

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-11

Name: SIXES BRIDGE RD. Pa.

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:

<b>MARYLAND HISTORICAL TRUST</b>	
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*

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

MHT No. F-6-11

SHA Bridge No. F05-03 Bridge name Sixes Bridge Road Bridge

**LOCATION:**

Street/Road name and number [facility carried] Sixes Bridge Road over Monocacy River

City/town Four Points Vicinity X

County Frederick

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes  No

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

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:**

Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural  X

**Describe Setting:**

Bridge No. F05-03 carries Sixes Bridge Road over the Monocacy River in Frederick County. Sixes Bridge Road runs north/south and the Monocacy River flows east/west. The bridge is located in the vicinity of Four Points and is surrounded by pasture and wooded areas.

**Describe Superstructure and Substructure:**

Bridge No. F05-03, constructed circa 1915 by the York Bridge Company of York, Pennsylvania, is a 2-span, 1-lane Pratt thru-truss bridge. The structure is 74.7 meters (245 feet) in length and has a clear roadway width of 4.59 meters (15.08 feet). The out-to-out width is 5.51 meters (18.08 feet). It has fourteen (14) panels with diagonal endposts, seven (7) in each span. The top chord is a built-up section of channels connected by plates. The bottom chord comprises eyebars connected by pins. The floor system has steel rolled beam stringers and floorbeams. The structure is protected by a w-beam guardrail.

The substructure consists of stone abutments, a stone pier and stone wingwalls. The County has posted the structure for 13.5 tonnes (15 tons) and it has a sufficiency rating of 62.

According to the 1997 inspection report, the overall condition of the structure is good, including truss members, stringers and floorbeams, the pier, abutments, and paint. However, there are widespread area of rust staining, light surface corrosion, and loose bolts or missing nuts.

**Discuss Major Alterations:**

According to the 1997 inspection report, the floor system, including the timber deck (previously replaced in 1977), steel stringers floorbeams and guardrails were added in 1995.

**HISTORY:**

WHEN was the bridge built:  circa 1915

This date is: Actual \_\_\_\_\_ Estimated  X

Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ SHA/County bridge files/inspection form  X

Other (specify): \_\_\_\_\_

**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 was determined eligible for the National Register of Historic Places by the Maryland Historical Trust in February 1993.

**SURVEYOR:**

**Date bridge recorded** March 1998  
**Name of surveyor** Dave Dick/Caroline Hall  
**Organization/Address** Wallace Montgomery and Associates, 110 West Road, Towson, MD 21204/  
P.A.C. Spero & Co., 40 W. Chesapeake Ave, Suite 412, Baltimore, MD 21204  
**Phone number** (410) 296-1635 **FAX number** (410) 296-1670

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

Property/District Name: Sixes Bridge Road Bridge Survey Number: F-6-11  
 Project: Rehabilitation of Sixes Bridge Road Bridge Agency: COE  
 Site visit by MHT Staff: X no     yes Name                      Date                       
 Eligibility recommended   X   Eligibility not recommended             
 Criteria:   X   A     B     C     D Considerations:     A     B     C     D     E     F     G     None  
 Justification for decision: (Use continuation sheet if necessary and attach map)

The Sixes Bridge Road Bridge was built circa 1910, according to the Wilson T. Ballard Company, or 1915, according to the inventory form and information previously provided to the Maryland Historical Trust by Frederick County Department of Public Works. It is a double span steel Pratt through truss carrying Sixes Bridge Road over the Monocacy River. Under Criteria A, the Sixes Bridge Road Bridge derives its significance from its association with the development of transportation in Frederick 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 Frederick County between the 1870s and the 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communication throughout the developing County. Frederick County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. According to information provided to the Maryland Historical Trust by Frederick County Department of Public Works, only 27 metal truss bridges remain on County roads. A number of these are currently slated for replacement. In Maryland and in Frederick County, the double span configuration is less common than the single span metal truss. The Sixes Bridge Road Bridge is thus an increasingly rare example of the sort of modest structure once common throughout rural Maryland.

Documentation on the property/district is presented in: Project File and Maryland Historical Trust Inventory Form F-6-11

Prepared by: Cherilynn Widdell, Wilson T. Ballard Co.

Elizabeth Kennold  
Reviewer, Office of Preservation Services

February 16, 1993  
Date

NR program concurrence:   X   yes     no     not applicable

B. Andrews  
Reviewer, NR program

2.16.93  
Date

*gms*

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

## V. Resource Types:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): TransportationKnown Design Source: York Bridge Company

F-6-11  
Sixes Bridge  
Four Points  
Public

C. 1915

The Sixes Bridge is a large two span steel through truss bridge of Pratt design which spans the Monocacy River. It is a single lane bridge 181 feet wide and 238 feet long, which is set on coursed stone abutments. Joints are secured with pinned connections. A name plate once on the northwest hip is missing, but the structure is similar to others in the county built by the York Bridge Company of York, Pennsylvania.

---

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Sixes Bridge  
AND/OR COMMON

**2 LOCATION**

STREET & NUMBER Sixes Bridge Road over Monacacy River  
CITY, TOWN Fourpoints VICINITY OF CONGRESSIONAL DISTRICT E.D. 5  
STATE Frederick MD 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	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input checked="" type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**

NAME Telephone #:  
STREET & NUMBER  
CITY, TOWN VICINITY OF STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, LIBER #: REGISTRY OF DEEDS, ETC. Folio #:  
STREET & NUMBER  
CITY, TOWN STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
DATE  
DEPOSITORY FOR SURVEY RECORDS  
CITY, TOWN STATE  
\_FEDERAL \_STATE \_COUNTY \_LOCAL

F-6-11

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Sixes Bridge is a large two span steel thru truss bridge of Pratt design which spans the Monocacy River on Sixes Bridge Road near Fourpoints, Maryland.

The single lane bridge which is set on coursed stone abutments is 18.1 feet wide and 238 feet in length with fifteen original stringers. The woodplank floor has recently been replaced. Joints are secured with pinned connections. A name plate on the northwest hip is missing. This bridge is very similar to the Mumma Ford Bridge but is in better condition.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

F-6-11

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      c. 1915

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Sixes Bridge is very similar to the Mumma Ford Bridge but has recently been refurbished by the roads department and is in excellent condition.

Although the name plate of the bridge has been removed it is very similar to others in Frederick County built by the York Bridge Company of York, Pa.

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

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

STREET &amp; NUMBER

Winchester Hall East Church Street

TELEPHONE

CITY OR TOWN

Frederick

Maryland 21701

STATE

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