

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-896

Name: NEW BRIDGE RD. OVER OCTOBERO CREEK

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>

*DMR*

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. CE-896

SHA Bridge No. CE-007 Bridge name New Bridge Road (Iron Bridge at New Bridge) over  
Octoraro Creek

**LOCATION:**

Street/Road name and number [facility carried] New Bridge Road

City/town New Bridge Vicinity X

County Cecil

This bridge projects over: Road      Railway      Water X Land     

Ownership: State      County X Municipal      Other     

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes      No X  
National Register-listed district      National Register-determined-eligible district       
Locally-designated district      Other     

Name of district     

**BRIDGE TYPE:**

Timber Bridge     :  
Beam Bridge      Truss -Covered      Trestle      Timber-And-Concrete     

Stone Arch Bridge     

Metal Truss Bridge X

Movable Bridge     :  
Swing      Bascule Single Leaf      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:**

Bridge CE-007 carries New Bridge Road over Octoraro Creek near the town of New Bridge. New Bridge Road runs generally in an east-west direction in the area while Octoraro Creek flows to the south. There are residential buildings on either side of the bridge.

**Describe Superstructure and Substructure:**

Bridge CE-007 is a single-span Pratt through truss measuring approximately 100' in total length. It has seven panels with diagonal endposts. The top chord is a built-up section of back to back channels connected by plates. The bottom chord consists of two parallel flat bars, and bottom chord bracing is flat bar in an X arrangement between floorbeams. The floor system has I-section stringers and floorbeams. All verticals are rolled I sections. The diagonal members are eye-bars. Connections are both riveted and pinned. It is a single lane bridge with an open steel grid deck. There is a sidewalk on the downstream side of the bridge. The truss members and sidewalk are protected by a modern W shape guiderail. The abutments are stone with varying degree wingwalls.

**Discuss Major Alterations:**

The sidewalk on the downstream side of bridge was added in 1950. The guiderail was installed in 1970. Repairs were made to the end of the east downstream wingwall in 1994 to retain the soil behind the wall.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** c.1890

**This date is:** Actual \_\_\_\_\_ Estimated \_\_\_\_\_  
**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_  
**Other (specify)** State inventory form

**WHY was bridge built?** To provide a reliable crossing of the road over Octoraro Creek, to meet local transportation needs. Was also built as part of county metal truss bridge building campaign.

**WHO was the designer** Charles H. Latrobe

**WHO was the builder** \_\_\_\_\_

**WHY was bridge altered?** [check N/A \_\_\_\_\_ if not applicable] Safety/structural concerns \_\_\_\_\_

**Was bridge built as part of organized bridge-building campaign?** Yes X No \_\_\_\_\_  
 Charles H. Latrobe was commissioned in the mid-1880s by the Cecil County commissioners to prepare specifications for the superstructures and substructures of at least three metal truss bridges in the county--this bridge and bridges CE-002 and 7057 (Porters Bridge/Richardsmere Bridge).

**SURVEYOR/HISTORIAN ANALYSIS:**

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

A - Events X B- Person \_\_\_\_\_  
 C - Engineering/architectural character X

**Was bridge constructed in response to significant events in Maryland or local history?** No \_\_\_\_\_ Yes X  
**If yes, what event?**

This bridge was one of a large number of metal truss bridges erected in Maryland in the late nineteenth and early twentieth centuries. These bridges, which were stronger and more reliable than the majority of their predecessors, were part of a major advance in bridge technology in Maryland and throughout the

nation in the third quarter of the nineteenth century. The bridge was also part of a small metal-truss road building campaign in the 1880s on the part of the Cecil County commissioners.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?** No ☐ Yes ☒

Because of their solidity, metal truss bridges such as the Iron Bridge at New Bridge provided reliable crossings, largely free from the dangers of floods and other disasters that regularly destroyed many of their predecessors. By assuring travelers that New Bridge Road could be safely and reliably passed throughout the year, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along the road and other thoroughfares that fed into it. Though their impacts were quite localized, bridges such as this, taken *en masse*, were an important factor in the development of rural areas throughout the state. In particular, this bridge, when first erected, is said to have given the local community of New Bridge its name and to have been a great source of local pride.

**Is the bridge located in an area which may be eligible for historic designation?** No ☐ Yes ☒  
**Would the bridge add to ☒ or detract from ☐ historic & visual character of the possible district?**

The bridge may be part of a small turn-of-the-century historic district, along with a few other resources, in the tiny community of New Bridge. The community developed under the influence of the no-longer-extant Sun Paper Mill, but is said to have received its name from the "new bridge." The district might include the bridge, the J.S. Ray store and residence (MHT #CE-897), and two modest frame houses (MHT #CE-898 and MHT #CE-899).

**Is the bridge a significant example of its type?** No ☐ Yes ☒

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth- and early-twentieth-century predecessors.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built about 1890, it falls within the period 1860-1900. During this era,

steel began to completely replace iron, and the metal truss became popular at highways as well as railroads. Bridges erected during this period were characterized by relatively delicate members.

**Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?** No ☐ Yes ☒ If no, why? \_\_\_\_\_

**Is bridge a significant example of work of manufacturer, designer and/or engineer?** No ☐ Yes ☒

In the mid and late nineteenth century, numerous companies were organized around the country that designed, fabricated, and erected metal truss bridges. One of the first such companies to be established in Maryland was Smith, Latrobe and Company, which was organized in 1866 by Charles Shaler Smith, Benjamin H. Latrobe, and C.H. Latrobe. Reorganized as the Baltimore Bridge Company in 1869 and active until its dissolution in 1880, it constructed many major bridges, including spans across the Mississippi, Missouri, and Kentucky rivers. From the company's dissolution into the 1890s, Charles H. Latrobe (1883-1902) continued to be active designing bridges in Maryland. He is believed to have designed at least three bridges erected in Cecil County--CE-002 (c.1885), CE-007 (c.1890), and 7057 (Porters Bridge/Richardsmere Bridge - c.1885). He also designed three landmark metal arch bridges in Baltimore--Calvert Street, St. Paul, and Cedar Avenue--between 1878 and 1890.

**Should bridge be given further study before significance analysis is made?** No ☒ Yes ☐

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

#### **BIBLIOGRAPHY:**

Bridge inspection reports and files of the Cecil County engineer's office.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

State inventory form CE-896

#### **SURVEYOR/SURVEY INFORMATION:**

**Date bridge recorded** 2/13/95

**Name of surveyor** Matt Hurley/Marvin Brown

**Organization/Address** GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

**Phone number** 410-561-0100

**FAX number** 410-561-1150



CE-896

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARY LAND SHPO~~ S MA

BRIDGE NO CE 007

LOOKING DOWNSTREAM

1 OF 5





CE-896

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO S MA

BRIDGE NO CE 007

LOOKING UPSTREAM

2 OF 5



CE-896

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO~~ SNA

BRIDGE NO CE007

LOOKING WEST

3 of 5



WEIGHT LIMIT  
SINGLE UNIT  
4000 LBS. OR  
COMBINATION OF  
4000 LBS. OR

CE-896

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SHPO SHA

BRIDGE NO CE007

LOOKING EAST

4 OF 5



CE-896

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

MARYLAND SHAPO SHA

BRIDGE NO CE 007

UPSTREAM FLOORBEAM CONN.

5 OF 5

New Bridge  
Private

CE-896, CE-897, CE-898, CE-899

A small grouping of late 19th Century residential structures stand near the northern most Maryland crossing of the Octoraro Creek at New Bridge. The small community developed under the influence of the once active Sun Paper Mill along the east side of the Octoraro. A sturdy iron Pratt through-truss span (CE-896) replaced its predecessor in the late 19th Century under the direction Charles H. Latrobe. The commission and construction of the bridge were completed during the term of County Commissioners, William Potter, Wilson Pierson, and Elis Sentman. Local oral tradition links the crossings name of "New Bridge" with the completion of the new span. The J. S. Ray store and residence (CE-897) is a typical two story three bay frame house with a commercial bay attached to the west gable end. Other structures in the immediate area are modest two story two or three bay frame houses. (CE-898, 899)



## MARYLAND HISTORICAL TRUST

CE-896

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

File 878

**1 NAME**

HISTORIC

Iron Bridge at New Bridge

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

New Bridge Road at the crossing of the Octagon

CITY, TOWN

On New Bridge

VICINITY OF

STATE

Maryland

CONGRESSIONAL DISTRICT

COUNTY

Cecil

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER**4 OWNER OF PROPERTY**

NAME

Cecil County Commissioners

Telephone #:

STREET &amp; NUMBER

40 Cecil County Board of Public Works

CITY, TOWN

Cecil County Courthouse

VICINITY OF

ELKTON, MD.

STATE, zip code

21921

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

STREET &amp; NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION****CONDITION**☐ EXCELLENT☒ GOOD☐ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☐ UNALTERED☒ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED DATE \_\_\_\_\_

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

The Iron Bridge at New Bridge according to local residents is the reason for the community's name. After having been installed around the turn of the century people used to say "come and see the new bridge". The name stuck to the general area and is referred to in that way today. This cast iron bridge c. 1890 is identical to others found along the Octorara. The bridge is a single span Pratt through truss. The span is approximately 40' across. The bridge retains one complete plack with the commissioners names at time of installation - William S. Potter, Pres., Wilson D. Pierson, and Elis Sentman. A partial plack remains with the maker's name: Chas. H. Latrobe.

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CONTINUE ON SEPARATE SHEET IF NECESSARY

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 checked="" 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The iron truss bridge at New Bridge, which occasionally experiences traffic, is an important visual element to this rural 19th century community. The bridge not only reflects the small town's 19th century character, it also stands as the reason for the communities existence, a crossing on the Octorara Creek.

Charles H. Latrobe was commissioned by the county officers in 1883 to prepare specifications and superintend the construction or repair of the substructures and superstructures of a number of iron bridges in Cecil County. (Cecil County Commissioners Minute Book, August 6, 1884 p. 442).

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

**VERBAL BOUNDARY DESCRIPTION**

The property is located on the east side of the Cecil County Courthouse, between the Cecil County Courthouse and the Cecil County Jail. The property is bounded on the north by the Cecil County Courthouse, on the south by the Cecil County Jail, on the east by the Cecil County Jail, and on the west by the Cecil County Courthouse.

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

STATE: \_\_\_\_\_ COUNTY: \_\_\_\_\_  
 STATE: \_\_\_\_\_ COUNTY: \_\_\_\_\_  
 STATE: \_\_\_\_\_ COUNTY: \_\_\_\_\_

**11 FORM PREPARED BY**

NAME / TITLE

Paul B. Touart Historic Sites Surveyor

ORGANIZATION

Cecil County Committee

DATE

2/8/79

STREET &amp; NUMBER

Cecil County Courthouse

TELEPHONE

398-7568

CITY OR TOWN

Elkton

STATE

Maryland

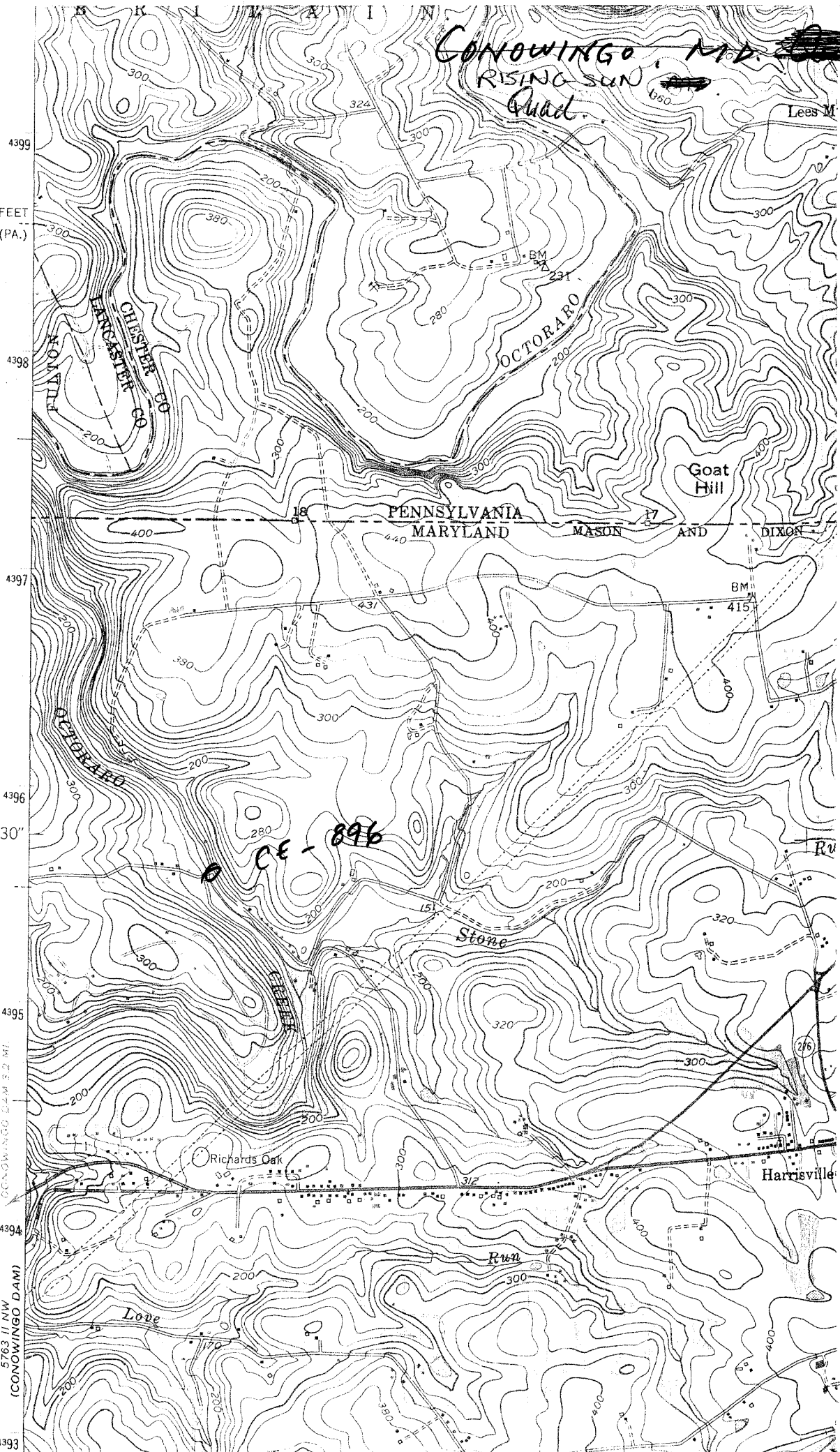
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

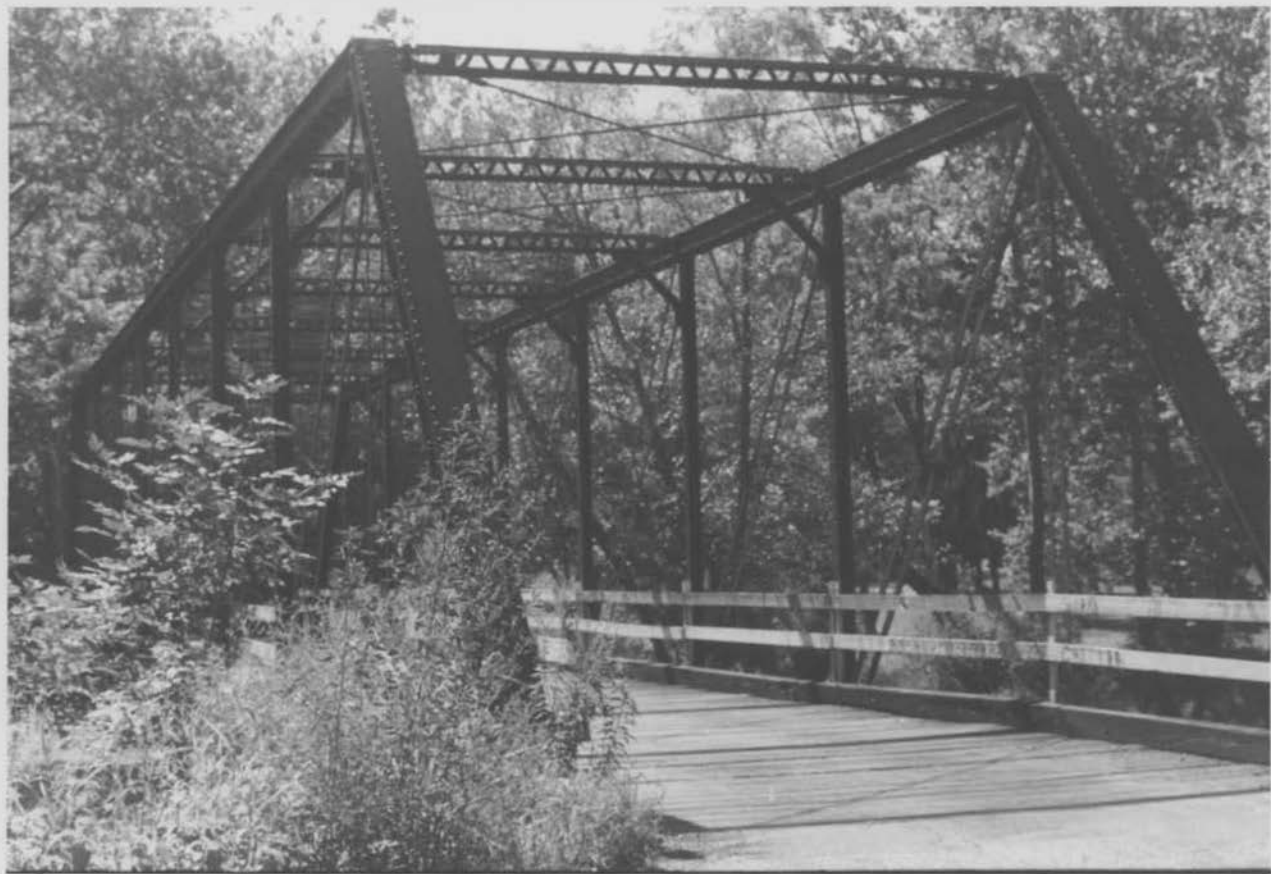
RETURN TO: Maryland Historical Trust  
 The Shaw House, 21 State Circle  
 Annapolis, Maryland 21401  
 (301) 267-1438

CONOWINGO, MD. ~~200~~  
RISING SUN  
Quad.

150 000 FEET  
(PA.)



BEL AIR 10 MI.  
CONOWINGO DAM 3.2 MI.  
5763 (NW  
(CONOWINGO DAM)



NEW BRIDGE IRON ROAD BRIDGE CE-896

WEST ELEVATION

NEW BRIDGE, MD.

6/78

PJT

WILLIAM S. POTTER  
PRES.  
WILSON D. PIERSON  
ELI S. SENTMAN  
COMMISSIONERS



NEW BRIDGE IRON ROAD BRIDGE CE- 896

COMMISSIONER PLATE

EAST MAIN SUPPORT

4/78

PBT