Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-~~355~~-336

Name: Nottis Mill Bridge

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 ___X___ Eligibility Not Recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES MHT No. HA-335-336
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. H-160 **Bridge name** Noble's Mill Bridge

LOCATION:
Street/Road name and number [facility carried] Noble's Mill Road over Deer Creek

City/town Trappe **Vicinity** x

County Harford

This bridge projects over: Road____ **Railway**_____ **Water** x **Land** ____

Ownership: State _____ **County** x **Municipal** ____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes x **No** __
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district Noble's Mill Historic 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 _____ **Retractile**_____ **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** _____

HA-336

DESCRIPTION:
Setting: Urban _____ **Small town** _____ **Rural** x

Describe Setting:
Bridge H-160 carries Nobles Mill Road over Deer Creek approximately 1-1/4 mile east of the town of Trappe. Nobles Mill Road runs generally in a northwest/southeast direction in the area while Deer Creek flows to the southwest. The bridge is situated in a wooded valley. The area is relatively undeveloped with the stone mill and one other house to the east and south, and a modern house to the north of the bridge.

Describe Superstructure and Substructure:
Bridge H-160 is a single span, through Pratt truss measuring 148.33 feet in total length. It has 10 panels of 14'-10". The top chord is a built-up section of two channels with coverplate and lacing bars. The bottom chord consists of paired rectilinear eyebars. The floor system has metal I-beam stringers and metal I-beam floorbeams with a wooden deck. The verticals consist of channels connected by lacing; diagonals comprise two rectilinear eyebars and the counters are paired cylindrical eyebars. All connections are pinned. There is no sidewalk on the bridge and the truss members are protected by guardrails consisting of angles. The bridge has a 90 degree alignment to the streambed. The abutments are masonry with some facing of concrete with masonry wingwalls. There are no plaques on the bridge.

Discuss Major Alterations:
There is no record in county inspection reports of bridge rehabilitation. Other County records are not available with the specifics of work done on this bridge. Members appear to be intact.

HISTORY:
WHEN was the bridge built 1883
This date is: Actual X **Estimated** _____
Source of date: Plaque x **Design plans** ___ **County bridge files/inspection form** ____
Other (specify): Plaque no longer in place, only photographs exist.

WHY was the bridge built?
The bridge was built to accommodate the need for transporting goods to and from Noble's Mill.

WHO was the designer?
Wrought Iron Bridge Company of Canton, Ohio.

WHO was the builder?
The bridge was built by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond and incorporated in 1871, the company was amongst the nation's pioneers and leaders in wrought iron bridge building.

As an apparent marketing gesture, the company published its 'Book of Designs' in 1874. The book serves dually as an in-depth study into the engineering art of wrought iron bridge building as well as being a detailed brochure of the firm's expertise in the field. Beginning with a history of iron bridge building in Europe an America followed by a segment on the merits of wrought iron bridge building, the book concludes with a company portfolio complete with plans of their numerous offerings.

Like so many of the early bridge builders, the Wrought Iron Bridge Company was eventually bought by the American Bridge Company. In 1901, the American Bridge Company was purchased by and became a subsidiary of United States Steel, presently known as USX. Purchased by Mr. Brock Rowley, the American Bridge Company was reformed in early 1987 and presently operated independently with headquarters in Pittsburgh, Pennsylvania.

WHY was the bridge altered?
Alterations are not recorded.

Was this bridge built as part of an organized bridge-building campaign?
Bridge H-160 was not 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 x **B- Person** _____
C- Engineering/architectural character x

The bridge also contributes to the Noble's Mill Historic District.

Was the bridge constructed in response to significant events in Maryland or local history?
The deeds record the presence of a mill on the property as early as 1844, when there was such a plant operating as a saw and Clover Mill. It was originally called Smith's Mill. The earliest reference to the property was in 1790, when Priscilla Gover left a portion of land to Rober Gover, who owned it for over thirty years and established what was referred to in subsequent deeds as Gover's Mill. The existing mill was said to have been constructed in 1854 by Gerrard Gover, although Priscilla Gover was the owner at that time. The mill was acquired by Benjamin Noble, an Englishman who had worked for Gover in 1869. It was soon after converted for grist milling, using an undershot wheel. Taking advantage of swift flowing Deer Creek, which allowed the mill to operate at forty horsepower, the facility was capable of producing forty barrels of flour per day. The 1878 Martenet Map shows a small settlement: Benjamin Noble's House, Gover's gristmill, a blacksmith shop, a sawmill, and several Gover houses. The mill was converted to rollers in 1888. In 1894, Benjamin's son William Noble inherited the Mill. The younger Noble worked the mill until 1941, when it was briefly operated by several others until 1950.

It is not known if a prior bridge crossed the creek at this location. The 1883 bridge could have been built to accommodate the need for transporting goods to and from the mill.

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 that built truss bridges in the state 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.

Harford County Trends

Nine extant metal truss bridges were identified in Harford County as a result of SHA's 1994-1995 historic bridge survey:

H-1, single span Pratt through truss built in 1884
H-54, single span Pratt truss built c. 1889-1897
H-53, single span Pratt pony truss built c. 1885-1900
H-58, single span Pratt through truss built in 1886
H-94, single span Pratt through truss built c. 1885-1900
H-160, single span Pratt through truss built in 1883
12016, single span Pratt truss built in 1934
12033, single span Warren pony truss built c. 1930
12052, 2 Pratt spans built in 1927

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?

The original construction of the bridge probably helped the Mill to remain competitive. The area has remained rural since the late nineteenth century.

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 area is an eligible historic district.

HA-336

Is the bridge a significant example of its type?
The bridge is a significant wrought iron through truss.

Does the bridge retain integrity of important elements described in Context Addendum?
The bridge retains integrity of most of its character defining elements as well as integrity of location, design, setting, materials, workmanship, feeling and association.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
The bridge is an excellent, representative example of a wrought iron bridge built by the Wrought Iron Bridge Company.

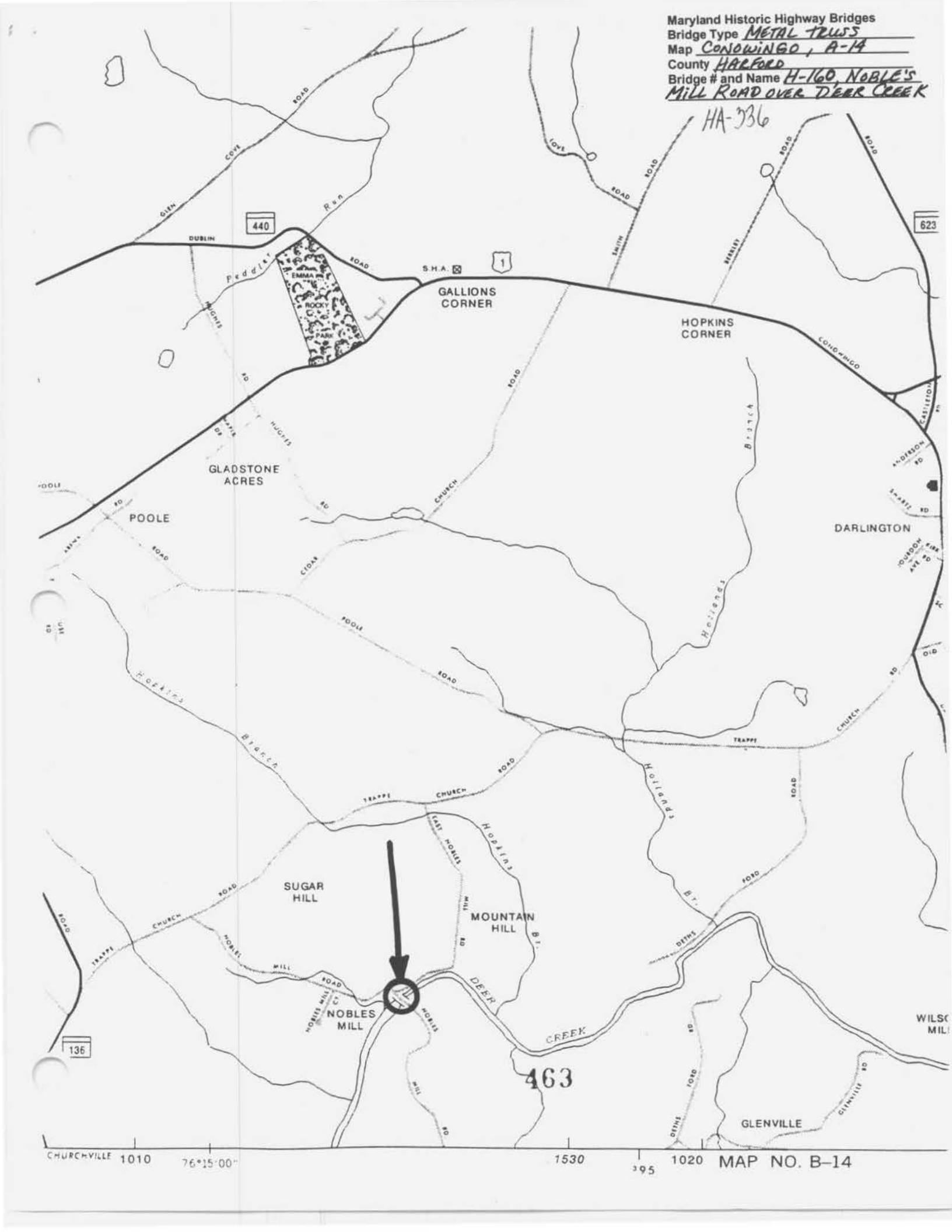
Should the bridge be given further study before an evaluation of its significance is made?
Bridge H-160 is listed in the Maryland Historical Trust's Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:
County inspection/bridge files x **SHA inspection/bridge files** ___
Other (list):
County survey files of the Maryland Historical Trust.

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 January 1996

Name of surveyor Paula Spero/Colin Farr
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


Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map CONOWINGO, A-14
County HARFORD
Bridge # and Name H-160, NOBLE'S MILL ROAD OVER DEER CREEK
HA-336
440
623
1
136
DUBLIN
GLEN COVE ROAD
RUN
PEDDLER'S ROAD
EMMA ROCKY PARK
S.H.A.
GALLIONS CORNER
HOPKINS CORNER
LOVE ROAD
SMITH ROAD
BERKLEY ROAD
CONOWINGO ROAD
CASSILEON RD
ANDERSON RD
SHARTZ RD
DARLINGTON
GLADSTONE ACRES
HUGHES RD
CHURCH ROAD
POOLE
POOLE ROAD
CEDAR
HOPKINS BRANCH
HOLLANDS BRANCH
TRAPPE CHURCH ROAD
EAST NOBLES MILL ROAD
SUGAR HILL
MOUNTAIN HILL
NOBLES MILL ROAD
NOBLES MILL CT
DEER CREEK
WILSON MILL
DITHS FORD
GLENVILLE
463
CHURCHVILLE 1010
76°15'00"
1530
395
1020
MAP NO. B-14

HISTORIC SOUTH APPROACH 11

1) HA-336
2) Noblestill Bridge
3) Hereford
4) Colin Farr
5) Jan. 1996
6) P.A.C. Spero & Company, Towson, MD 21204
7) Nobles Mill Bridge, South approach.

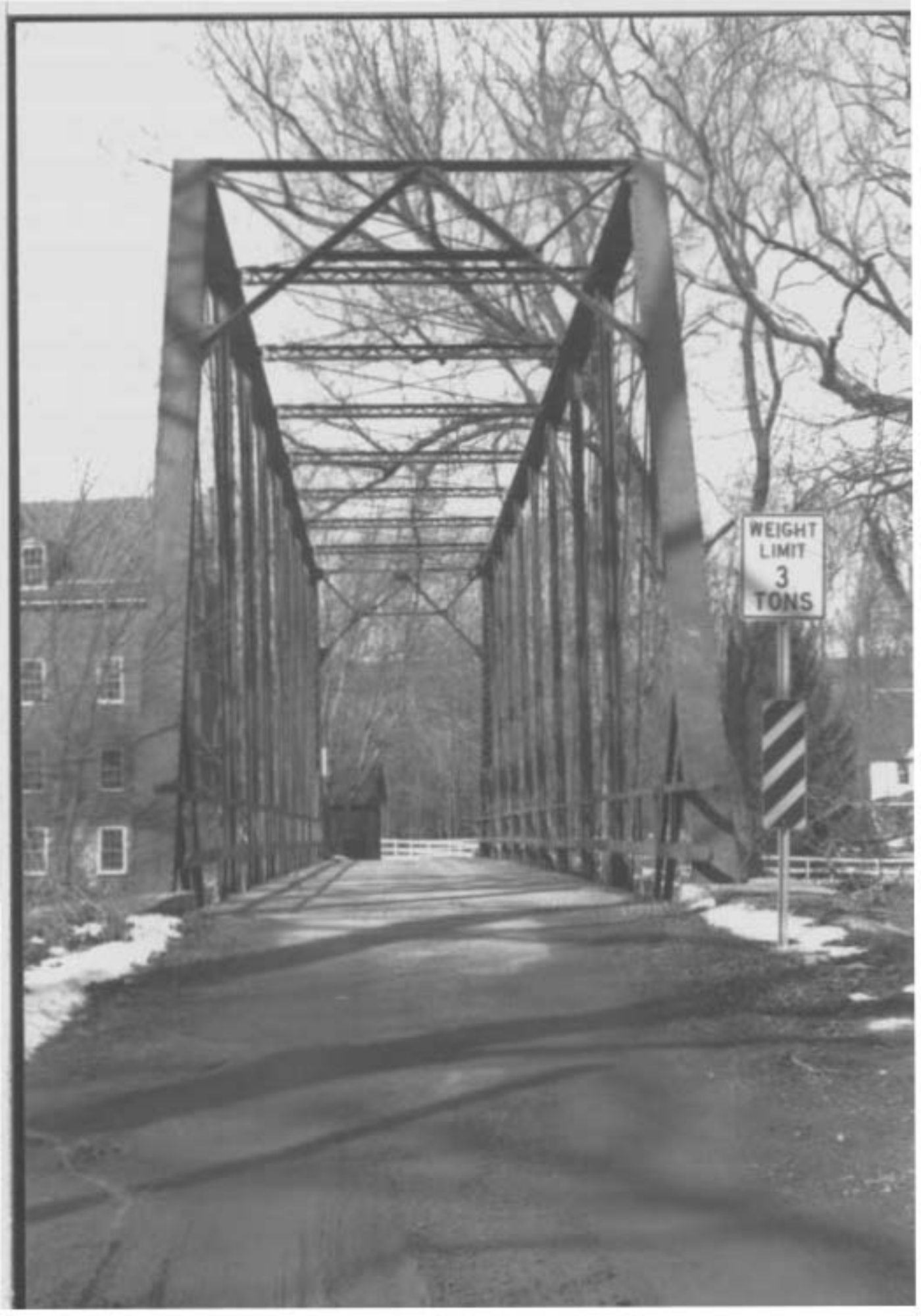
8) 1 of 12

HAER NORTH APPROACH 20

1) HA 336
2) Noblestown Bridge
3) Harford
4) Colin Fant
5) Jan 1996
6) PAC Spero & Company, Dawson, MD 21034
7) Noblestown Mill bridge, north approach
2 of 12

H160 EAST ELEVATION

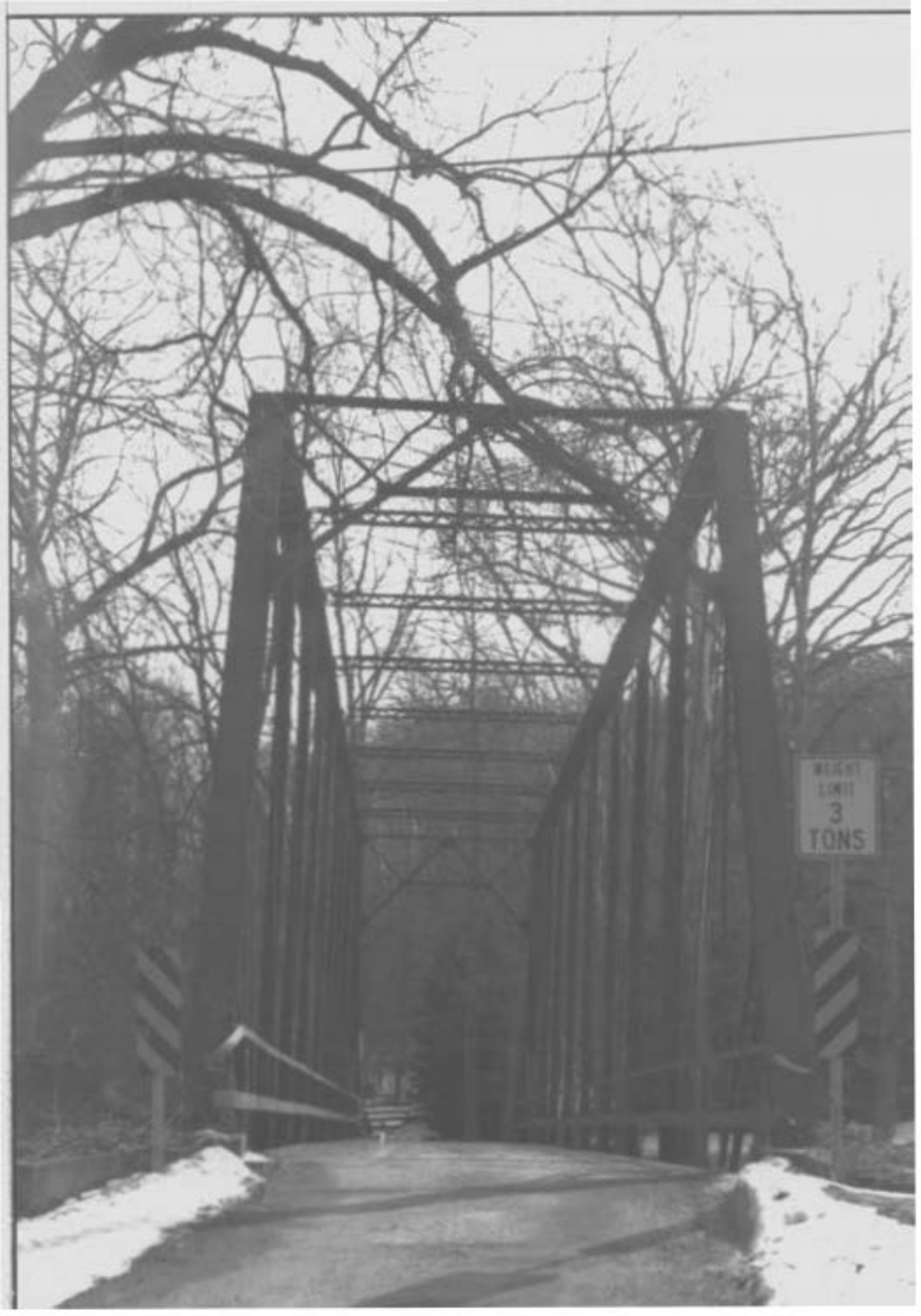
1) HA-336
2) Noble's Mill Bridge
3) Harford
4) Colin Fair
5) Jan 1996
6) V.A.C. Spero + Company, Towson, MD 21204
7) Noble's Mill Bridge, East elevation
8) 3 of 12


WEIGHT
LIMIT
3
TONS

H160 SOUTH PORTAL 12

1) HA-336
2) Nobles Mill Bridge
3) Harford
4) Colin Jarv
5) Jan 1996
6) P.A.C. Spero & Company, Towson, MD 21204
7) Noble Mill Bridge, South portal

12 of 12


WEIGHT
LIMIT
3
TONS

1) HA-336

2) Nobles Mill Budge

3) Harford

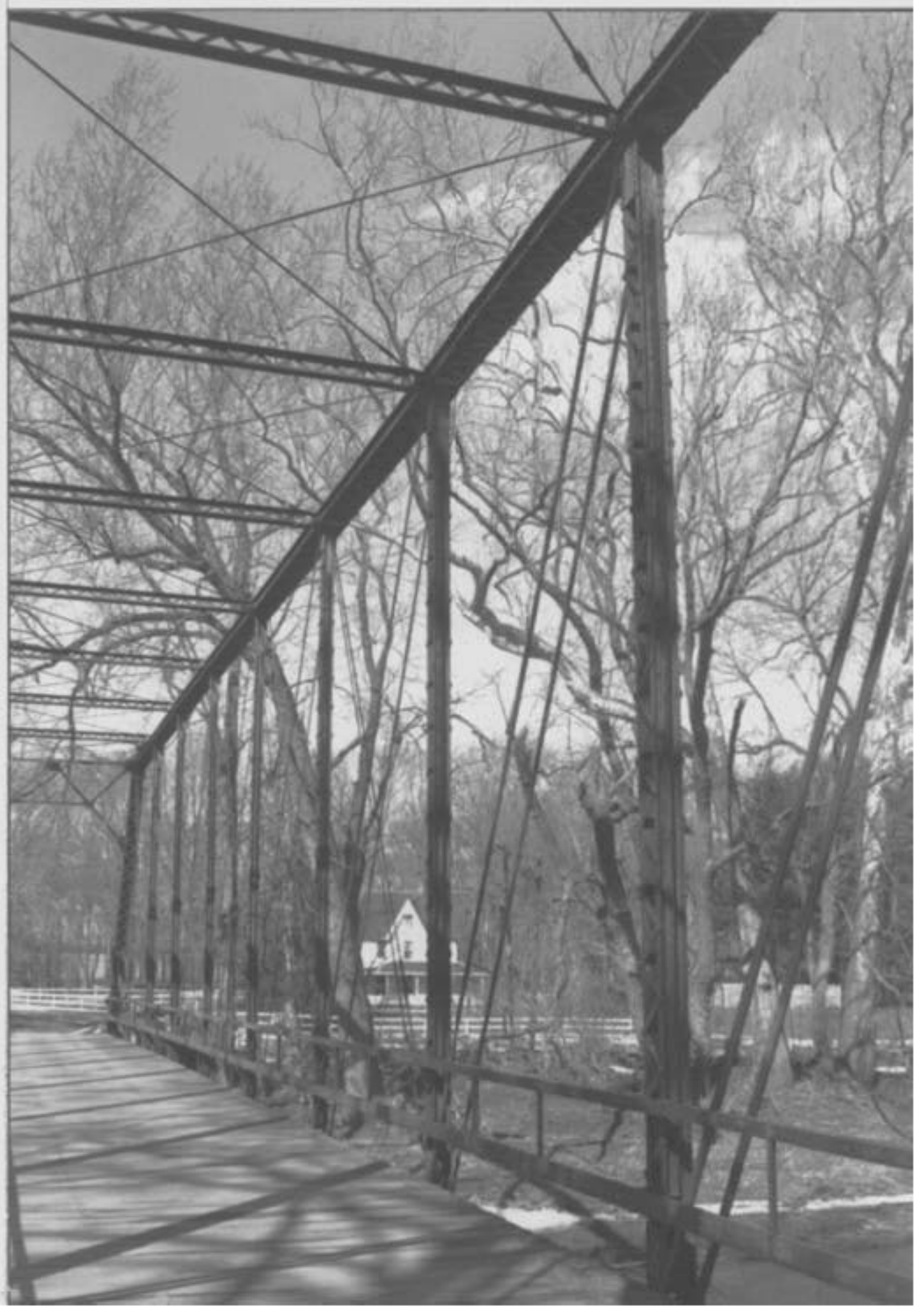
4) Colin Jarv

5) Jan. 1996

6) P.A.C. Spero & Company, Towson, MD 21204

7) Nobles Mill Budge, North portal

8) 5 of 12



1) HA-336

2) Nobles Mill Bridge

3) Harford

4) Colin Farr

5) Jan. 1996

6) P.A.C. Spero + Company, Towson, MD 21204

7) Nobles Mill Bridge, Truss Members

8) 6 of 12

H160 TOP CHORD: 16

1) HA-336
2) Nobles Mill Budge
3) Harford
4) Aden Jan
5) Jan. 1996
6) P.A.C. Spero + Company, Towson, MD 21204
7) Nobles Mill Budge, Top Chord
8) 7 of 12

HIGO UPPER CONNECTOR

1) HA-336
2) Noble Mill Bridge
3) Harford
4) Color Jar
5) January 1996
6) PA C. Spero & Company, Lawson, MD 21204
7) Noble Mill Bridge, Upper Connector
8) 50 of 12

HAER BOTTOM CHORD 24

1) HA-336
2) Noble's Mill Bridge
3) Harford
4) Colin Fair
5) January 1996
6) P.A.C. Spero & Company, Towson, MD 21204
7) Noble's Mill Bridge, Bottom chord
8) 9 of 12

H160 LOWER PIN CONNECTOR 23

1) HA-336
2) Nobles Mill Budge
3) Harford
4) Color Slide
5) January 1996
6) P.H.C. Specs & Company, Towson, MD
7) Nobles Mill Budge, lower chord, floorbeam and pin connection
8) 11 of 12

1. HA-334

2. H160, Noble's Mill Road over Deer Creek

3. Harford County, MD

4. Tim Tamburino

5. July 1997

6. MD SHPO

7. South east approach

8. 11 of 12


WEIGHT LIMIT
3
TONS
ONE LANE
BRIDGE
BRIDGE
FREEZES
BEFORE
ROAD

1. HA-336
2. H160, Noble's Mill Road over Deer Creek
3. Harford County, MD
4. Tim Tamborrino
5. July 1997
6. MD SHPO
7. North west approach
8. 12 of 12

97[illegible]

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Nobles Mill Bridge (Br. #160) Survey Number: HA-336

Project: Rehabilitation of Nobles Mill Bridge over Deer Cr. Agency: FHWA/Harford County

Site visit by MHT Staff: ___ no _X_ yes Name Elizabeth Hannold Date 7/26/94

Eligibility recommended _X_ Eligibility **not** recommended ____

Criteria: _X_A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

The bridge is eligible for the Register under both Criteria A and C. Under Criterion A, the Nobles Mill Bridge derives its significance from its association with the development of transportation in Harford County. Metal truss bridges represent an important step in engineering design and a uniquely American achievement, the result of intensive experimentation in the 19th century. Relatively cheap and easy to build, these bridges were the most popular form of bridge construction in Harford County between the 1870s and 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communication throughout the developing County. Harford County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. The Nobles Mill Bridge provided access to the nearby mill. A mill operation was present at the site from as early as 1844. The remarkably unaltered setting of the Nobles Mill Bridge includes the imposing frame mill building and a number of other 19th century buildings associated with the community that grew up around the mill situated in a pristine natural environment. The bridge is also eligible under Criterion C as an example of early metal truss bridge construction, incorporating pin connections and using wrought iron. The bridge retains its nameplate which gives its date and identifies the Wrought Iron Bridge Co. of Canton, Ohio as the manufacturer. According Abba Lichtenstein, Historic Bridge expert, the bottom connection of the vertical members, which looks "like a spider web," is highly unusual.

The Nobles Mill Bridge is located in the Lower Deer Creek Valley Historic District HA-1551

Documentation on the property/district is presented in: Project file, Inventory Form HA 335 & 336

Preparedby: PaulPenrod

Elizabeth Hannold — Reviewer, Office of Preservation Services
January 13, 1995 — Date

NR program concurrence: X yes ___ no ___ not applicable

Reviewer, NR program
2/2/95 — Date

Survey No. HA-336

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
__X__	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
____	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
__X__	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
__X__	Transportation

V. Resource Type:

Category: Structure

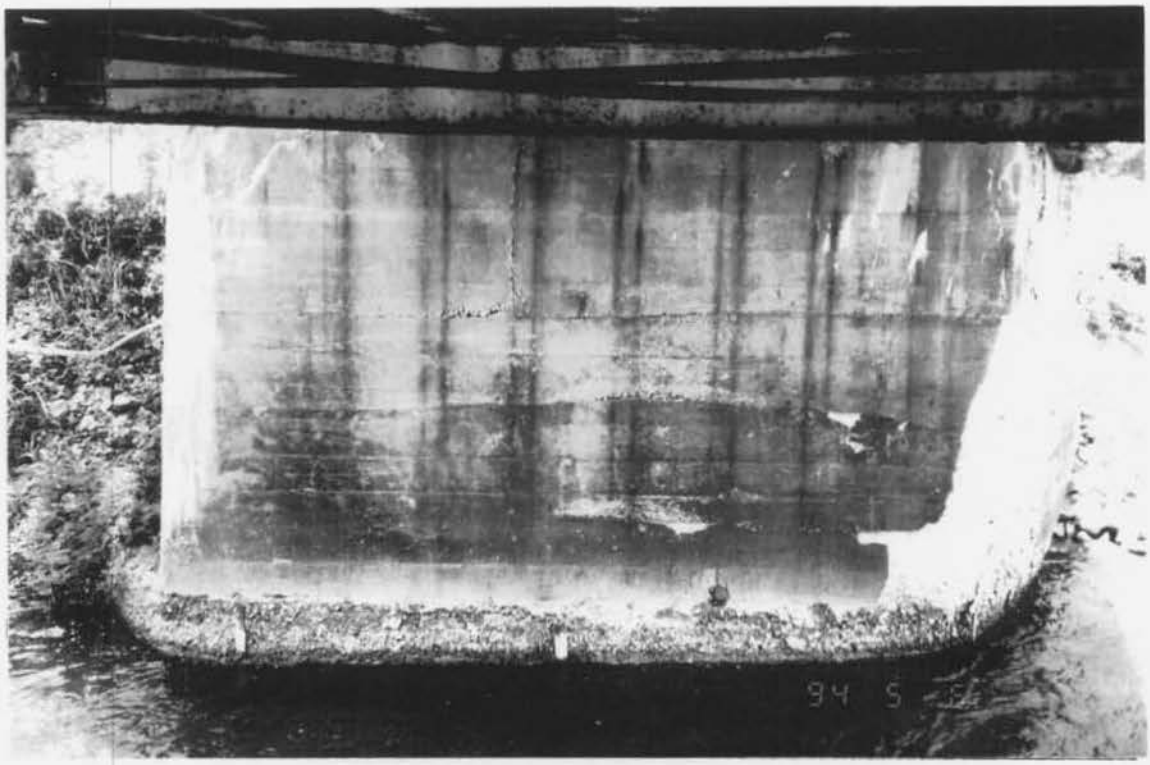
Historic Environment: Rural

Historic Function(s) and Use(s): Transportation/road related

Known Design Source: Wrought Iron Bridge Co., manufacturer

HA-336

ELEVATION VIEW



SOUTH ABUTMENT - DETERIORATED CONCRETE FACING

ENGINEERS-ARCHITECTS-PLANNERS-
SCIENTISTS-SURVEYORS-PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD
GREENBELT, MD. 20770
(301) 982-2800

BRIDGE NO. H-160
NOBLES MILL ROAD
OVER DEER CREEK
HARFORD COUNTY, MARYLAND

SCALE	NONE
PLATE	1 OF
DRAWN	R.M.J.
DATE	7-94

HA-336

SOUTH APPROACH

ENGINEERS-ARCHITECTS-PLANNERS-
SCIENTISTS-SURVEYORS-PHOTOGRAMMETRISTS
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BRIDGE NO. H-160
NOBLES MILL ROAD
OVER DEER CREEK
HARFORD COUNTY, MARYLAND

SCALE	NONE
PLATE	2 OF
DRAWN	R.M.J.
DATE	7-94

HA-336

UPPER CHORD CONNECTION AT U_9

ENGINEERS-ARCHITECTS-PLANNERS-
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BRIDGE NO. H-160
NOBLES MILL ROAD
OVER DEER CREEK
HARFORD COUNTY, MARYLAND

SCALE NONE

3 OF PLATE

R.M.J. DRAWN

7-94 DATE

HA-336

CORROSION IN FLOOR BEAM - TOP FLANGE

INSIDE CONNECTION - TOP OF TRUSS JOINTS

ENGINEERS-ARCHITECTS-PLANNERS-
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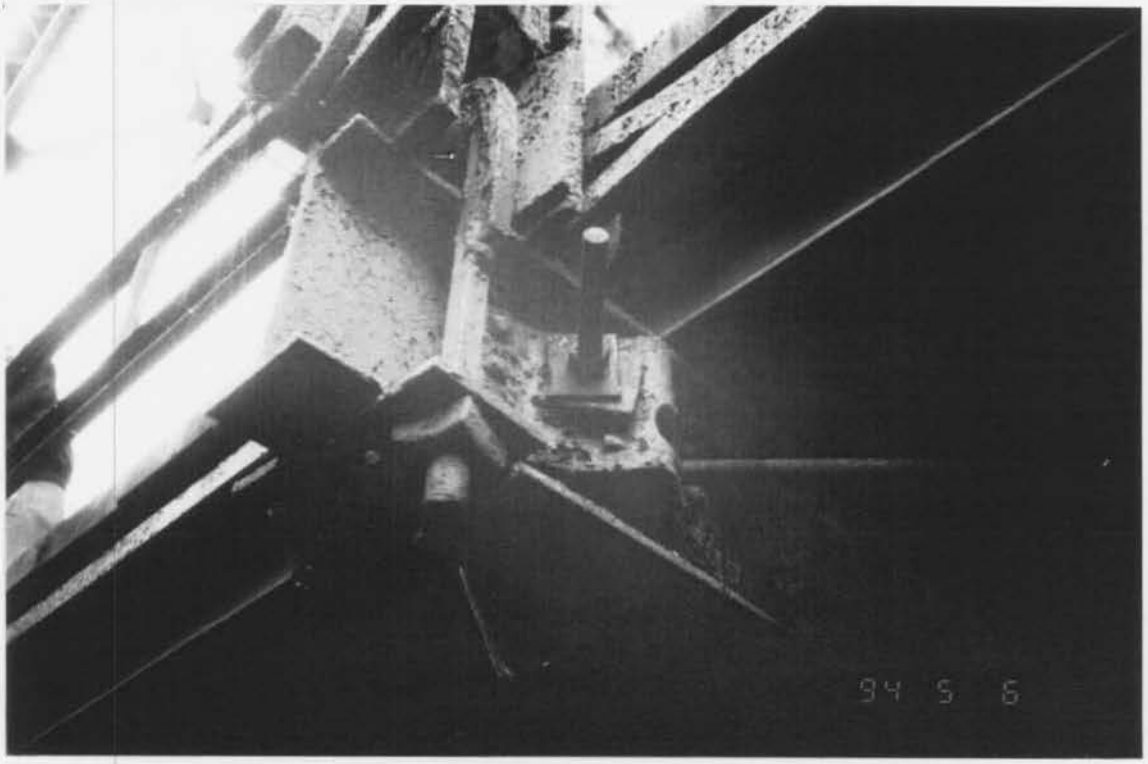
BRIDGE NO. H-160
NOBLES MILL ROAD
OVER DEER CREEK
HARFORD COUNTY, MARYLAND

SCALE NONE

4 OF
PLATE

R.M.J. DRAWN | 7-94 DATE

HA-336



this detail will be maintained

CONNECTION AT FLOOR BEAM - BENT #9

FLOOR BEAM BENT #3 - SEPARATION OF COVER PLATE

ENGINEERS-ARCHITECTS-PLANNERS-
SCIENTISTS-SURVEYORS-PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC.
9001 EDMONSTON ROAD
GREENBELT, MD. 20770
(301) 982-2800

BRIDGE NO. H-160
NOBLES MILL ROAD
OVER DEER CREEK
HARFORD COUNTY, MARYLAND

SCALE NONE

5 OF PLATE

R.M.J. DRAWN | 7-94 DATE

1303354514 ↓
1303364617

MARYLAND HISTORICAL TRUST HA 335-336

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Noble's Mill

AND/OR COMMON
and Bridge at Noble's Mill

2 LOCATION

STREET & NUMBER Noble's Mill Rd.

CITY, TOWN Darlington ___ VICINITY OF

CONGRESSIONAL DISTRICT First

STATE Maryland

COUNTY Harford County

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	X OTHER:

4 OWNER OF PROPERTY

NAME Louis Brown Telephone #: 734-6416

STREET & NUMBER Noble's Mill

CITY, TOWN Darlington ___ VICINITY OF

STATE, zip code MD 21034

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC. Harford County Courthouse

STREET & NUMBER 40 South Main Street

CITY, TOWN Bel Air.

STATE MD

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

HA355,336

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is quite a massive structure, facing Noble's Mill road to the east and Deer Creek to the south. The mill is three and one-half stories tall, the lowest level of coursed stone, the remainer of horizontal bevelled frame with corner posts. Overall, the structure measures five bays by three, the longer sides oriented north-south. The window sashes are 6x6's and are emplaced in nailed frames. The top floor has a very high gable on the eastern and western extremes, with three apertures in a triangular arrangment on both ends. There are three board-and-batten doorways situated on the eastern elevation, one above the other, with a wooden stairway leading from the second floor portal to the ground on the northern exposure is a similar door on the second story, sheltered by a shed-roof projection. A block and tackle beam and an exhaust ventilation are the only details of the eastern wall. The gable front roof slate, with gabled dormers on either side of the ridgelines. There are a pair of these, with 6x6 sashes, on either slope, with a third dormer on the southern slope located above the other two. The Millrace, which can still be seen, flowed from the impounded pond further up the creek, and turned an undershot wheel located under a frame shelter and masonry basin on the western exposure.

The nearby iron bridge was installed in 1893 by a Canton erecting outfit, and is a modified Pratt Span.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

HA335, 336

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1000-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	X INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The deeds record the presence of a mill on the property as early as 1844, when there was such a plant operating as a saw and Clover Mill. It was originally called Smith's Mill, perhaps after the miller, for no Smith ever owned the property. The earliest reference to the property was in 1790, when Priscilla Gover left a portion of land to Rober Gover, who owned it for over thirty years and established what was referred to in subsequent deeds as Gover's Mill. The existing mill was said to have been constructed in 1854 by Gerrard Gover, although Priscilla Gover was the owner at that time. It must be assumed that either the original structure burned or over lived it's usefulness after many years in the Gover Family, the mill was acquired by Benjamin Noble, an Englishman who had worked for Gover, in 1869. It was soon after converted for grist milling, using an undershot wheel. Taking advantage of swift flowing Deer Creek, which allowed the mill to operate at forty horsepower, the facility was capable of producing forty barrels of flour per day. The 1878 Martenet Map shows quite a little settlement; Benjamin Noble's House, Gover's gristmill, a blacksmith shop, a sawmill, and several Gover houses. It was converted from Burrs to Rollers, in 1888, and in 1894, Benjamin Noble devised the operation to his son, William Noble, the younger Noble worked the mill until 1941, when it was briefly operated by several other until 1950.

Architectually, the building is not inspiring, but it is an extremely massive and imposing building, making for a Currier and Ives setting alongside the stream and the wrought iron bridge.

CONTINUE ON SEPARATE SHEET IF NECESSARY

HA 335-336

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Harford County Directory-1953
Harford County Land Records
Martent's Map of 1878
Wright, C. Milton; Our Harford Heritage, 1967, French-Bray, Baltimore.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.96

VERBAL BOUNDARY DESCRIPTION

The tract is located on the north bank of Deer Creek just west of Noble's Mill bridge. It is surrounded on the other three sides by the property of MONROE DUKE

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

STATE	COUNTY
STATE	COUNTY

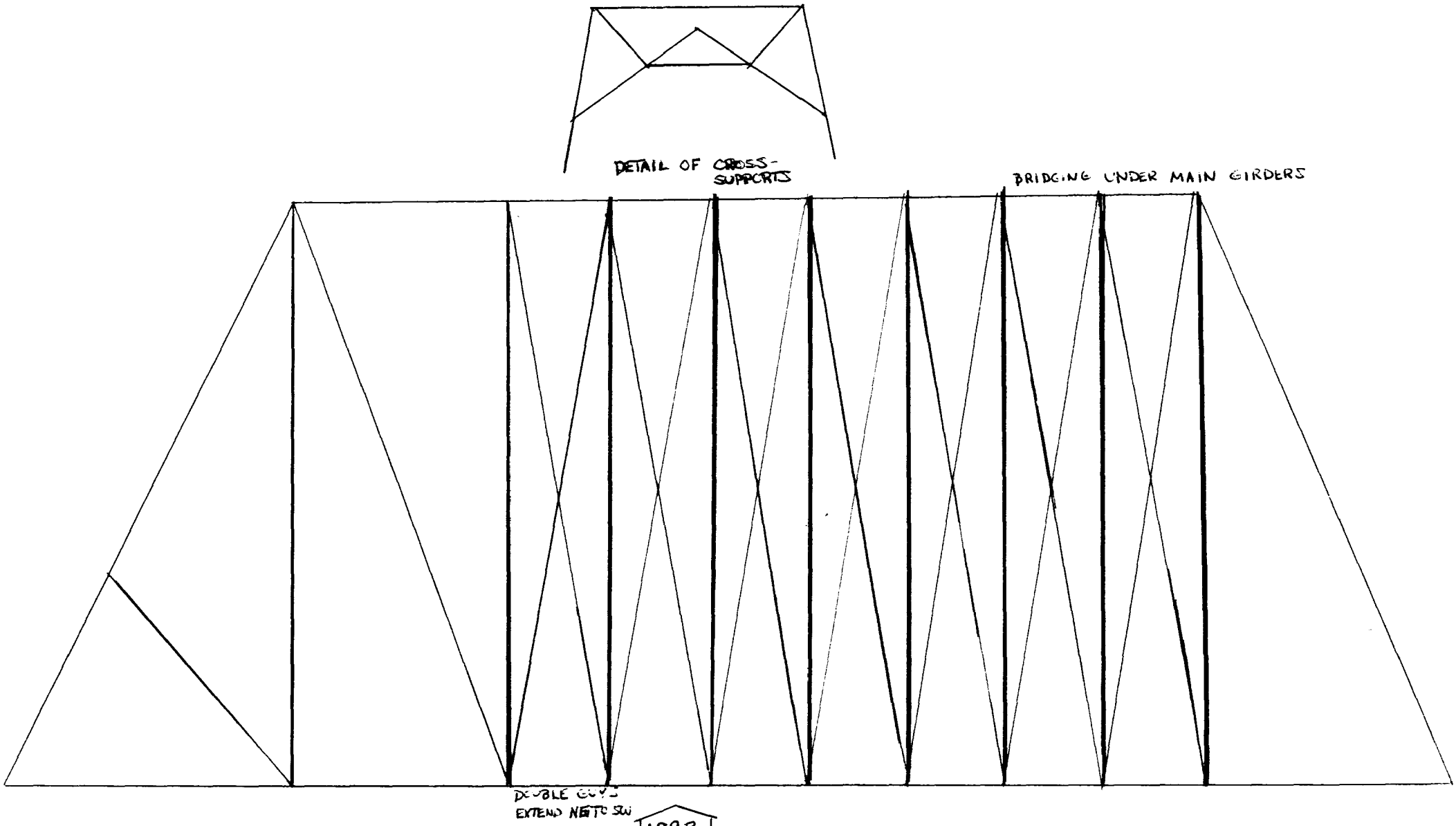
11 FORM PREPARED BY

NAME / TITLE	DATE
Paul L. Penrod	October 26, 1976
ORGANIZATION: Historic District Commission	
STREET & NUMBER: 40 South Main Street	TELEPHONE: 838-6000 ex. 207
CITY OR TOWN: Bel Air	STATE: MD

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



NOBLE'S MILL BRIDGE – PRATT TYPE

HA [illegible]

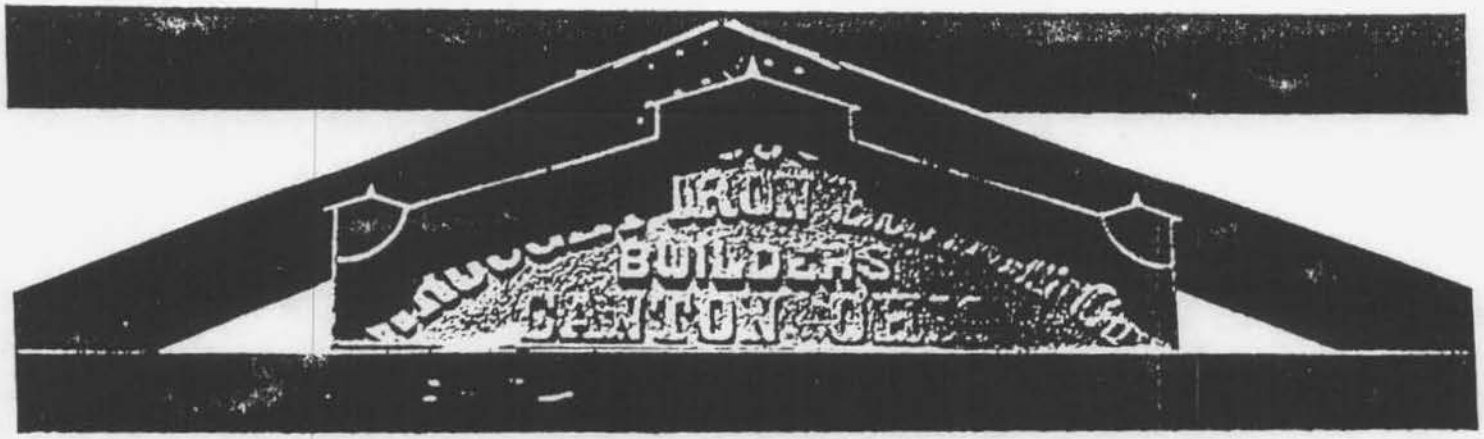
FOUND AT NORTHERN AND SOUTHERN EXTREMES

This is a copy of the Photo of Plaque for Nobles Mill Bridge.

M.L. Hedayati

5-25-94

DNR
14-299
365

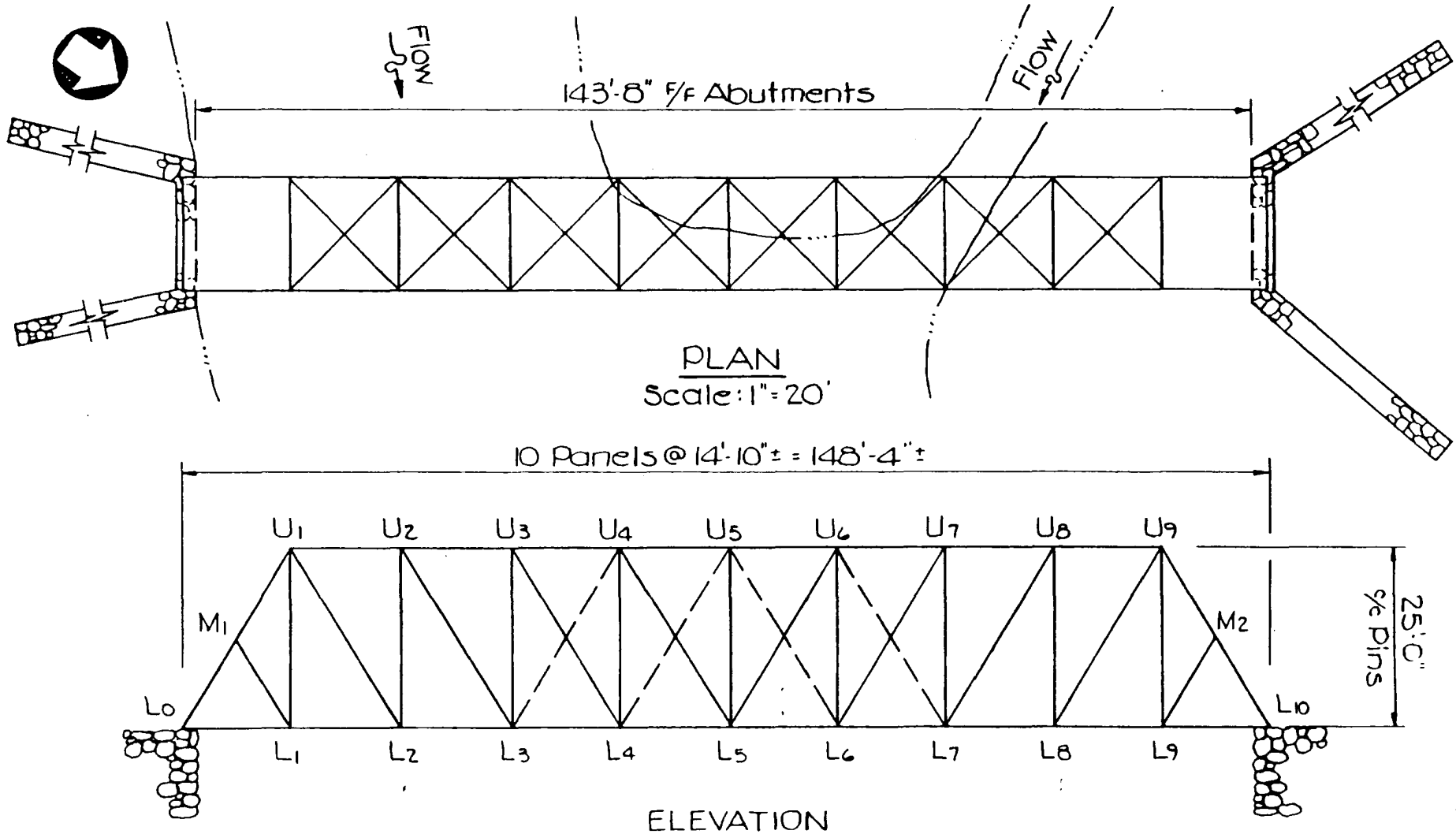


(1883
Wrought Iron Bridge Co.)

BILL SHIMEK
939-9262
Noble's Mill

NA 336

00031



ENGINEERS · ARCHITECTS · PLANNERS ·
SCIENTISTS · SURVEYORS · PHOTOGRAMMETRISTS
GREENHORNE & O'MARA, INC
9001 EDMONSTON ROAD
GREENBELT, MD. 20770
(301) 982-2800

BRIDGE NO. H-160
NOBLES MILL ROAD OVER DEER CREEK

1885 **ILLUSTRATED PAMPHLET** 1885

—)OF(—

WROUGHT IRON BRIDGES

—)BUILT BY(—

Wrought Iron Bridge Co.

CANTON, OHIO.

PRESS OF CANTON REPOSITORY

D. W. CHURCH, C. E., AGENT,

FITCHBURG, MASS.

WEST VIRGINIA.—4,750 FT.

Brooke	Ohio	Marshall
Wetzel	Tyler	Marion
Harrison	Barbour	Preston
Cabell	Greenbriar	Pendleton
Grant	Mineral	Jackson
Taylor		

La Grange, Ohio Co ..... 1 span 79x12 ft
Wheeling, Ohio Co ..... 1 span 64x12 ft
Moundsville, Marshall Co ..... 1 span 204x18 ft
New Martinsville, Wetzel Co ..... 1 span 156x16 ft
Middlebourne, Tylor Co ..... 1 span 150x16 ft
Mannington, Marion Co ..... 1 span 76x17 ft, 1 5-ft walk
Meadowville, Barbour Co..... 1 span 50x12 ft
Albrightsville Preston Co ..... 1 span 256x16 ft
Barbourville, Cabell Co ....2 spans 150 & 1 80 1 90x14 ft
Fort Spring, Greenbriar Co ..... 1 span 48x12 ft
Upper Track, Pendleton Co ..... 1 span 137x14 ft
Potorsburg, Grant Co ..... 2 spans 120x14 ft
Washington Bottom, Mineral Co ..152 & 2 80x14 ft spans
Ravenswood, Jackson Co ..... 1 span 135x16 ft
Grafton, Taylor Co ..... 1 span 60x12 ft

VIRGINIA.—2,800 FT.

Henry	Botetourt	Pittsylvania
Charlotte	Culpeper	Orange
Prince William	Smyth	Goochland
Gloucester	Brunswick	Campbell
Prince Edward	Buckingham	Cumberland

Wallersford, Henry Co ..... 4 spans 105x12 ft
Drakes Branch Charlotte Co. ..... 3 spans 50 to 62x12 ft
Raccoon Ford, Orange and Culpeper..... 1 span 167x12 ft
Prince William Co. ..... 1 span 83x12 ft
Chatham Hill, Smyth Co. ..... 1 span 118x12 ft
Goochland & Cumberland Cos. ..... 1 span 158x14 ft & 5 spans 137x14 ft
Gloucester C. H., Gloucester Co ..... 1 span 53x13 ft
Gholsons, Brunswick Co ..... 2 spans 87½ & 81½x12 ft
Dearings Ford, Campbell Co. ..... 1 span 98x12 ft
Wilbourns, Buckingham Co. ..... 1 span 63x12 ft

MARYLAND.—3,500 FT.

Alleghany	Fredrick	Carroll
Baltimore	Hartford	Cecil
Kent		

Emmittsburgh, Fredrick Co ..... 1 span 100x14 ft
Elkton, Cecil Co ..... 1 span 78x14 ft
Taneytown, Carroll Co ..... 1 span 10 x14 ft
Point of Rocks, Fredrick Co ..... 1 span 75x14 ft
Rocks of Deer Creek, Hartford Co .... 1 span 92x14 ft

NORTH CAROLINA.—900 FT.

Cabarrus	Buncombe

Ashville, Buncombe Co..... 4 spans 100x18 ft and 1 5-ft walk
Alexander's, Buncombe Co..2 spans 117x12, on Iron Piers

ALABAMA.—400 FT.

Dallas	Lawrence

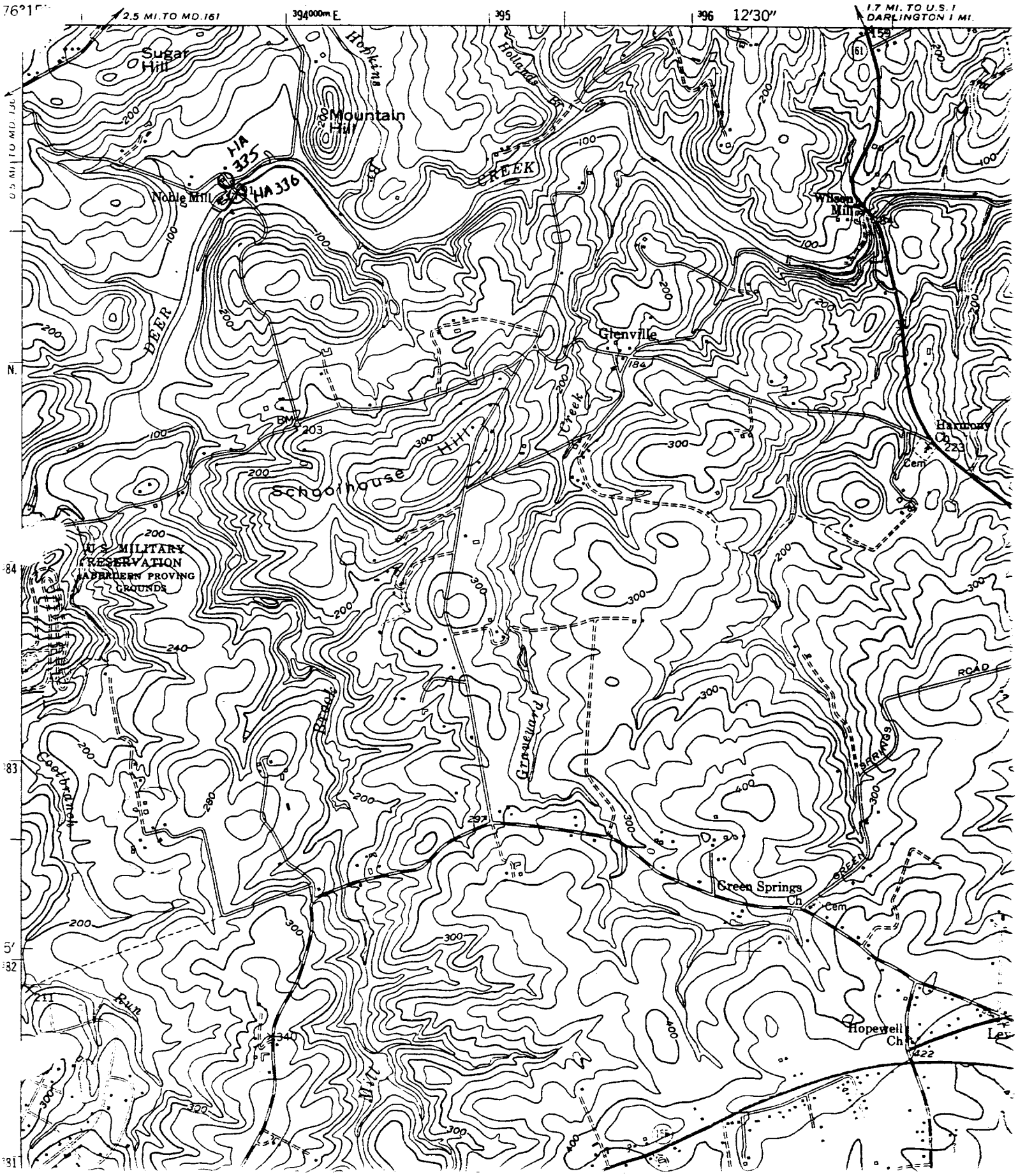
Dallas Co ..... 1 span 80x12 ft
Cortland, Lawrence Co ..... 1 span 110x10 ft

COMBINATION BRIDGES.

Jackson, Botetourt Co., Va 2 spans 115 & 1 100x14 ft R R
Eagle Rock, Botetourt Co., Va ..... 3 spans 128x14 ft R R
Bremo Bluffs, Fluvanna Co., Va .. 3 spans 119x14 ft R R
Westerville Franklin Co., Ohio ..... 1 span 157x16 ft
Canton, Ohio ..... 1 span 116x14 ft, R. R.
Galloway, Franklin Co., Ohio..... 1 span 56x16 ft
Carlisle, Noble Co., Ohio. ..... 1 span 53x14 ft
Oregon, Ogle Co., Ill ..... 6 spans 160½x18 ft
Dayaville, Ogle Co., Ill..... 1 span 60x12 ft
Deuts Run, Elk Co., Pa ..... 3 spans, 1 86¼, 1 84¾ and 1 86½x12 ft
York Co., Pa ..... 1 span 191x14 ft
York Co., Pa ..... 2 spans 90x14 ft
Grand Rapids, Kent Co., Mich ..... 6 spans 102½x20 ft
Evart, Osceola Co., Mich ..... 1 span 150x16 ft
Colfax Tp., Cloud Co., Kansas ..... 1 span 40x14 ft
Franklin, Heard Co., Ga..... 3 spans 131x18 ft

HA335, 336

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Bridge Crossing Deer Creek at
Noble's Mill HA-335
Darlington, MD
Susan M. Deeney
November, 1976
West