

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Old Mill Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Old Mill Road over Owens Creek

CITY, TOWN

Rocky Ridge

☒ VICINITY OF Loys

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE
24COUNTY
FrederickCODE
021**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☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

The Board of County Commissioners of Frederick County, Maryland
c/o William Fout, Roads Department Engineer

STREET & NUMBER

Winchester Hall

CITY, TOWN

Frederick

VICINITY OF

STATE

Maryland 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC

Frederick County Roads Department (Bridge #0405)

STREET & NUMBER

Montevue Lane

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Engineering Record

DATE

Summer, 1977

☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

National Park Service, 1100 L Street, NW

CITY, TOWN

Washington

STATE
D.C. 20240

8 SIGNIFICANCE

F-6-2

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) industrial archeology	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1882 BUILDER/ARCHITECT The Pittsburgh Bridge Company,
Pittsburgh, Pennsylvania

STATEMENT OF SIGNIFICANCE

The Old Mill Bridge, although constructed of a common truss design, is one of the few 19th century iron truss bridges remaining intact in the State of Maryland.

At one time there were over twenty companies manufacturing iron truss bridges represented in the Maryland and Virginia area. Usually once a community had determined the need for a bridge, the County Commissioners advertised for bids in the local newspaper. A particular bridge design or style was chosen from a book of designs by the manufacturing company and a bid was submitted. A note in the Frederick County Commissioners minutes dated Thursday, August 17, 1882, records the awarding of the Old Mill Bridge as follows: "The proposals for Iron Bridges were opened and after examination the bid of the Pittsburgh Bridge Company were excepted [sic] -- this company was represented by T. M. Nelson Esquire, of Chambersburg, Pennsylvania¹ After the bid was awarded the parts of the bridge were made at the site of the company (most of which were located in the Midwest and Northeast), and then sent to the bridge site and pinned or riveted together by local construction crews under the supervision of the company representative.

Companies which provided bridges to Frederick County, Maryland in the 19th century include the Wrought Iron Bridge Company of Canton, Ohio, the King Iron Bridge and Manufacturing Company of Cleveland, Ohio, and the Groton Bridge Manufacturing Company of Groton, New York. Most of the bridges constructed in the 20th century in this county were manufactured by the York Bridge Company of York, Pennsylvania.

¹ Frederick County Commissioners Minutes, 1882-1889, Thursday, August 17, 1882, p. 77.

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NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
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Old Mill Road Bridge
Frederick County

CONTINUATION SHEET Maryland

ITEM NUMBER 9 PAGE 1

MAJOR BIBLIOGRAPHICAL REFERENCES

Deibler, Dan. Metal Truss Bridges in Virginia, 1865-1932. Vol. I.
Virginia Highway and Transportation Research Council, 1975.

Jackson, Donald. "Railroads, truss bridges and the rise of the civil engineer."
Civil Engineering (October, 1977), 97-101.

Meeting minutes of the Frederick County Commissioners, 1882-1889.

The Frederick Examiner, Wednesday, September 13, 1854.

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AND/OR COMMON

2 LOCATION

STREET & NUMBER

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CITY, TOWN

Rocky Ridge

☒ VICINITY OF Loys

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT
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CODE
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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**

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c/o William Fout, Roads Department Engineer

STREET & NUMBER

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CITY, TOWN

Frederick

VICINITY OF

STATE

Maryland 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Frederick County Roads Department (Bridge #0405)

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☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

National Park Service, 1100 L Street, NW

CITY, TOWN

Washington

STATE
D.C. 20240

7 DESCRIPTION

F-6-2

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Mill Bridge spans Owens Creek southwest of Rocky Ridge on Old Mill Road. It is a Pratt half hip thru iron truss structure in a single span 69 feet in length and 16 feet wide. It was built by the Pittsburgh Bridge Company, Pittsburgh, Pennsylvania, in 1882.

The structure is set on two random coursed stone abutments with wing walls, and is located in a rural setting. A truss design similar to many bridges in the county, including Sixes and Fourpoint Bridges, it is important as one of the oldest dated such structures and the only one known to have been built by the Pittsburgh Bridge Company in Frederick County. It is likely, however, that the company built other bridges here, though they are no longer in existence. According to Dan Deibler's Metal Truss Bridges in Virginia, "the smaller county highway bridges . . . would have been a standard 65 foot or 100 foot span built from plans kept in large supply in company files and sent to local officials on request. The large bridge companies were less likely to undertake these relatively minor projects contracted on an individual basis unless a number of such structures were involved."¹

¹Dan Deibler, Metal Truss Bridges in Virginia, 1865-1932, Vol. I (Virginia Highway and Transportation Research Council, 1975).

8 SIGNIFICANCE

F-6-2

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
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Companies which provided bridges to Frederick County, Maryland in the 19th century include the Wrought Iron Bridge Company of Canton, Ohio, the King Iron Bridge and Manufacturing Company of Cleveland, Ohio, and the Groton Bridge Manufacturing Company of Groton, New York. Most of the bridges constructed in the 20th century in this county were manufactured by the York Bridge Company of York, Pennsylvania.

¹ Frederick County Commissioners Minutes, 1882-1889, Thursday, August 17, 1882, p. 77.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1 F-6-2

SEE CONTINUATION SHEET #1.

10 GEOGRAPHICAL DATAACREAGE OF NOMINATED PROPERTY .20 acres

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING		NORTHING					
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING		NORTHING					
D	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

1km

Cherilyn Widell

ORGANIZATION

DATE

Frederick County Historic PreservationJanuary 17, 1978

STREET & NUMBER

TELEPHONE

Winchester Hall; 12 East Church Street(301) 663-8300

CITY OR TOWN

STATE

FrederickMaryland 21701**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

STATE HISTORIC PRESERVATION OFFICER

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

F-6-2

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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CONTINUATION SHEET Maryland

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The Frederick Examiner, Wednesday, September 13, 1854.

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-2

Name: ~~F-6-2~~ Old Mill Rd. over Quays 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>	

jug

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

MHT No. F-6-2

SHA Bridge No. F-405 Bridge name Old Mill Road over Owens Creek

LOCATION:

Street/Road name and number [facility carried] Old Mill Road

City/town Thurmont Vicinity X

County Frederick

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 No. F405, built in 1882 by the Pittsburgh Bridge Company, carries two lanes of traffic on Old Mill Road over Owens Creek southwest of Rocky Ridge. The bridge is surrounded by a wooded area in an undeveloped section of Frederick County. Owens Creek flows from north to south in this location.

Describe Superstructure and Substructure:

This structure is a single-span Pratt through-truss with a span length of 68'-9" and a clear roadway width of 16'-0". The bridge consists of five panels with four verticals in each truss. The top chord and two center verticals are composed of back to back channels connected with lattice bars and rivets. The remaining verticals and diagonals are all dual metal rods except at the center panel where there is single square bar cross bracing. The bottom chords are dual rectangular bars at the center panel and dual square bars along the rest of the panels. The top laterals consist of horizontal I-shapes at the panel points and crossed diagonal rods. The deck consists of I-shaped stringers topped with timber planks. The deck is supported by four I-shaped floorbeams suspended at the ends by the verticals in each truss. All joints are secured with pinned connections. The bridge rests on stone abutments with flanking wingwalls covered with a layer of concrete parging.

Discuss Major Alterations:

Concrete repairs have been made to the abutments and wingwalls. A modern W-shaped guardrail has also been added as bridge railing.

HISTORY:

WHEN was bridge built (actual date or date range) 1882

This date is: Actual ☒ Estimated ☐

Source of date: Plaque ☐ Design plans ☐ County bridge files/inspection form ☒

Other (specify) State inventory form, which took information from county commissioner minutes

WHY was bridge built? To provide a reliable crossing of Old Mill Road over Owens Creek, to meet local transportation needs. In particular, it provided access to an early mill.

WHO was the designer

WHO was the builder Pittsburgh Bridge Company - builder and/or designer

WHY was bridge altered? [check N/A ☒ if not applicable]

Was bridge built as part of organized bridge-building campaign? Yes ☐ No ☒

SURVEYOR/HISTORIAN ANALYSIS:

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

A - Events ☒ B - Person ☐
C - Engineering/architectural character ☒

NOTE: This bridge is not listed in the National Register, as indicated by Jackson (1988:120). He may have confused its location with the nearby Register-listed Loys Station Covered Bridge.

Was bridge constructed in response to significant events in Maryland or local history? No ☐ Yes ☒
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.

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 ☒ If yes, what impact?

Because of their solidity, metal truss bridges such as the Old Mill Road 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 Old Mill 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.

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?

Is the bridge a significant example of its type? No ☐ Yes ☒ If yes, why?

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 in 1882, 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. It is one of the earliest dated metal bridges in the state.

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 X

In the late nineteenth and early twentieth centuries, numerous metal truss bridge fabricating companies sprang up around the country that shipped bridge components to crossings for assembly on site. Among them was the Pittsburgh (or Pittsburg) Bridge Company of Pittsburgh, Pennsylvania, which was established in 1878, incorporated in 1881, and absorbed by the American Bridge Company in 1900. This is the only bridge it is known to have fabricated in the state.

The Historic American Engineering Record form (MD-36) prepared for the bridge in 1983 states that, as of that date, it was the only known bridge in the country designed by the Pittsburgh Bridge Company to have survived. Pennsylvania, however, retains at least two surviving examples of the company's work--Yeakle's Mill Bridge in Franklin County (76-foot, one-span, Pratt pony truss - 1888) and the bridge carrying TR 981 over the Youghiogheny River in Westmoreland County (733-foot, four-span, Pratt through truss - 1900).

Should bridge be given further study before significance analysis is made? No X 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 Frederick County engineer's office.

County survey files of the Maryland Historical Trust.

Historic American Building Record form (MD-36)

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 F-6-2.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/7/95

Name of surveyor Frank Juliano/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

F-6-2

Old Mill Road Bridge
Rocky Ridge
Public

1882

The Old Mill Road Bridge spans Owens Creek southwest of Rocky Ridge on Old Mill Road. The bridge is a pratt half hip through iron truss structure in a single span sixty-nine feet in length and sixteen feet wide, built by the Pittsburgh Bridge Company, Pittsburgh, Pennsylvania, in 1882.

The structure is set on two random stone abutments with wing walls and is located in a rural setting. The bridge is a truss design similar to many bridges in the county including Sixes and Fourpoint Bridges. It is, important as, one of the oldest dated structures in the county and is the only bridge known to have been built by the Pittsburgh Bridge Company in Frederick County. However, it is likely that the company did build other bridges in the county, but they are no longer in existence.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

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Old Mill Road Bridge

AND OR COMMON

2 LOCATION

STREET & NUMBER

Old Mill Road over Owens Creek

CITY/TOWN

Rocky Ridge

VICINITY OF

CONGRESSIONAL DISTRICT

E.D. 4

STATE

Maryland

COUNTY

Frederick

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

The Board of County Commissioners of
Frederick County, Maryland

Telephone #: 663-8300

STREET & NUMBER

c/o William Fout, Roads Department Engineer
Winchester Hall

CITY/TOWN

Frederick

VICINITY OF

STATE, zip code

Maryland 21701

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY/TOWN

STATE

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TITLE

Historic American Engineering Record

DATE

Summer, 1977

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCAL #0405DEPOSITORY FOR
SURVEY RECORDS

National Park Service

CITY/TOWN

Washington, D.C.

STATE

DESCRIPTION

F-6-2

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Mill Bridge spans Owens Creek southwest of Rocky Ridge on Old Mill Road. The bridge is a pratt half hip thru iron truss structure in a single span 69 feet in length and 16 feet wide built by the Pittsburgh Bridge Company, Pittsburgh, Pennsylvania, in 1882.

The structure is set on two random stone abutments with wing walls and is located in a rural setting. The bridge is a truss design similar to many bridges in the county including Sixes and Fourpoint Bridges. It is, important as, one of the oldest dated structures in the county and is the only bridge known to have been built by the Pittsburgh Bridge Company in Frederick County. However, it is likely that the company did build other bridges in the county but they are no longer in existence, since according to Dan Deibler's Metal Truss Bridges in Virginia "the smaller county highway bridges . . . would have been a standard 65 foot or 100 foot span built from plans kept in large supply in company files and sent ot local officials on request. The large bridge companies were less likely to undertake these relatively minor projects contracted on an individual basis unless a number of such structures were involved."¹

- 1 Metal Truss Bridges in Virginia 1865-1932 Volume 1
Virginia Highway and Transportation Research Council, 1975, Dan Deibler 1975.

CONTINUE ON SEPARATE SHEET IF NECESSARY

SIGNIFICANCE

F-6-2

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 type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input 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 1882

BUILDER/ARCHITECT The Pittsburgh Bridge Company,
Pittsburgh, Pa.

STATEMENT OF SIGNIFICANCE

The Old Mill Bridge although constructed of a common truss design is one of the few 19th century Iron Truss Bridges remaining intact in the State of Maryland.

At one time there were over 20 companies manufacturing iron truss bridges, represented in the Maryland and Virginia area. Usually once a community had determined the need for a bridge, the County Commissioners advertised for bids in the local newspaper. A particular bridge design or style was chosen from a book of designs by the manufacturing company and a bid was submitted. A note in the Frederick County Commissioners minutes dated Thursday, August 17, 1882 records the awarding of the Old Mill Bridge as follows: "The proposals for Iron Bridges were opened and after examination the bid of the Pittsburgh Bridge Company were (sic) excepted - this company was represented by T.M. Nelson Esquire, of Chambersburg, Pennsylvania . . . "1 After the bid was awarded the parts of the bridge were then made at the site of the company (most of which were located in the mid-west and north-east) and then sent to the bridge site and pinned or riveted together by local construction crews, under the supervision of the company representative.

Companies which provided bridges to Frederick County, Maryland in the 19th century include the Wrought Iron Bridge Company of Canton, Ohio, the King Iron Bridge and Manufacturing Company of Cleveland, Ohio, and the Groton Bridge Manufacturing Company of Groton, New York. Most of the bridges constructed in the 20th century in this county were manufactured by the York Bridge Company of York, Pennsylvania.

1 Frederick County Commissioners Minutes, 1882-1889, Thursday, August 17, 1882 p.77

CONTINUE ON SEPARATE SHEET IF NECESSARY

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MAJOR BIBLIOGRAPHICAL REFERENCES

Metal Truss Bridges in Virginia 1865-1952, Volume I, Dan Deibler
 Virginia Highway and Transportation Research Council, 1975
 "Railroads, truss bridges and the rise of the civil engineer"
 Civil Engineering, October 1977 pgs. 97-101; Donald Jackson
 Frederick County Commissioners Meeting Minutes 1882-1889
 The Frederick Examiner Wednesday, September 13, 1854
 CONTINUE ON SEPARATE SHEET IF NECESSARY

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .20

VERBAL BOUNDARY DESCRIPTION

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

STATE

COUNTY

STATE

COUNTY

FORM PREPARED BY

NAME TITLE

Cherilyn Widell

ORGANIZATION

Frederick County Historic Preservation

STREET & NUMBER

Winchester Hall; 12 East Church Street

CITY OR TOWN

Frederick

DATE

1-17-78

TELEPHONE

663-8300

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