimore at the time of its construction is not known with certainty, it is presumed that a wider crossing at this point, with a capability to handle increased traffic loads and speeds, would have had a positive impact on the economy of the area by facilitating the transport of goods and services.

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?

The area around the bridge is unlikely to be eligible for historic designation. However, if it were so designated, the bridge would certainly add to the historic and visual character of the possible district.

Is the bridge a significant example of its type?

The Hanover Street Bridge is significant under Criterion A for its role in the development of transportation in Maryland during the period of Industrial-Urban Dominance, when vehicular traffic took precedence over steamboats to transport local goods to market.

The bridge is significant under Criterion C in that it is the only movable bridge inventoried in this survey to have four identical neo-classical bridge tender's and operating machinery houses. That they are virtually unaltered is rarer still. At the time of its construction, it was the "largest piece of work yet undertaken by the State Roads Commission, and was the largest reinforced concrete bridge in the State, and one of the most difficult pieces of bridge engineering construction in the country" (Spero 1994:99).

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

The Hanover Street Bridge retains its integrity of location, design, setting, materials, and association. It retains its original plaque. The houses are unaltered. Replacement elements were done in-kind. There has been no disruption of the structural or visual impact of the bridge. The bridge is potentially eligible for listing in the National Register of Historic Places.

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

The Hanover Street Bridge is a significant example of the collaborative work of the State Roads Commission and the J. E. Greiner Company. The J. E. Greiner Company was established in 1908 by John Edwin Greiner, a prominent Baltimore engineer, who had previously designed railroad bridges for the Baltimore and Ohio Railroad. The Greiner Company designed many movable bridges in Maryland, and each bridge exhibits a different style and different decorative elements.

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

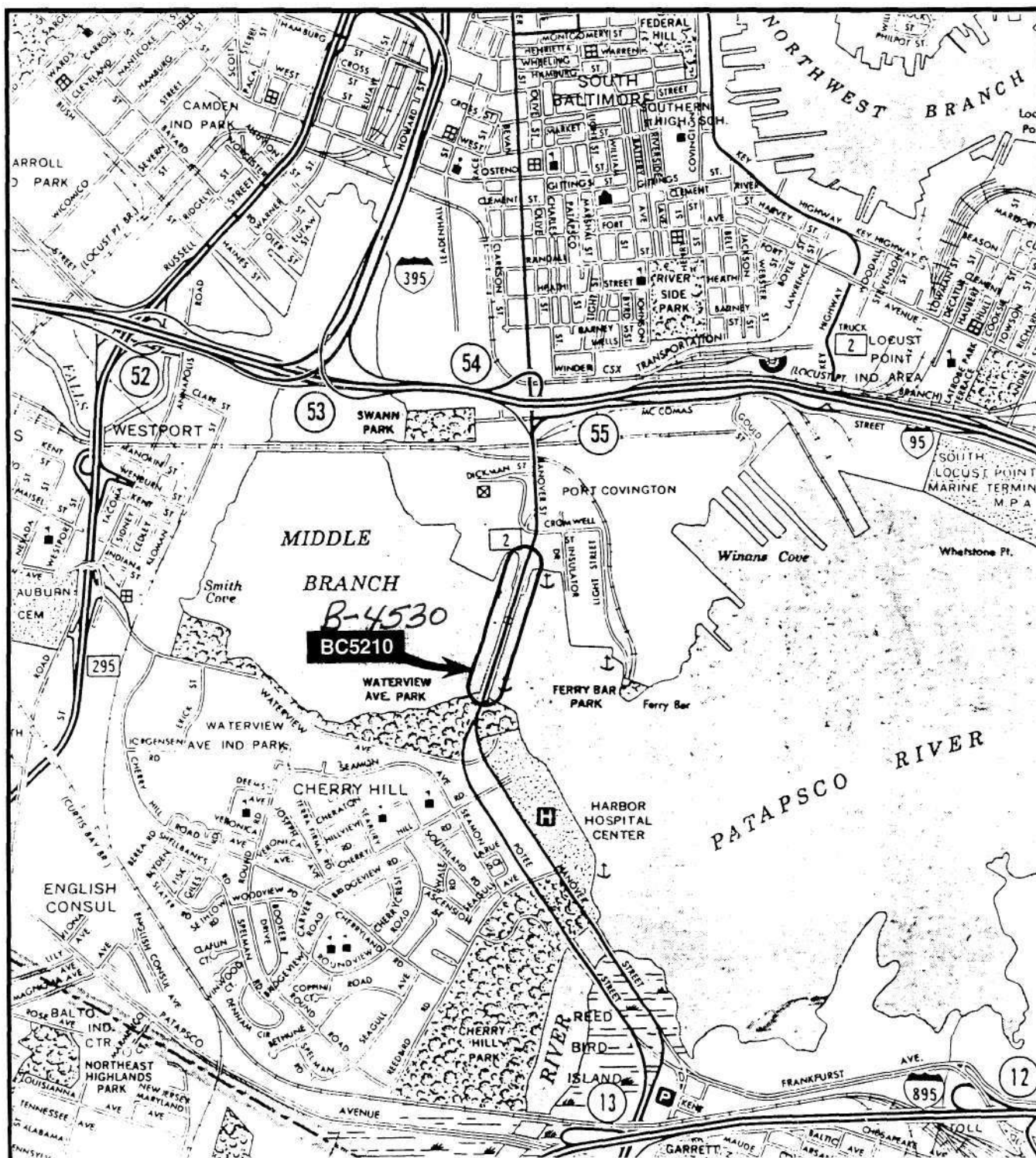
Further study of this bridge may provide answers to the question of its impact on the growth and development of the area of the city surrounding it.

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:	<u>Alice Crampton/Julie Abell</u>	Date:	<u>Dec. 16, 1994</u>
Organization:	<u>Parsons Engineering-Science</u>	Telephone:	<u>(703) 591-7575</u>
Address:	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		



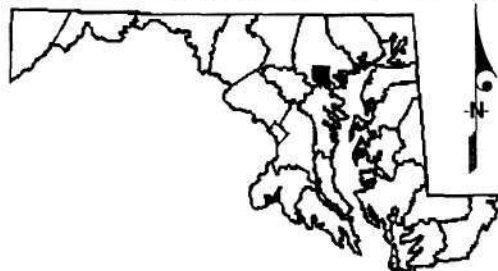
Baltimore City - Bridge Number BC5210

Hanover Street over Middle Branch Patapsco River

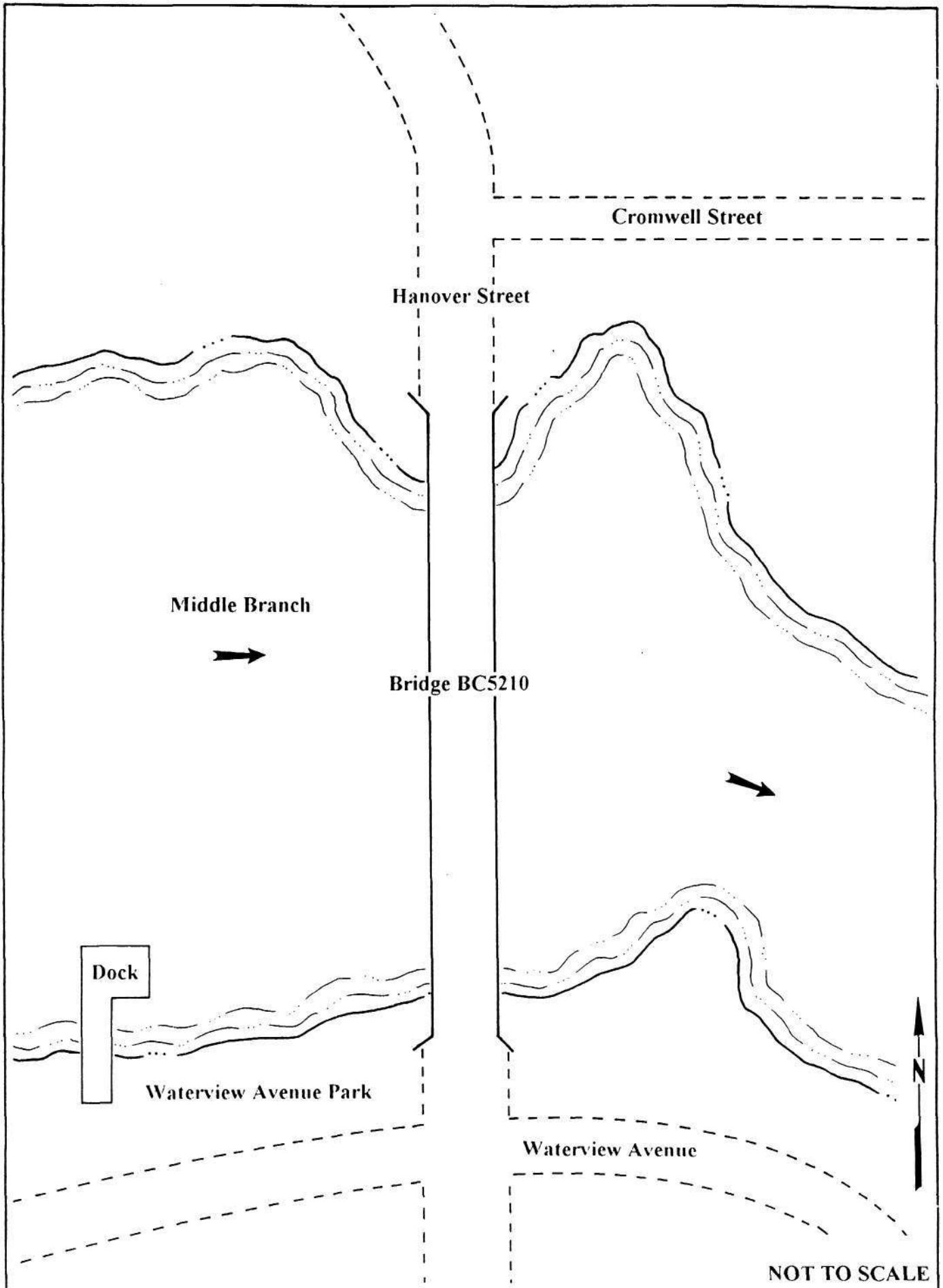
(Determined National Register eligible by Interagency Review Committee)

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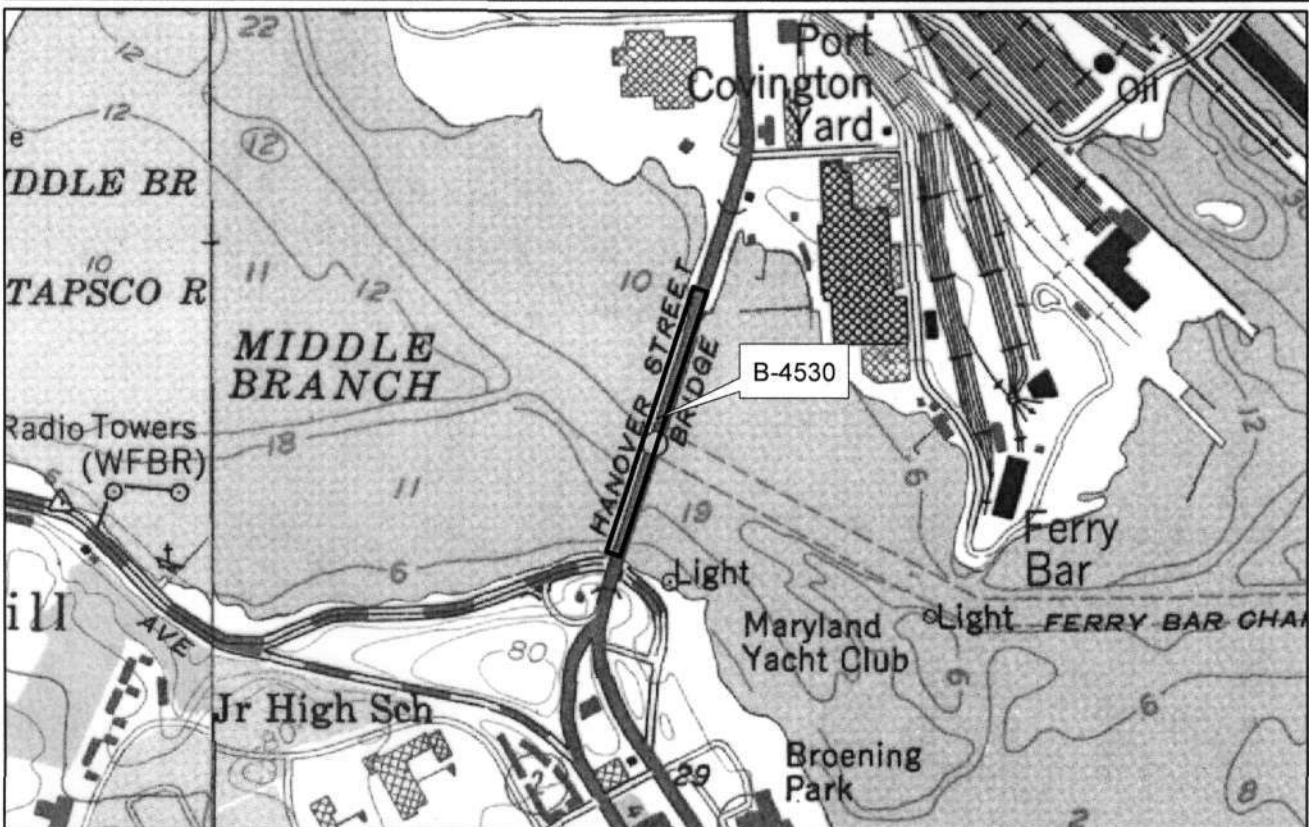
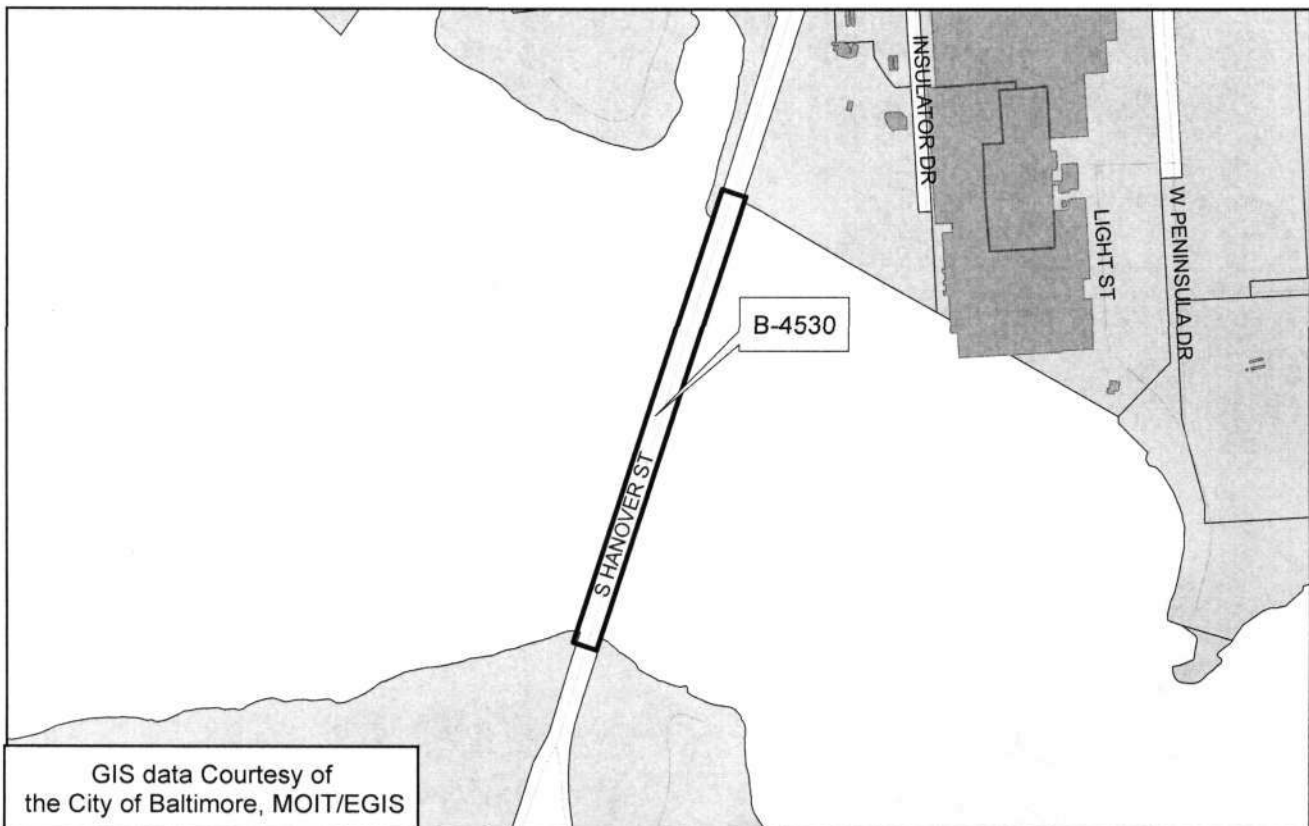
Scale 0 1000 2000 feet
0 0.5 kilometer



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Hanover Street Bridge (BC5210)
S. Hanover Street over Middle Branch/Patapsco River
Baltimore City
Baltimore East Quad





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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Northwest elevation

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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

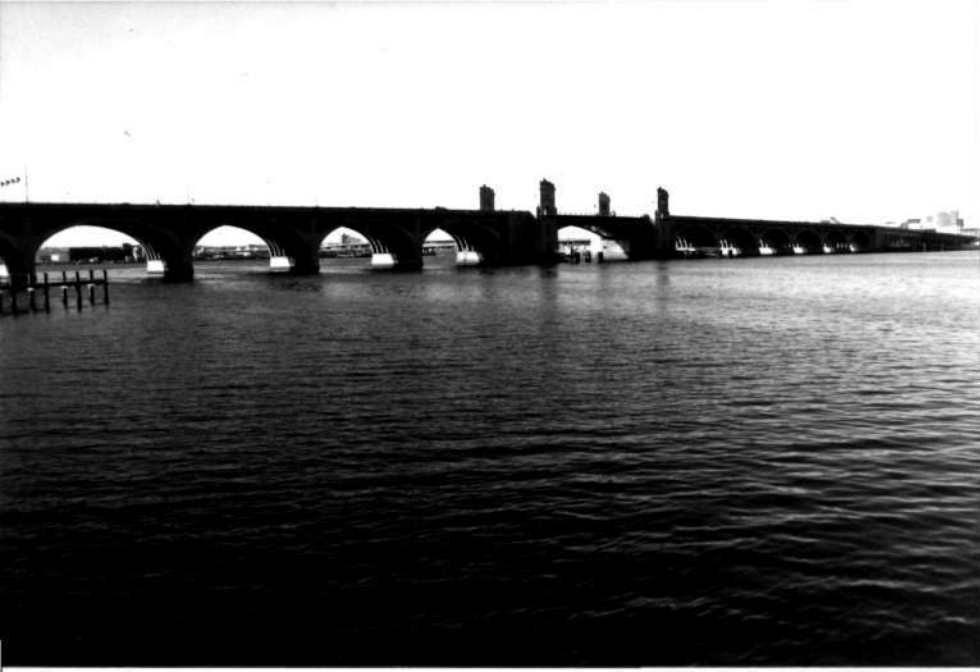
Julie Abell

12/94

Maryland State Highway Administration

Northwest elevation, detail

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Tanover Street Bridge (Bc5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Southeast elevation

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Hanover Street Bridge (BC5210)
Baltimore County, Maryland
Julie Abell

12/94

Maryland State Highway Administration
Southeast elevation, detail

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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

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Maryland State Highway Administration

Approach looking northeast

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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking southwest

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CITY OF FAIRHART
DEPARTMENT OF PUBLIC WORKS
UTILIZATION
OF THE
HANOVER STREET BRIDGE
THOMAS J. HAYLAND JR. MAYOR
1912

HANOVER STREET BRIDGE

BUILT 1914-1917

STATE ROADS COMMISSION

1914 - 1916

PHILLIPS E. GOLDSBOROUGH, GOVERNOR
OVINGTON E. WELLER, CHAIRMAN
W. B. MILLER - THOMAS PARRAN
J. F. SMITH - ANDREW RAMSEY
J. M. PERRY - W. L. MARCY, SECTY.

HENRY G. SHIRLEY, CHIEF ENGINEER
JOHN E. GREINER, CONSULTING ENGINEER

1916 - 1917

EMERSON C. HARRINGTON, GOVERNOR
FRANK H. ZOUCK, CHAIRMAN
O. CLINTON UHL
JOHN F. MUDD
C. H. WILSON, SECTY.

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Hanover Street Bridge (Bc5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

1917 plaque, 1971 plaque

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A black and white photograph of a stone bridge pier. A metal plaque is mounted on the pier, containing the following text: BASCULE SPAN, RAIL PATENTED TYPE, DESIGNED AND BUILT BY, STROBEL STEEL CONSTRUCTION CO, CHICAGO, ILL., 1910. The pier is made of rough-hewn stone blocks. In the background, a body of water and a distant shoreline are visible under a clear sky. A dark, cylindrical object, possibly a part of the bridge mechanism, is visible in the lower right foreground.

BASCULE SPAN
RAIL PATENTED TYPE
DESIGNED AND BUILT BY
STROBEL STEEL CONSTRUCTION CO
CHICAGO, ILL.
1910

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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

1916 plaque

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VIETNAM VETERANS MEMORIAL BRIDGE

THE VIETNAM VETERANS MEMORIAL BRIDGE
IS A REMINDER OF THE BRAVERY AND
SACRIFICE OF THE VIETNAM VETERANS
WHO SERVED IN THE VIETNAM WAR
AND THE SUPPORT OF THE VIETNAM
VETERANS ASSOCIATION

B-4530

Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

1993 plaque

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Hanover Street Bridge (BC5210)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Bascule span, roadway detail

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B-4530

Hanover Street Bridge (BC 5210)

Baltimore County, Maryland

Julie Abe 11

12/94

Maryland State Highway Administration

Bridge tender's house

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