

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-I-C-075 ✓

Name: MD STOVER C&O CANAL

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>

5.1.05

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

MHT No. AL-I.C-075

SHA Bridge No. 1048 Bridge name MD 51 over C&O Canal

LOCATION:

Street/Road name and number [facility carried] MD 51

City/town Keifars Vicinity X

County Allegany

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is 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 C&O Canal Historic 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:**Describe Setting:**

Bridge 1048 carries MD 51 over a dry portion of the C&O Canal. MD 51 runs in an east/west direction at the bridge, which is located in the vicinity of Keifars, Maryland just south of the Greer Ridge State Forest and west of Paw Paw, West Virginia. The area is very hilly and is undeveloped with heavy forest vegetation.

Describe Superstructure and Substructure:

This structure is a single-span, steel, camelback, pony truss bridge. The truss has eight panels for a total length of 89 feet and a clear roadway width of 27'-0". The top chord is constructed from back to back channels, a riveted cover plate on top, and lattice on the bottom. The bottom chord is constructed of back to back channels stabilized by batten plates. I-shapes comprise the verticals at the floorbeam locations as well as all diagonals. Other vertical members are comprised of angles. The deck is supported by floorbeams suspended from the I-shaped vertical members. The floor system consists of I-shaped transverse floorbeams and longitudinal stringers. All joint and member connections use gusset plates with rivets. The deck consists of an eight-inch concrete deck slab and the top flange of all steel stringers are embedded in the concrete deck slab. There are metal guardrails attached to the verticals along both truss planes. The substructure consists of two reinforced concrete cantilever abutments and wingwalls.

Discuss Major Alterations:

The deck, approach walls, and one abutment are modern. This upgrading was apparently completed in 1992. The work on the deck included raising it and underpinning it with modern stringers. No notable changes have been made to the superstructure.

HISTORY:

WHEN was bridge built (actual date or date range) 1932

This date is: Actual Estimated

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

Other (specify) _____

WHY was bridge built? To provide a reliable crossing of MD 51 over the C & O Canal, to meet local transportation needs.

WHO was the designer _____

WHO was the builder The bridge is very similar to one built and/or designed in the same year by the Roanoke Iron and Bridge Works in Cecil County--#7055--and may also have been their work.

WHY was bridge altered? [check N/A if not applicable] structural needs/safety

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

This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

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 small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

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** X **If yes, what impact?** _____

Because of their solidity and reliability, metal truss bridges with heavy members such as this bridge were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

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

The bridge is located within the C & O Canal Historic District.

Is the bridge a significant example of its type? No _____ **Yes** X

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.

The Pratt truss bridge, Maryland's most common surviving early truss type, was patented in 1844 by Thomas and Caleb Pratt. 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. Between 1868 and 1871 a subtype, the Parker truss, was developed in a series of patents filed by C.H. Parker. The Parker truss is a Pratt truss with an inclined rather than horizontal top chord. A variant of the Parker, the Camelback truss has a polygonal top chord consisting of exactly five slopes. It was popular for through truss spans from its late-nineteenth-century inception through the mid-twentieth century. Examples in Maryland include bridges 1048 (1932) in Allegany County, 7055 (1932) in Cecil County, and 10017 (1939) in Frederick County.

The bridge's use of a pony truss--a truss which has no lateral bracing connecting the top chords of its superstructure--is unusual in the state. Pony trusses probably comprise no more than about 20 percent of Maryland's metal truss bridges.

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 1932, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built after 1930, it is characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth and early-twentieth century predecessors.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No Yes

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

Neither the manufacturer, designer, nor engineer of this bridge could be determined. However, it is very close in design to Bridge 7055 in Cecil County, which was designed in the same year--1932--by the Roanoke Iron and Bridge Works under the aegis of the State Roads Commission. In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Roanoke Iron and Bridge Company of Roanoke, Virginia, which erected long Pratt, Parker, and camelback bridges throughout the state in the 1920s and 1930s. These include bridges 2054 (1935) in Anne Arundel County, 7055 (1932) in Cecil County, and 10018 (1934) in Frederick County.

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. The bridge is almost identical to Cecil County bridge 7055, which in 1992 (or 1993) was declared eligible for listing in the National Register by the Maryland Historical Trust.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

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.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/2/95

Name of surveyor Charles Ziegler/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



AL-I-C 075
#1048

BR # ~~1014810~~
C & O CANAL
ALLEGANY CO, MD.
CHARLES ZIEGLER
2/2/95
SHA

EAST APPROACH

1 OF 5

A black and white photograph showing a road junction. The road curves to the right. On the left side of the road, there is a concrete structure with a peaked roof, possibly a bridge or a small building. A striped marker is visible on the left side of the road. On the right side of the road, there is a signpost with a sign that reads: "C&O Canal NHP", "Paw Paw Tunnel", and "NEXT LEFT". A striped marker is also visible on the right side of the road. The background consists of a dense forest of trees and a hillside.

C&O Canal NHP
Paw Paw Tunnel
NEXT LEFT

AL-IC-075
#1048

BR # ~~1044810~~
C&D CANAL
ALLEGANY CO, MD
CHARLES ZIEGLER
2/2/95
SHA

WEST APPROACH

2 OF 5

C & O CANAL BRIDGE

BUILT 1932

STATE ROADS COMMISSION

C. GINTON - CHIEF

E. BROOKS - LEE ROBERT BAOT

E. D. WILLIAMS - CHIEF ENGINEER

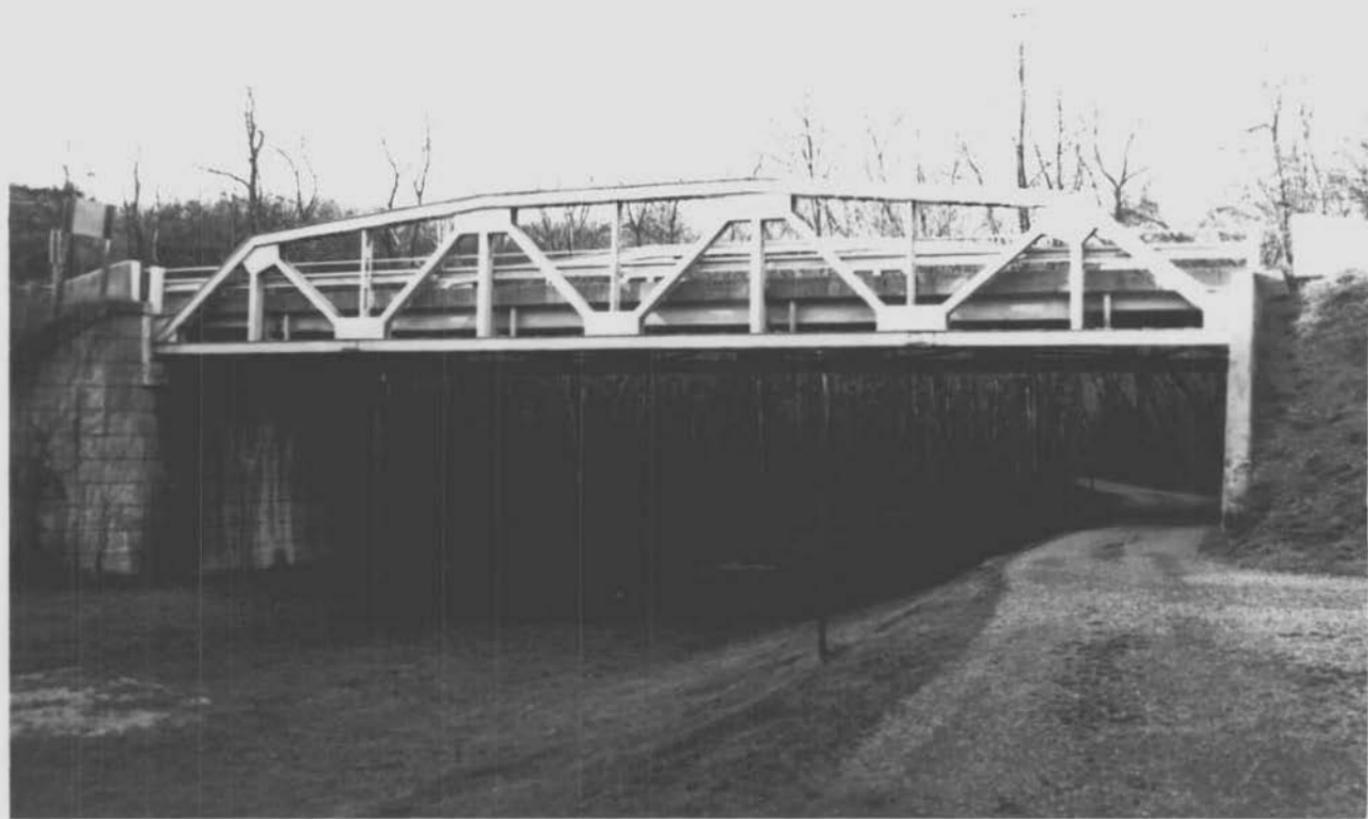
W. C. BOWMAN - BRIDGE ENGINEER

AL-I-C-075
#1048

BR #1014810
C & O CANAL
ALLEGANY CO, MD.
CHARLES ZIEGLER
2/2/95
SHA

PLAQUE ON SOUTHWEST SIDE

3 OF 5



AL-I-C-075

#1048

BR # ~~1014810~~

C&O CANAL

ALLEGANY CO, MD.

CHARLES ZIEGLER

2/2/95

SHA

SOUTH ELEVATION

4 OF 5



AL-I-C-075
1048

BR # ~~1014810~~

C & O CANAL

ALLEGANY CO., MD.

CHARLES ZIEGLER

2/2/95

SHA

NORTH ELEVATION

5 OF 5

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Maryland 51 over C&O Canal Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

NW of Paw Paw

CONGRESSIONAL DISTRICT

--- VICINITY OF

6th

STATE

West Virginia

COUNTY

Allegany

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

State Highway Administration DOT

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

--- VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC

Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Cumberland

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

--- FEDERAL --- STATE --- COUNTY --- LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

AL-I-C-075

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 C&O Canal bridge carries Maryland Route 51 across the canal in a generally E-W orientation, on the Allegany County, Maryland side of the Potomac River near Paw Paw, West Virginia. The bridge is a three panel triangular pony truss with inclined upper cords, 89' in length, constructed of steel with riveted joints. The trusses rest on concrete abutments, and carry two lanes of roadway with a total width of 27'. Bridge plates at the end posts give the date (1932) and name the relevant officials involved in the project:

STATE ROADS COMMISSION
 G. Clinton Uhl, Chairman
 E. Brooke Lee
 Robert Lacy
 H.D. Williar, Jr., Chief Engineer
 W.C. Hopkins, Bridge Engineer

No construction or fabrication company is named.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10-10-075

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW							
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION				
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE				
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE				
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN				
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER				
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input 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 1932

BUILDER/ARCHITECT State Roads Commission

STATEMENT OF SIGNIFICANCE

The C&O Canal bridge is one of only six pony trusses built prior to 1935 which are now part of the State Inventory of Bridges; the only one in Western Maryland. The short-span 1920s and 30s were primarily built of concrete slabs or girders. The desired clear-span at this crossing seems to have been beyond the capability of those alternatives, however, yet would not have warranted the use of a large through truss, and the pony truss represents a good compromise on that pragmatic basis.

This bridge carries the name of Clinton Uhl, in this case as chairman of the State Roads Commission. Mr. Uhl can be identified with many bridges built in the 1930s in Western Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration,
301 West Preston Street, Baltimore, Md. drawer 100.

Condit, Carl, American Building Art, 20 Century; New York, Oxford
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Paw Paw, MD

Quadrangle Scale: 1: 24 000

UTM References: ~~17,718100.438000~~
17,718310.438000

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		DATE	
John Hnedak/M/DOT Survey Manager		1980	
ORGANIZATION	Maryland Historical Trust	TELEPHONE	(301) 269-2438
STREET & NUMBER	21 State Circle	CITY OR TOWN	STATE
	Annapolis		Maryland 21401

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

G. Clinton Uhl (1871-1934)

This bridge has been associated with the name of Clinton Uhl, either by direct reference or by the coincidence of its date of construction with Mr. Uhl's tenure as chairman of the State Roads Commission.

Mr. Uhl's life is but sketchily known at present. His name is physically incised on more bridges of this period than that of any other individual, and it may be inferred that he was to some not-inconsiderable extent responsible for the shape taken by the state's road and bridge system in the middle 1930s, and possibly, at least in terms of construction policy, for some time beyond that.

From Uhl's obituary, found in the Baltimore Sun of 6 August 1934, we learn that he became interested in roads at age 20 because of difficulties encountered while trying to execute the duties of a delivery boy, in the employ of the McMullen Brothers of Cumberland. He was sufficiently energetic and ambitious to establish "Clinton Uhl and Company", a general store; the Maryland Shoe Company; both in Cumberland; the Greenbriar Quarry; and the Mt. Savage Fuel Company. He became a member of the board of road directors of Allegany County in 1905. In 1916 he was appointed to the State Roads Commission, becoming its chairman in 1929 and serving until his death. The one dark spot in his career seems to have been an accusation by a West Virginia contractor that he (the contractor) was denied a contract for refusing to buy stone from the Greenbriar Quarry. Uhl was cleared of all charges of misconduct with the help of Governor Ritchie. The roads of Allegany were considered to be the best in the State during Uhl's tenure there.

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the absence of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the small crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps,

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quiet, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.



AL-I-C-075

065

md 51/C80 Canal Br

PAW.PAW WVA

6/80 JH

6/22/80