Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-IV-A-150

Name: MARKET ST. OVER WESTERN MARYLAND SCENIC RAILROAD

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: X A ___B X 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

9700646

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

Property/District Name: Market Street Bridge Survey Number: AL-IV-A-150

Project: Bridge Repair Agency: FHWA

Site visit by MHT Staff: ___ no _X_ yes Name Bill Pencek Date _____

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)

Market Street Bridge, which carries Market Street over CSX Transport in Cumberland, Allegheny County, MD was included in the Historic Bridge Inventory as SHA Bridge No. AC0510. The bridge was evaluated by the Interagency Bridge Committee on 1/19/96 and determined eligible for listing on the National Register of Historic Places.

Market Street Bridge is a three-span, concrete-encased steel beam [redacted] structure with a concrete deck with a bituminous wearing surface. There is a closed concrete parapet wall with an ornamental molded pattern. The ridge also has a concrete walkway on the inside of the deck. Two of the spans are 35' long, one is 25' long. The total bridge length is 95'. The substructure is concrete abutments and wing walls with two concrete piers. The bridge is located in an urban setting with 19th century structures and industrial and rail-related structures surrounding the bridge. The bridge spans two historic districts (local), but is not located within the boundaries of either one.

The bridge was built in 1928 by Vang Construction Company and has seen no major alterations since its original construction. The bridge provides a good local example of a concrete-encased metal girder bridge with some attention given to architectural detailing and thus qualifies for listing under Criterion C. Further research needs to be conducted to determine if the bridge is a significant example of the work of the Vang Construction Company and eligible under Criterion B. The bridge is not known to have been the site of any significant events to qualify it under Criterion A, but further research would be required to confirm this.

Documentation on the property/district is presented in: Review and Compliance Files

Prepared by: Stephanie L. Bandy, SHA, Sept. 1995

Kimberly Prothro Williams March 25, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

Peter B. Conti 3/25/97
Reviewer, NR program Date

Survey No. AL-IV-A-150

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)
__X__	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
__X__	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 Adaptation

IV. Historic Period Themes:

____	Agriculture
____	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: Urban

Historic Function(s) and Use(s): Bridge

Known Design Source:

Maryland Inventory of Historic Properties MHT Number AL-IV-A-150
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Market Street over Western Maryland Scenic Railroad (CSX)/AC0500 (AC0510)

Location:
Street/Road Name and Number: Market Street

City/Town: Cumberland Vicinity _

County: Allegany

Ownership: _State x County_Municipal_Other

This bridge projects over: _Road x Railway_Water_Land

Is the bridge located within a designated district: _yes x no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District_____

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift _Retractile_Pontoon

x Metal Girder
_Rolled Girder x 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: AC0500 (AC0510) carries Market Street over Western Maryland Scenic Railroad (CSX) in Cumberland, Allegany County, Maryland. Market Street runs generally north-south at this location; CSX Transport runs east-west. The bridge is located in an urban setting with 19th century structures and industrial and railroad related structures surrounding the bridge.

Describe Superstructure and Substructure: AC0500 (AC0510) is a triple span concrete encased rolled girder with a concrete deck and bituminous wearing surface. There is a closed concrete parapet wall with an ornamental molded pattern. The bridge also has a concrete walkway on the inside of the deck. Two of the spans are 35' long, one is 25' long. The total bridge length is 95'. The substructure is concrete abutments and wing walls with 2 concrete piers. The structure is currently in fair condition, with the most recent inspection report recommending repairs to the abutments and piers.

Discuss Major Alterations: There is no indication that there have been major alterations made to this structure.

History:
When Built:1928
Why Built:local transportation needs
Who Built: Vang Construction Company
Why Altered:n/a
Was this bridge built as part of an organized bridge building campaign:yes

Surveyor Analysis:

This bridge may have NR significance for association with:
_A Events _Person
_C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:no

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:no

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:no

Is the bridge a significant example of its type: It is possible that AC0500 (AC0510) is a significant example of a concrete encased metal girder and should be compared with other local examples of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum: Because the structure has had no major alterations it is likely that it does retain its integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: AC0500 (AC0510) is possibly a significant example of the work of the Vang Company. Further study would be necessary to make a determination.

Should this bridge be given further study before significance analysis is made and why: Further study is warranted for AC0500 (AC0510) in order to determine if it is a significant example of a concrete encased metal girder bridge.

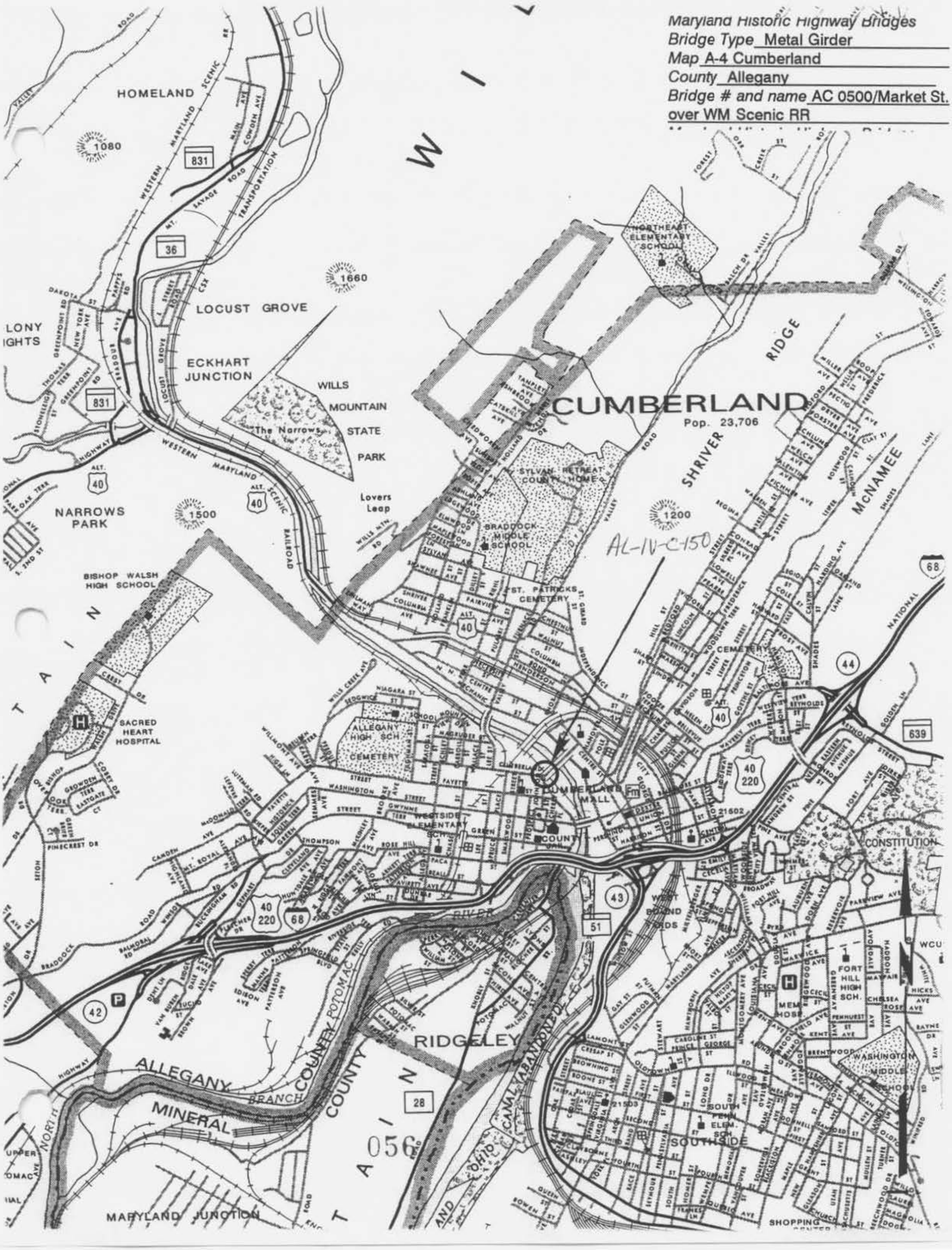
Bibliography:

Allegany County
v.d. Bridge Inspection Files
Greiner, Inc.
1995 Historic Bridge Inventory Form
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context
United States Geological Survey
1949, 7.5' Cumberland Quadrangle, photorevised 1981

Surveyor:

Name: Stephanie L. Bandy **Date:**September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map A-4 Cumberland
County Allegany
Bridge # and name AC 0500/Market St. over WM Scenic RR



AL-IV-A-150

BR #20AC0510 (MD05.00)
CSX TRANSPORT
ALLEGANY CO., MD
DAVID KING
2/2/95
S. H. A.

NORTHWEST ELEVATION

1 OF 5

AL-IV-A-150

BR# 20AC0510 (AC0500)
CSX TRANSPORT
ALLEGANY CO., MD.
DAVID KING
2/2/95
S. H. A

SOUTHEAST ELEVATION

2 OF 5

AL-IV-A-150

BR # 20AC0510 (AC 0500)

CSX TRANSPORT

ALLEGANY CO., MD.

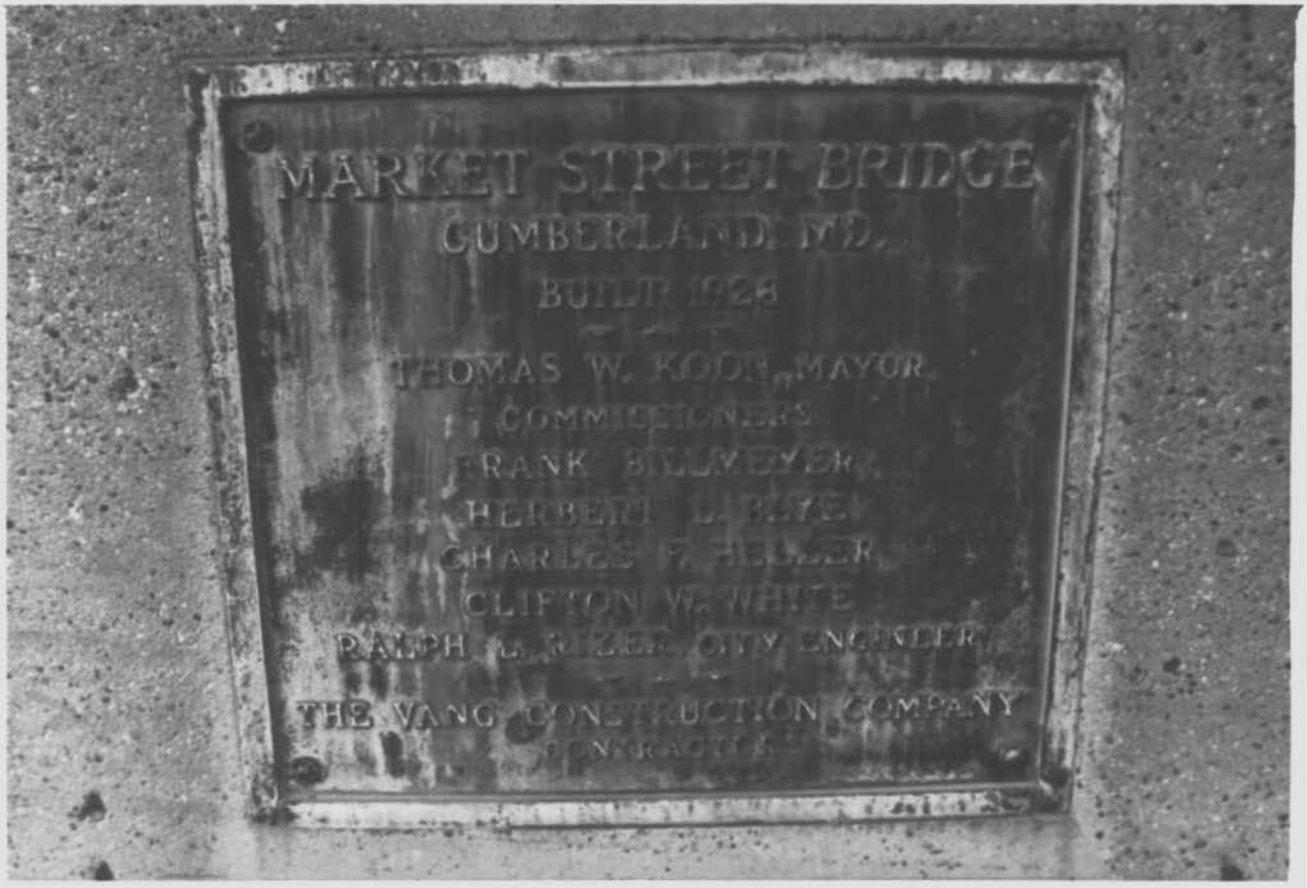
DAVID KING

2/2/95

S. H. A.

NORTHEAST APPROACH

3 OF 5


MARKET STREET BRIDGE
CUMBERLAND, MD.
BUILT 1926
THOMAS W. KOON, MAYOR
COMMISSIONERS
FRANK BILLMEYER
HERBERT L. BATZ
CHARLES F. HELLER
CLIFTON W. WHITE
RALPH E. MIZER, CITY ENGINEER
THE VANG CONSTRUCTION COMPANY
CONTRACTORS

AL-IV-A-150

BR#20AC0510 (AC 0500)

CSX TRANSPORT

ALLEGANY CO., MD.

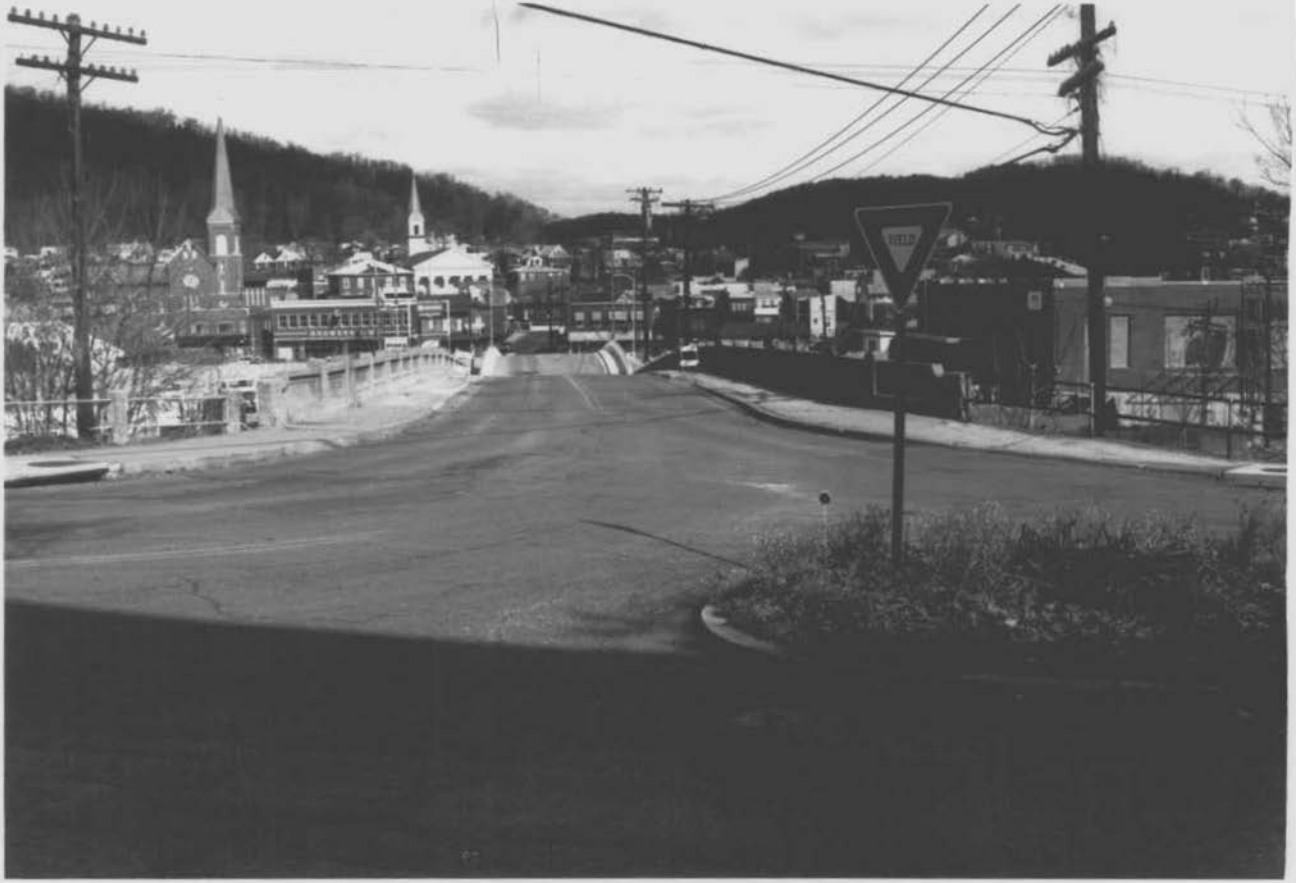
DAVID KING

2/2/95

S. H. A

PLAQUE ON NORTHWEST PARAPET

4 OF 5


YIELD

AL-IV-A-150 BR # 20AC0510 (AC0500)

CSX TRANSPORT

ALLEGANY CO., MD.

DAVID KING

2/2/95

S. H. A.

SOUTHWEST APPROACH

5 OF 5

AL-W-A 12

HISTORIC AMERICAN ENGINEERING RECORD

MARKET STREET BRIDGE OVER WESTERN MARYLAND SCENIC RAILROAD
HAER No. MD-126

Location:	Over the Western Maryland Scenic Railroad at Market Street in the City of Cumberland, Allegany County, Maryland.
UTM:	17.692330.4391480
Quad:	Cumberland, Md.
Fabricator:	The Vang Construction Company Cumberland, Maryland
Date of Construction:	1928
Present Owner:	City of Cumberland P.O. Box 1702 Cumberland, MD 21501-2000
Present Use:	Vehicular and Pedestrian Bridge
Significance:	The Market Street Bridge over the Western Maryland Scenic Railroad is a representative example of a three-span concrete-encased steel beam bridge incorporating elements of Art Deco design on an otherwise purely functional structure. It embodies a style of bridge construction that was immensely popular in the 1920s and is both utilitarian and functional in its simplicity of design.
Project Information:	This mitigative documentation was undertaken prior to rehabilitation of the bridge by the City of Cumberland and was carried out in accordance with a contract between the City of Cumberland, Maryland, and West Virginia University Research Corporation on behalf of West Virginia University and its Institute for the History of Technology and Industrial Archaeology.

Billy Joe Peyton
Historian
West Virginia University
Institute for the History of Technology
& Industrial Archaeology
P.O. Box 6305
Morgantown, WV 26506

Overview

Market Street is a two-lane, two-way street that connects Cumberland Street and North Centre Street in downtown Cumberland, Maryland. There are two bridges on Market Street between Cumberland Street and North Centre Street; one spans the Wills Creek flood control channel and the other spans the Western Maryland Scenic Railroad (formerly the Western Maryland Railway). Market Street is one of only three local traffic routes in the city to span these resources.

The Market Street Bridge Over Western Maryland Scenic Railroad is a two-lane vehicular and pedestrian structure. It is a simple three-span concrete-encased steel beam bridge that carries Market Street over the railroad right-of-way and links the commercial downtown section of Cumberland with a residential neighborhood situated to the north.

Historical Overview of Cumberland, Maryland

American Indians occupied the area around the mouth of Wills Creek long before the first European settlers arrived. The native population had fled the area by the time a group of colonists and English merchants formed the Ohio Company and built a storehouse near the mouth of Will's Creek in 1750. Meanwhile, France's rival land claims in the Ohio Valley conflicted with Great Britain's imperialist plans and subsequently resulted in the outbreak of hostilities known as the French and Indian War. Realizing that a fortified stronghold was needed as a base of operations for military operations, colonials loyal to the British crown erected Fort Cumberland at the mouth of Wills Creek in 1755. A 3,000-man British force led by General Edward Braddock arrived at Fort Cumberland in the spring of that year with the intention of marching westward to the Forks of the Ohio River to capture Fort Duquesne from the French. Braddock's troops blazed a road through the mountains en route to a stunning defeat at the hands of French and Indian forces near present-day Pittsburgh. Although Fort Cumberland was abandoned after the war ended in 1763, Braddocks Road continued to be a major east-west passage over the mountains.[1]

Settlement around the mouth of Wills Creek slowed during the American Revolution, but it resumed at a relatively brisk pace after the war ended. The town of Cumberland came into existence in

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[1]Joseph H. Weaver, Cumberland, 1787-1987: A Bicentennial History (Cumberland, Md: The City of Cumberland, 1987), pp. 1-4.

1787 and quickly developed into an important embarkation point for settlers traveling west over the mountains. Due to its strategic location at the eastern base of the Appalachian Mountains, Cumberland gained significance as a transportation crossroads linking the eastward-flowing Potomac River and the "western waters" of the Ohio River basin. The city's geographic importance is accentuated by the nearby Narrows of Wills Creek, a deep natural escarpment that cuts into the prevailing sandstone to provide a natural passage through the mountains just west of the city.

Cumberland enhanced its reputation as a transportation hub when the Cumberland (or National) Road opened to Wheeling in 1818. Later transportation milestones included the arrival of the Baltimore and Ohio Railroad in 1842 and the Chesapeake and Ohio Canal in 1850, both of which stimulated mining and manufacturing and made Cumberland a major shipping point for coal and iron. By 1860 the town had a population of 7,300, and it continued to grow and expand as a burgeoning commercial and manufacturing center after the Civil War.[2]

The railroad has played a prominent role in Cumberland's development. It literally changed the face of the downtown after the principal commercial district shifted from Mechanic Street to a more northeastward orientation near the railroad. Many small coal railroads were built in the last half of the nineteenth century to connect mines with the established transportation routes in and out of the city. Tracks that pass under the Market Street Bridge were once part of the Connellsville Extension of the Western Maryland Railway, an important line that provided a western outlet for the Western Maryland as well as an eastern tidewater route for the Pittsburgh and Lake Erie Railroad of the New York Central system. The right-of-way, which passes through Frostburg, Maryland, before crossing the state line into Pennsylvania, was originally part of the Georges Creek and Cumberland Railroad Company, organized in 1876 as a proprietary company of the Western Maryland. Now, the Western Maryland Scenic Railroad utilizes the route for its tourist train that makes the 32-mile round trip between Cumberland and Frostburg.

Cumberland got its first railroad bridge in 1855, an all-iron structure of the Bollman design built by the B&O over Wills Creek at Baltimore Street. The first bridge erected over the tracks at Market Street was a metal truss that stood from 1901 until the Western Maryland Railway and the City of Cumberland collaborated to build the existing triple-span, concrete-encased steel beam structure in 1928.

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[2]Ibid., pp. 9-10.

After nearly 70 years of continuous service, the city in 1997 developed plans to rehabilitate the Market Street Bridge Over Western Maryland Scenic Railroad. Because the project involves the use of federal funds and the bridge is eligible for the National Register of Historic Places, it is regulated by Section 4(f) of the Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966.[3] After revising its plans in consideration of this fact, the City of Cumberland rejected the idea of constructing a new single-span structure on this location in favor of rehabilitating the 1928 bridge in a fashion that complies with modern highway standards and at the same time seeks to "provide an attractive style that will blend into the historic neighborhoods and assure that the historic integrity of the bridge is preserved to the greatest extent possible."[4]

General Bridge Description

The Market Street Bridge Over Western Maryland Scenic Railroad is a representative example of a simple concrete-encased steel beam structure that gained popularity in this country in the 1910s-30s period. Concrete has been widely used as an artificial stone for building purposes since classical times. Because it is relatively weak in tension and requires reinforcement in the areas where tension develops under load, its earliest use was greatly limited to traditional arch and column forms. It was not until the mid-nineteenth century that attempts were made to overcome this weakness and reinforced concrete did not enjoy widespread application until the beginning of the twentieth century. When compared to traditional building materials such as iron, steel, wood, brick, and stone masonry, concrete is the only one which can be molded into a wide variety of shapes that are often monolithic in design. While iron and steel were widely used for construction in the nineteenth century, reinforced and pre-stressed concrete for bridges, building, and other structures gained worldwide acceptance in the early twentieth century.

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[3]The bridge is considered significant under Criterion C and possibly Criterion B as an example of Art Deco detailing on an otherwise purely functional structure, as an example of concrete-encased metal girder bridge construction, and as a possible significant example of the work of The Vang Construction Company.

[4]Letter from J. Rodney Little (Maryland State Historic Preservation Officer), to John J. DiFonzo (City Engineer, City of Cumberland), April 3, 1997, and letter from John J. DiFonzo to J. Rodney Little, May 21, 1997, in City of Cumberland Engineering Department files.

Erected in 1928, the Market Street Bridge is a simple three-span concrete-encased steel beam structure with span lengths of 25'-0", 35'-0", and 35'-0", and a total length of approximately 95'-0". (The Western Maryland Scenic Railroad passes under the center span.) Its superstructure consists of 39 concrete-encased beams (13 per span) that serve as stringers supporting a concrete deck with a bituminous asphalt wearing surface. The bridge has a clear roadway that measures 22'-0" wide, two 6'-0" sidewalks, and a 1'-0" wide solid concrete balustrade of Art Deco design that runs the length of the span on each side. Overall width of the structure is 36'-0". The reinforced concrete substructure consists of one gravity abutment on the north end supported by two 120'-0" long reinforced concrete retaining walls, and one concrete-encased stone abutment and two cut stone counterfort retaining walls on the south end. (These are the only tangible remnants of an earlier steel truss bridge that stood on the site prior to 1928.) Two solid-stem concrete piers carry the structure over the railroad.[5]

Cast-iron pipe rails punctuate the southern approach to the bridge, and those on the southwestern side are embedded in poured concrete posts. Eleven concrete lamp posts with metal arms and downward-pointing acorn-shaped lights originally adorned the bridge, but were later removed. A 6" gas line was originally installed under the deck and a similar-sized water line ran underneath the bridge. A bronze name plate was mounted on the northwest corner of the bridge in 1928 to commemorate local politicians and the principal project participants. The plate measures 1'-10" high by 2'-0" long with the following inscription:

MARKET STREET BRIDGE
CUMBERLAND, MD.
BUILT 1928

THOMAS W. KOON, MAYOR
COMMISSIONERS
FRANK BILLMEYER
HERBERT L. BLYE
CHARLES F. HELLER
CLIFTON W. WHITE
RALPH L. RIZER, CITY ENGINEER

THE VANG CONSTRUCTION COMPANY
CONTRACTOR

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[5]City of Cumberland Engineering Department, "Programmatic Section 4(f) Evaluation for Bridge No. AC-05, Market Street Over The Western Maryland Scenic Railroad" (Owings Mills, Md., Wilson T. Ballard Company, 1997), p. 2.

Also located directly below the northwest corner of the bridge is an entrance room leading to an abandoned brewery tunnel that passes through the retaining walls and emerges at the opposite side of Market Street. This passageway was used as a pipe chase by an adjacent brewery that operated until 1974.

Market Street Bridge Over the Western Maryland Scenic Railroad

This simple and ordinary concrete-encased steel beam bridge was erected in 1928 by The Vang Construction Company of Cumberland. The work was supervised by Ralph Leon Rizer, long-time city engineer for the City of Cumberland. Rizer worked for the city for nearly 46 years, serving as city engineer from 1918 to 1932 and then again from 1936 to 1951. His 30-year tenure as city engineer is longer than any person in the city's history. A lifelong resident of Cumberland, Rizer graduated from Allegany High School in 1904 and started working for the city in 1906. He retired in 1951 and died five years later at Cumberland's Memorial Hospital.[6]

The history of the Market Street Bridge Over Western Maryland Scenic Railroad began in 1918 with the submittal of Ralph Rizer's first Annual Report on Bridges. In his report to the mayor and city council, the newly-appointed city engineer described the old steel truss bridge that originally stood at Market Street as having a wooden floor and cut-stone abutments. He went on to say that some of the iron work was entirely rusted away in places and main girders were "in wind." Rizer felt that the old structure could safely carry six tons, but he knew that far heavier loads actually passed over it. He took up the bridge's condition with the railroad company, but to no avail: "I have earnestly endeavored to have the Western Maryland Railroad Company to proceed with a new structure, but this has been in vain."

Rizer's suggestions were apparently heeded in 1919, when the railroad elected to repaint the ironwork on the bridge. However, Ralph Rizer remained outwardly concerned because he considered the understructure to be too light to handle the increasingly heavy traffic moving across the bridge. As a result, he called for replacement of the decrepit span "at the earliest possible date" with a structure able to accommodate modern loads. In 1920, Rizer reported that the old bridge was in very bad condition with parts of it entirely rusted away. He continued to harangue the railroad

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[6]Cumberland (Maryland) Sunday Times, September 16, 1956.

[7]Ralph L. Rizer, Annual Report on Bridges (City of Cumberland, 1917).

to build a new structure, but it simply responded by posting a five-ton load limit and a five miles per hour speed limit on the old bridge. This outraged Rizer, who claimed that "the Bridge Engineer of said Railway has, in a certain sense, condemned this bridge inasmuch as he has stated to me by letter that said bridge incapable of carrying over 5 tons." Meanwhile, the old bridge continued to deteriorate for three more years while the railroad failed to act.

The city engineer appealed to the Cumberland City Council in 1924 to take action and use its influence to erect a new bridge at the Market Street crossing. In calling attention to the severity of the problem, he noted the fate of another nearby bridge, "which while minor repairs were being made, without any evidence or signs of failure, and without any load thereon, collapsed and fell into Wills Creek."[8] Rizer recommended that the city attorney take action against the Western Maryland Railway to force the issue. His plea apparently worked, for the railroad in 1925 reinforced the bridge with the addition of three pairs of columns on concrete footers under the middle of each span.

Despite these much-needed improvements, the main girders continued to deteriorate, the hand rail had loosened, and some diagonal floor braces were disconnected. Consequently, the city engineer strongly urged the mayor and city council to intervene in getting the old bridge replaced with an up-to-date structure capable of handling modern traffic. Meanwhile, the City of Cumberland in the late 1920s adopted a plan for updating its bridges. The modernization effort specifically called for replacing the old steel bridge at Market Street with a modern concrete structure.

Finally, after more than a decade of discussions between the city and the railway, the two parties agreed on plans to erect a new bridge over the tracks at Market Street. Ralph Rizer prepared the plans and specifications for the new span in July 1928 and the City of Cumberland received sealed bids on August 23, 1928. Selection of a firm to build the bridge was made jointly by the city and railroad. George F. Hazelwood came in with a low bid of $37,462.15, but chief engineer H. R. Pratt of the Western Maryland Railway voiced concern about the selection:

> I am not acquainted with the experience, constructive ability or resources of the low bidder, George P. Hazelwood, and as he failed to comply with the requirements set forth on page 5 of your specifications

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[8]Annual Report on Bridges, 1924.

for this work, I am unable to approve awarding of the contract to him.[9]

As required in the specifications, Hazelwood should have stated "what work of similar character he has done" that qualified him to undertake the project at hand. By not doing so, his company forfeited its chance to land the bridge job.

The Vang Construction Company submitted the second lowest bid of $38,904.83. This local company, with headquarters in the Liberty Trust Building in downtown Cumberland, was founded and led by its president, George Vang, and secretary-treasurer, J.C. Shriver. In its proposal to the city, Vang Construction included an impressive list of bridge projects it had done. Their accomplishments included: Market Street Bridge over Wills Creek, Valley Street Bridge, Baltimore Street Bridge, and Virginia Avenue Subway in Cumberland; the Susquehanna River Bridge in Clarks Ferry, Pennsylvania; the Sixteenth Street Bridge in Pittsburgh; and the Tennessee River Bridge in Chattanooga, Tennessee. Convinced of the firm's competence at building bridges, both the Western Maryland Railway and the City of Cumberland endorsed Vang Construction for the job. On September 20, 1928, the City of Cumberland contracted with The Vang Construction Company to build the Market Street Bridge over what was then the Western Maryland Railway.[10] (The Western Maryland Scenic Railroad came into existence in 1988.)

Aside from routine maintenance and repairs, for almost twenty years the bridge had no alterations made to it. The first noticeable change occurred in 1946-47, when the gas line previously located under the deck was removed and attached to hangars at the side of the bridge and a control valve was added at the south end of the span.[11] By the early 1950s the Market Street Bridge began to show signs of aging, as concrete sidewalks needed repaired, curbs had disintegrated and settled below the sidewalk, concrete balustrades, pilasters, and lamp posts required patching, reinforced bars had become exposed in places, and light fixtures needed cleaning and painting.

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[9]Letter from H.R. Pratt (Chief Engineer, Western Maryland Railway Company) to Ralph L. Rizer (City Engineer, City of Cumberland), August 24, 1928, in City of Cumberland Engineering Department files.

[10]City of Cumberland, "Proposal, Specifications and Contract for Market Street Bridge Over the Western Maryland Railway, Cumberland, Md." (Cumberland, Md., City of Cumberland, 1928).

[11]Annual Report on Bridges, 1928-1948.

In 1958, then-city engineer C.R. Nuzum called for replacement of the bridge lamp wiring as well as other repairs to the bridge. Nothing was done to remedy the situation at the time and deterioration of the structure continued. By 1961, concrete was spawling and crumbling, reinforced steel was exposed and rusting, the sidewalk needed repair, and some globes and parts of lights were hanging loose, thereby posing a serious safety problem to pedestrians. Given their deteriorated condition and the fact that they were no longer being used, the city engineer recommended that the concrete lamp posts be removed.[12]

The original acorn-shaped light fixtures were removed in 1963. In that same year, the City of Cumberland advertised for bids to undertake repairs to the bridge and remove the concrete lamp posts. However, the city rejected the low bid submitted by Wilson Construction Company and re-advertised the work. In 1964, it successfully let a contract for $13,643.00 to Pressure Concrete Company for "removal of the original light poles, [and] repair of beams, abutments, piers, walls and handrails and new sidewalk and curbs."[13]

Although the Market Street Bridge has continuously carried vehicular and pedestrian traffic since 1928, few structural repairs have been made over the years. Consequently, the bridge continued its deterioration to the point that a 1997 inspection report rated it in poor condition.[14] According to the consulting engineering firm that inspected it, the deck exhibited potholes and cracks in the bituminous wearing surface, deteriorated curbs, beam and seat deterioration, and scaling of concrete. The superstructure had multiple beams in each span either badly deteriorated or soot-covered, and all fascia beams showed a loss of bearing on substructure elements; the substructure itself was also in poor condition, with deteriorated concrete in the abutments and piers and loose or non-existent mortar in the masonry wingwalls. Based on load ratings, the engineering firm recommended closing the sidewalk to pedestrians, posting signs, shoring fascia beams and a southeast wingwall crack, and posting a maximum weight limit of

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[12]Annual Report on Bridges, 1962.

[13]City of Cumberland Engineering Department, "Specifications, Proposal, Contract and Bond For Repairs to Market Street Bridge Over Western Maryland Railroad" (1964), p. 2.

[14]City of Cumberland Engineering Department, "1997 Bridge Inspection Report, Bridge No. AC05 Market Street Over Western Maryland Scenic Railroad" (Baltimore, Md.: Whitney, Bailey, Cox & Magnani, 1997), p. 4.

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52,000 pounds for a single vehicle.[15]

Another feature that described in the report is an abandoned entrance room located at the northeast approach to the bridge. This room leads to a tunnel, situated between the counterfort retaining walls and running under the bridge, that once carried piping from the Old German Brewery on the northwest side of Market Street to the company bottling house opposite it. A brief discussion of Cumberland's rich brewing heritage is included in the ensuing paragraphs.

Cumberland's brewing heritage began with a number of small establishments to quench the thirst of British miners and German immigrants. German workers migrated to Cumberland to work in the beer-making industry, and by 1888 there were 13 brewers and bottlers operating in the city.[16] In 1892, Cumberland's brewing industry expanded with the opening of the large Cumberland Brewery complex at North Centre and Mechanic streets. The Old German Brewing Company, later known as the Queen City Brewery, was established in 1901 along Wills Creek. It featured modern equipment to produce up to 75,000 barrels of beer, employed 75-100 people, and developed a local reputation for its product. By the time the Volsted Act ushered in the era of Prohibition, there were but two breweries left in Cumberland--the Old German and Cumberland breweries. Old German, which had changed its name to Liberty Brewing Company amidst the anti-German hysteria of World War I, changed its name again in 1920 to Queeno Company. At its Market Street plant it produced a cereal beverage with less than one-half of one percent alcohol that sold as "Queeno." Contemporary accounts called it a "dismal failure as a substitute for real and authentic beer."[17] The Cumberland Brewing Company on North Centre Street also turned out a similar beverage.

With the repeal of Prohibition in 1933, the two Cumberland breweries returned to their rightful business of making beer. In 1958, the Queen City Brewing Company purchased the entire stock of the Cumberland Brewing Company, the city's oldest beermaking establishment. Operations continued at both brewery sites until 1969, when the old Cumberland Brewing plant on North Centre Street closed. Queen City Brewing remained in business making Old German Beer and Tudor Ale for the A&P supermarket chain, and later

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[15]Ibid., p. 6.

[16]Harry I. Stegmaier, Jr., et al., Allegany County--A History (Parsons, W.Va.: McClain Printing Company, 1976), p. 217.

[17]Ibid., p. 317.

American Beer. Cumberland's century-old brewing tradition ultimately ended when the nation's small breweries began to disappear in the 1970s. Production at Queen City Brewing Company's 250,000 barrel-a-year operation ceased in 1974 after workers refused to accept a pay cut and the Iron City Brewing Company of Pittsburgh bought the formula and right to produce Old German Beer. In the fall of 1975, demolition crews leveled the landmark red brick brewery building with the tall yellow smokestack that stood at the southwest end of the Market Street Bridge over the Western Maryland Scenic Railroad.[18]

In 1997, the City of Cumberland Engineering Department engaged the Wilson T. Ballard Company of Owings Mills, Maryland, to provide engineering services for the rehabilitation of the two-lane bridge. Ballard found the span to be structurally deficient and outlined a major rehabilitation to replace the bridge superstructure, abutment beamseats, the two piers, and existing parapets, and remove the north sidewalk. The remainder of the abutments and the counterfort retaining walls are to remain intact on the rehabilitated structure, which will be enhanced with the addition of brick facing on the interior of the parapets, black steel handrails, and decorative Baltimore/Harrisburg-style period lighting to match that found on the Valley Street and Henderson Avenue bridges that span Wills Creek and the scenic railroad.[19] Rehabilitation of the Market Street Bridge is set for late 1998 or early 1999.

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[18]Ibid., p. 396-99.

[19]Letter from Glenn R. Detter (Wilson T. Ballard Company), to John DiFonzo (City Engineer, City of Cumberland), May 8, 1997, in City of Cumberland Engineering Department files.

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HISTORIC AMERICAN ENGINEERING RECORD

INDEX TO PHOTOGRAPHS

MARKET STREET BRIDGE OVER
WESTERN MARYLAND SCENIC RAILROAD
Cumberland
Allegany County
Maryland

HAER No. MD-126

John Nicely, Photographer, May, June 1998

MD-126-1 VIEW SOUTHWEST, EAST ELEVATION

MD-126-2 VIEW WEST, EAST ELEVATION

MD-126-3 VIEW NORTH, SOUTH APPROACH

MD-126-4 VIEW EAST, WEST ELEVATION

MD-126-5 VIEW SOUTH, NORTH APPROACH

MD-126-6 VIEW SOUTHWEST, DETAIL, EAST ELEVATION

MD-126-7 VIEW SOUTH, DETAIL, PIERS AND RETAINING WALL, WEST ELEVATION AT SOUTH END

MD-126-8 VIEW WEST, DETAIL, WALL WITH BRIDGE PLATE AT NORTHWEST CORNER

MD-126-9 VIEW WEST, DETAIL, DECORATIVE CHARACTERISTICS OF WALL AT SOUTHWEST CORNER

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MD-126-10 SOUTH ABUTMENT, ORIGINAL 8 X 10, CA. 1928

MD-126-11 VIEW NORTH, CUMBERLAND WITH MARKET STREET BRIDGE IN FOREGROUND, ORIGINAL 3 X 4, DATE UNKNOWN

MD-126-12 VIEW SOUTH, MARKET STREET BRIDGE AND BREWERY IN REAR, ORIGINAL 8 X 10, DATED 5-12-56

MD-126-13 VIEW SOUTH, MARKET STREET BRIDGE AND BREWERY IN REAR, ORIGINAL 8 X 10, DATED 5-24-56

MD-126-14 ENGINEERING DRAWING, SHEET 1 OF 3, DATED JULY 27, 1928

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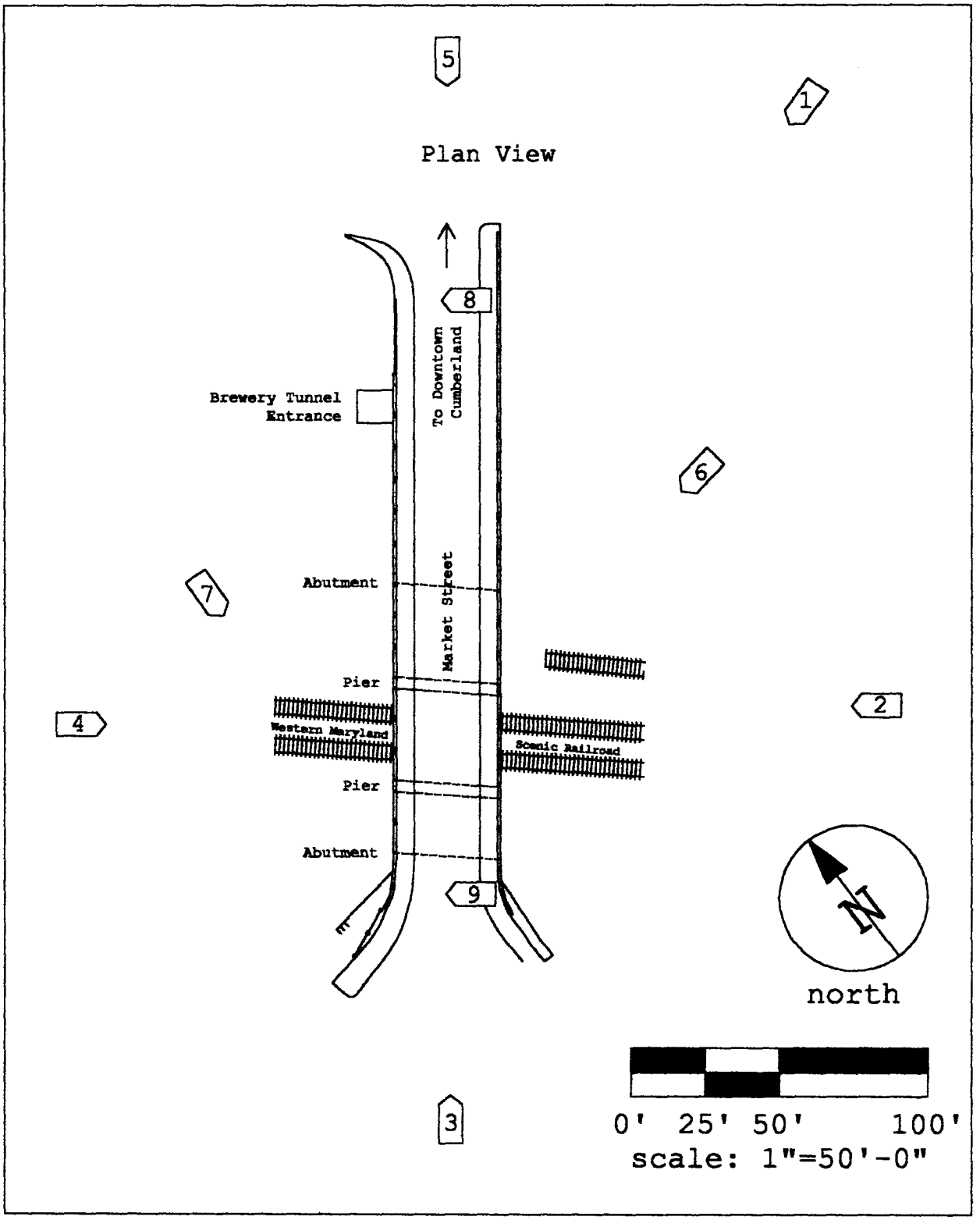

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Market Street Bridge
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1998

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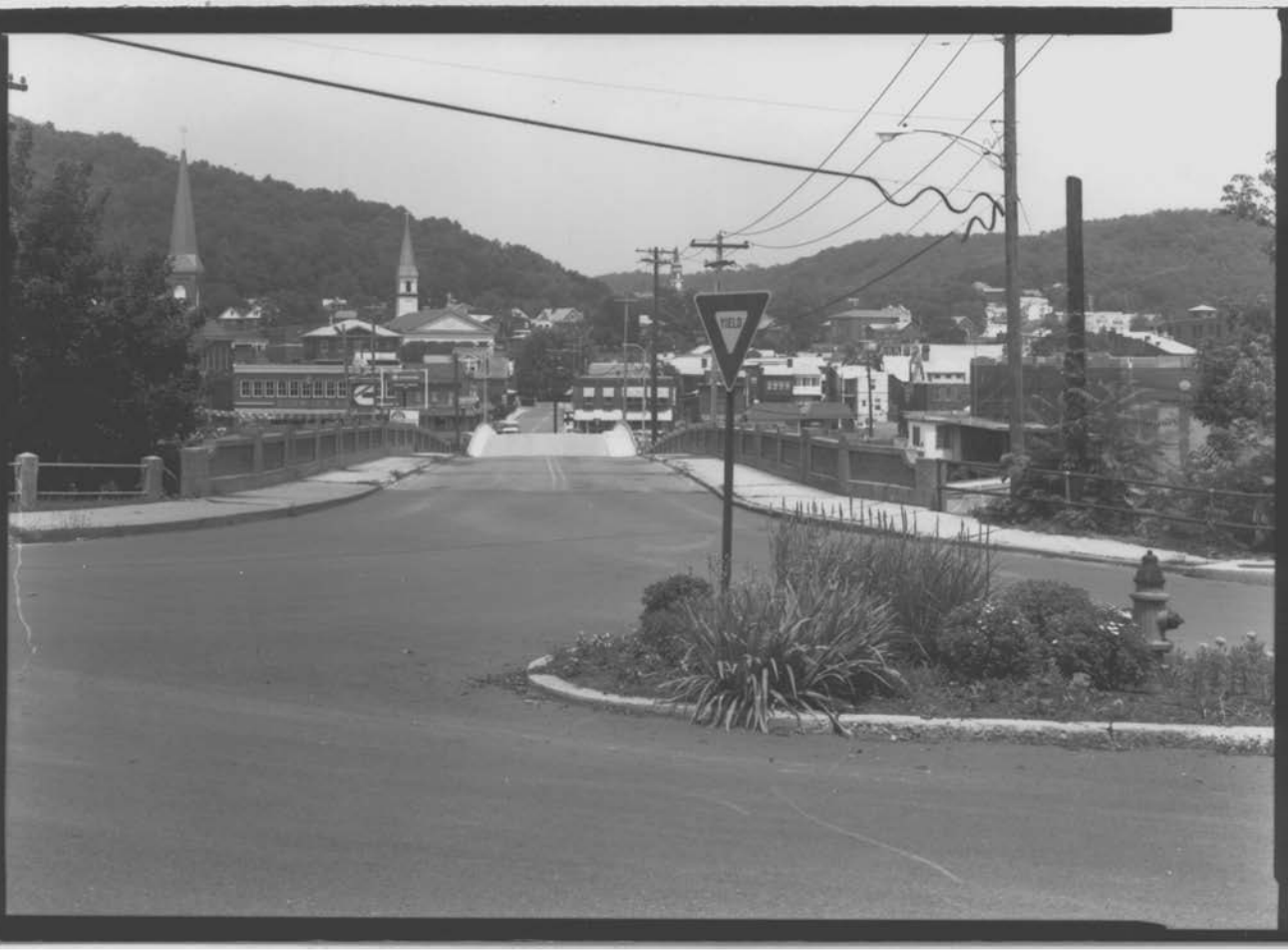
Market Street Bridge

Cumberland, Allegany Co

1998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Market Street Bridge

Cumberland, Allegany Co.

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Market Street Bridge
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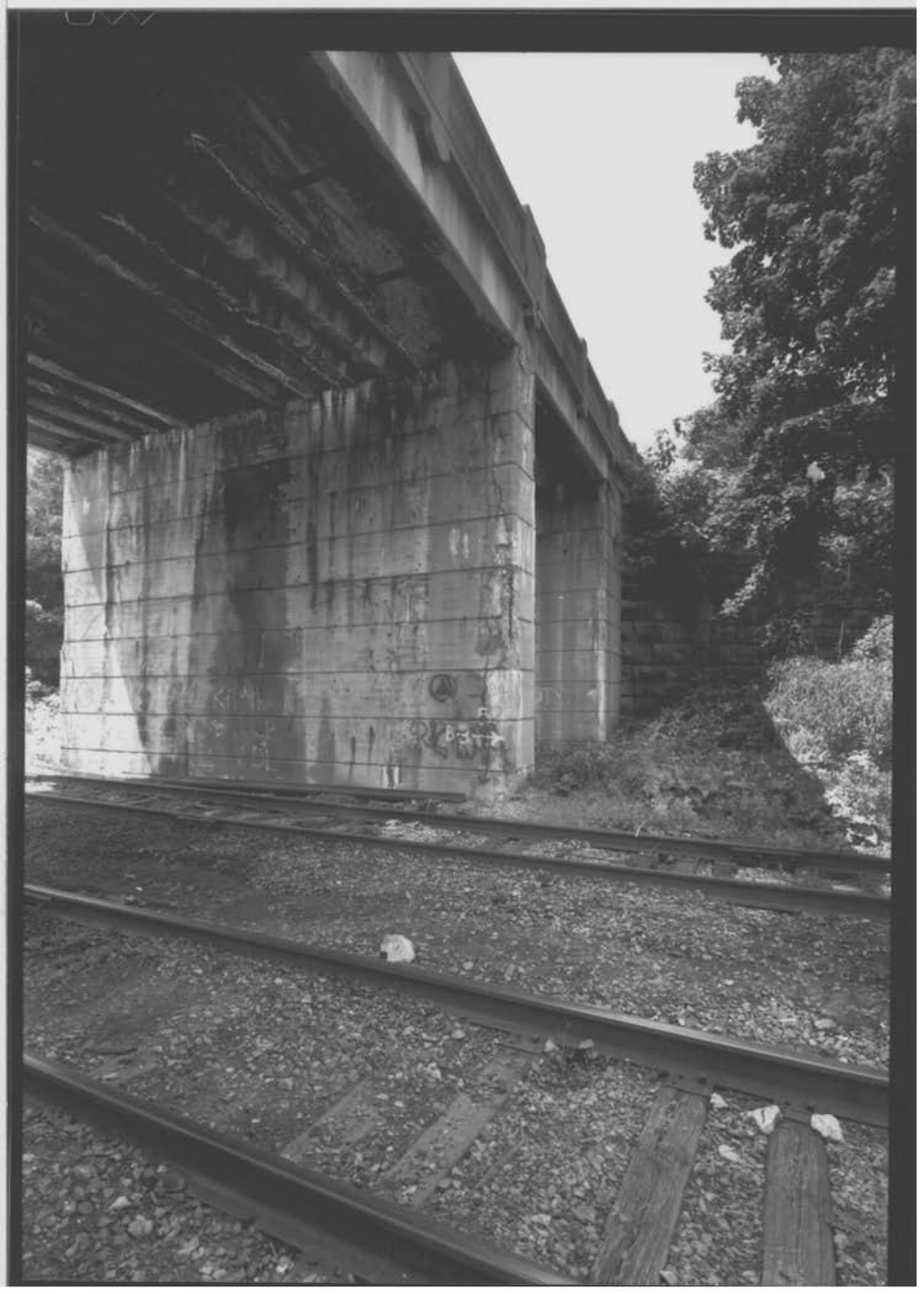

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HAER No MD-126-9

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Market Street Bridge

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1998

South Abutment of Old Market St. Bridge over W. Md. R.R. Built in 1901. To be refaced with Concrete.

Sept 1920

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Market Street Bridge
Cumberland, Allegany Co., MD
1998 of 1928 photo


5/12/56

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Market Street Bridge

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Cumberland, Allegany Co., MD

1998 & 1956 photo

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1998 & historic photo


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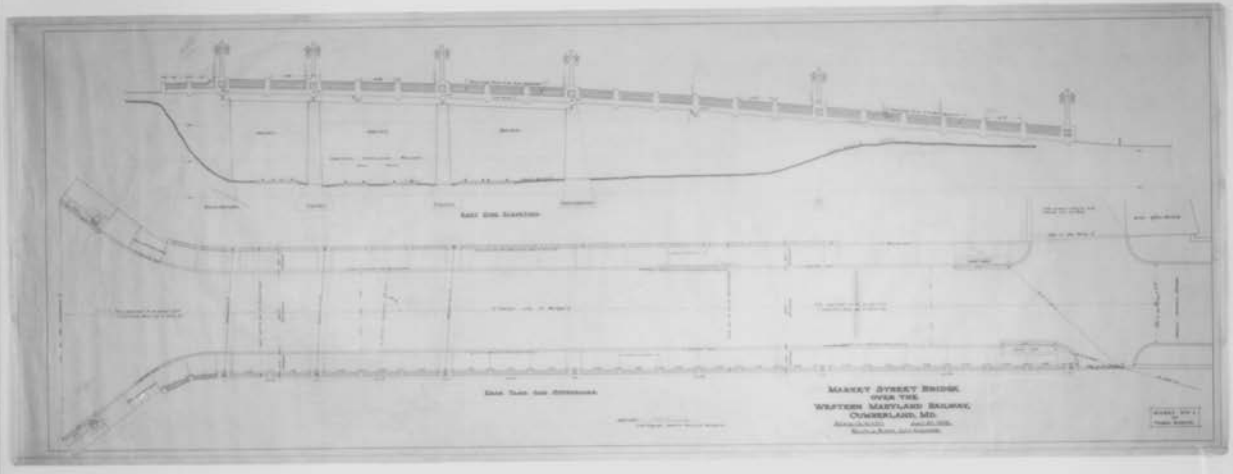
Market Street Bridge

Cumberland, Allegany Co., MD

1998 & 1956 photo


MARKET STREET BRIDGE
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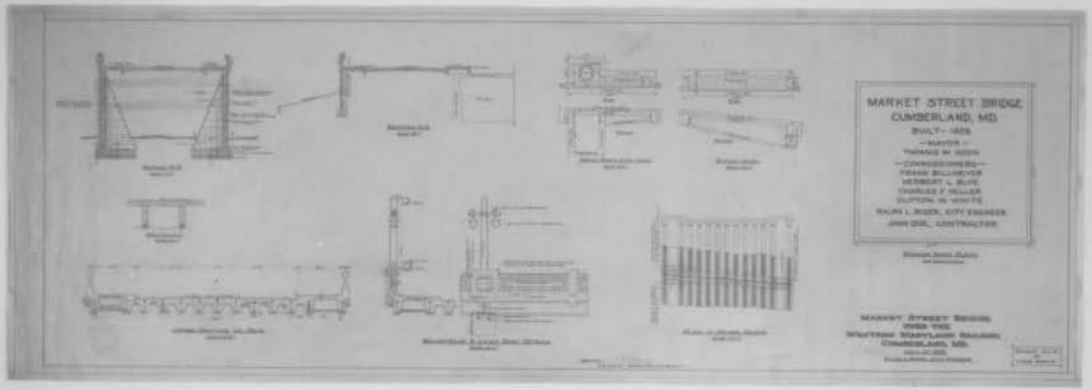
Market Street Bridge

Cumberland, Allegany Co., MD

1998 of 1928 Engineering Drawing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BUILT - 1928
— MAYOR —
THOMAS M. KOON
— COMMISSIONERS —
FRANK BILLMEYER
HERBERT L. BLYE
CHARLES F. HELLER
CLIFTON W. WHITE
RALPH L. RIZER, CITY ENGINEER
ANN DUL, CONTRACTOR
MARKET STREET BRIDGE
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Market Street Bridge

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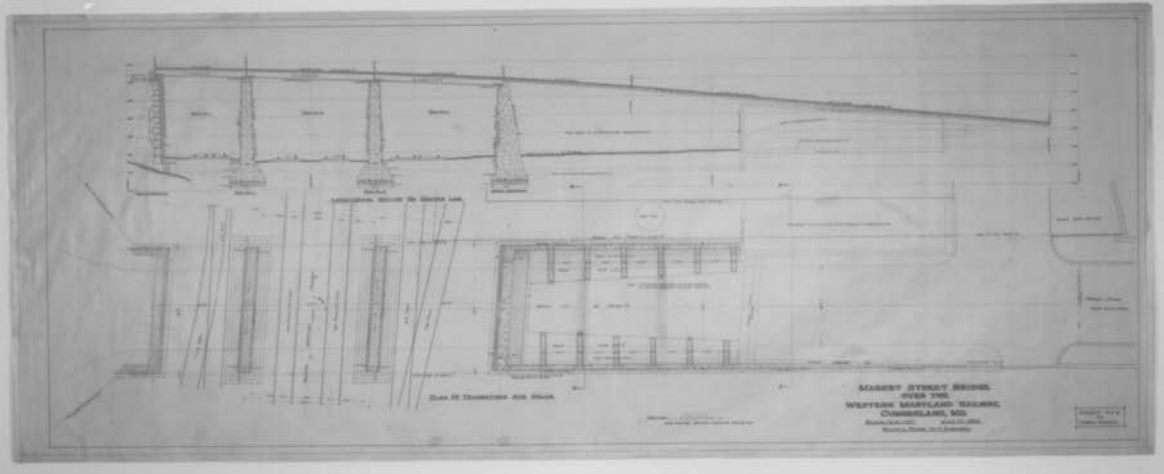
1998 & 1928 Engineering Drawing


MARKET STREET BRIDGE
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Market Street Bridge

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1998 & 1928 Engineering Drawing