

Maryland Historical Trust

Maryland Inventory of Historic Properties number: 5-6-1

Name: BLACKS MOUNTAIN

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 bridge received the following determination of eligibility.

| MARYLAND HISTORICAL TRUST | |
|---|--|
| Eligibility Recommended <input checked="" type="checkbox"/> | Eligibility Not Recommended <input type="checkbox"/> |
| Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D | Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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> |

[Handwritten signature]

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge F4-01 carries Blacks Mill Road over Hunting Creek in the vicinity of Thurmont, Frederick County. Blacks Mill Road runs generally in an east-west direction in the area while Hunting Creek flows north-south. The bridge is situated in a rural area. The area is undeveloped with farmland around the bridge.

Describe Superstructure and Substructure:

Bridge F4-01, constructed in 1914, is a single-span, Pratt pony truss measuring 21.1 meters (69.33 feet) in total length. It has four panels with diagonal endposts. The top chord is a built-up section of two steel channels and a cover plate connected by pins. The bottom chord consists of pinned eyebars. The floor system has three steel stringers and steel floorbeams. All verticals are steel channels with lattice bars, and the diagonals are eyebars. The connections are pinned. The width of the roadway is 3.9 meters (12.75 feet), and the distance between the centerline of the trusses is 4.7 meters (15.42 feet). There is no sidewalk on the bridge and the truss members are protected by a steel angle railing. The bridge is aligned 90° to the streambed. The structure is posted for 9.5 tonnes (10.5 tons) single unit, 13.2 tonnes (14.5 tons) combination unit, and has a sufficiency rating of 46.2. The abutments are concrete, with flared concrete wing walls.

Discuss Major Alterations:

The entire bridge was dismantled, cleaned, repaired, and reassembled in 1995. The existing steel angle railing was added at that time. Inspection reports from 1995, after the bridge was rehabilitated, detail that the bridge is in good condition with minimal corrosion of truss members and moderate spalling of the concrete abutments. The report recommends painting the steel angle railing.

HISTORY:

WHEN was the bridge built 1914

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify): _____

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was dismantled, cleaned, repaired, and reassembled in 1995 to ensure its structural integrity and extend the life of the bridge.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

- A - Events _____
- B- Person _____
- C- Engineering/architectural character X

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of a metal truss bridge. The structure has a high degree of integrity and retains such character-defining elements of the type as the original truss members (top and bottom chords, some verticals, some diagonal eyebars), abutments and wing walls.

Was the bridge constructed in response to significant events in Maryland or local history?

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes rivetted. By 1920, the truss type exhibited more heavily configured members and rivetted connections.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in

the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies in the region that built truss bridges in Maryland between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century. Frederick County erected numerous truss spans during that time. Records indicate that in the early twentieth century the York Bridge Company built a number of metal trusses there, primarily Pratt but also Warren and Parker trusses. In the same county, King Iron Bridge Manufacturing Company erected several bowstring pony truss bridges.

The Blacks Mill Road Bridge is a Pratt truss. The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

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/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a truss bridge, possessing a high degree of integrity.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original truss members (top and bottom chords, some verticals, some diagonal eyebars), abutments and wing walls.

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

It is not known if the bridge is a significant example of the work of a manufacturer, designer, and/or engineer. No plaque on the structure indicates the construction date or manufacturer. The bridge is similar to others built during the early twentieth century by the York Bridge Company.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files

Other (list):

P.A.C. Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration.

SURVEYOR:

Date bridge recorded July 1997

Name of surveyor Caroline Hall/Ryan McKay

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

F-6-1

BLACKS MILL ROAD BRIDGE
Creagerstown
Public

1914

The Blacks Mill Road Bridge is a large single span iron through truss bridge which spans Hunting Creek. The bridge is set on coursed random stone abutments and is sixteen feet wide and seventy feet in length with pinned connections.

Blacks Mill Road Bridge is one of many bridges in Frederick County built by the York Bridge Company of York, Pennsylvania in the early years of the twentieth century.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Blacks Mill Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER Blacks Mill Road Over Hunting Creek

CITY, TOWN Lewistown

VICINITY OF

CONGRESSIONAL DISTRICT
E.D. 4

STATE Frederick Maryland

COUNTY

3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|--|---|--|--|
| <input type="checkbox"/> DISTRICT | <input checked="" type="checkbox"/> PUBLIC | <input type="checkbox"/> OCCUPIED | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> MUSEUM |
| <input type="checkbox"/> BUILDING(S) | <input type="checkbox"/> PRIVATE | <input type="checkbox"/> UNOCCUPIED | <input 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 type="checkbox"/> SITE | PUBLIC ACQUISITION | ACCESSIBLE | <input type="checkbox"/> ENTERTAINMENT | <input type="checkbox"/> RELIGIOUS |
| <input type="checkbox"/> OBJECT | <input type="checkbox"/> IN PROCESS | <input checked="" type="checkbox"/> YES, RESTRICTED | <input type="checkbox"/> GOVERNMENT | <input type="checkbox"/> SCIENTIFIC |
| | <input type="checkbox"/> BEING CONSIDERED | <input type="checkbox"/> YES, UNRESTRICTED | <input type="checkbox"/> INDUSTRIAL | <input checked="" type="checkbox"/> TRANSPORTATION |
| | | <input type="checkbox"/> NO | <input type="checkbox"/> MILITARY | <input type="checkbox"/> OTHER |

4 OWNER OF PROPERTY

NAME Frederick County Roads Department

Telephone #:

STREET & NUMBER Montevue Lane

CITY, TOWN Frederick

VICINITY OF

STATE, zip code
MD 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC.

Liber #:
Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

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"/> UNEXPOSED |

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Blacks Mill Road Bridge is a large single span iron thru truss bridge of Pratt design which spans Hunting Creek on Blacks Mill Road, northeast of Lewistown, Maryland.

The single lane bridge which is set upon coursed random stone abutments is 16 feet wide and 70 feet in length with seven original stringers. The original wood plank has been replaced; joints are secured with pinned connections. A name plate on the northeast hipped end post states "Built 1914, York Bridge Co."

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER | |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input type="checkbox"/> TRANSPORTATION | |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) | |
| | | <input type="checkbox"/> INVENTION | | | |

SPECIFIC DATES 1914 BUILDER/ARCHITECT York Bridge Company

STATEMENT OF SIGNIFICANCE

Iron truss bridges were the most popular form of bridge construction in Frederick County, Maryland between the 1870's and the 1930's. The Blacks Mill Road Bridge is an example of a twentieth century bridge built by the York Bridge Company of York, Pa., a company which built at least a dozen bridges for the county in the early part of the 1900's.

According to Polk's York City Directory, the York Bridge Company was most active between the years 1902 and 1917 advertising as "Bridge builders, iron and steel structural work, etc.," By 1917, the company had changed its name to the York Bridge & Construction Co.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Polk's York City Directory 1900-1917

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Cherilyn Widell, Site Analyst

8/77

ORGANIZATION

Frederick County Office of Historic Preservation

DATE

301-663-8300 exr 266

STREET & NUMBER

Winchester Hall East Church Street

TELEPHONE

CITY OR TOWN

Frederick

STATE

Maryland 21701

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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438