

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-VI-C-274

Name: # A4 / MORRISON BR. OVER GEORGE'S CRK.

✓

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>

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

MHT No. AL-VL-C-274

SHA Bridge No. A-4 Bridge name Morrison Road over George's Creek

LOCATION:

Street/Road name and number [facility carried] Morrison Road

City/town Morrison Vicinity _____

County Allegany

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 A-4 carries Morrison Road over George's Creek in an east/west direction. George's Creek flows south/north at this point. The bridge is located in the vicinity of Morrisons, Maryland southwest of Lonaconing and north of Westernport just off of MD 36. The area is hilly with a few residences and business in the area. Railroad tracks are located just beyond the west approach.

Describe Superstructure and Substructure:

This structure is a single-span, single-lane, steel Pratt pony truss. The truss has five panels for a total length of 78 feet and a curb to curb roadway width of 15 feet. The top chord is constructed of back to back channels with a riveted cover plate on top. The bottom chord is constructed of eye bars. The verticals, to which the floorbeams are attached, are composed of angles and lattice bars while the diagonals are constructed of eye bars. The floorbeams support the deck. The floor system is also supported by longitudinal I-shaped stringers which are supported by the transverse floorbeams. All joint and member connections are of pinned construction. The deck consists of steel grid. The guardrails are constructed of two steel angles separated by lattice work and attached to the truss verticals along the roadside face of both trusses. The substructure consists of stone masonry abutments.

Discuss Major Alterations:

No notable alterations have been made to this bridge.

HISTORY:

WHEN was bridge built (actual date or date range) C.1890-1900

This date is: Actual _____ Estimated X

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

Other (specify) County files on the bridge suggest a construction date of 1900 or earlier.

WHY was bridge built? To provide a reliable crossing of Morrison Road over George's Creek to meet local transportation needs.

WHO was the designer _____

WHO was the builder _____

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

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

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 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 X

Because of their solidity, metal truss bridges such as the Morrison 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 Morrison 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 X 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 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.

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. 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. Probably built during the last decade of the nineteenth century, 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.

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.

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.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Allegany County engineer's office.

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 2/1/95

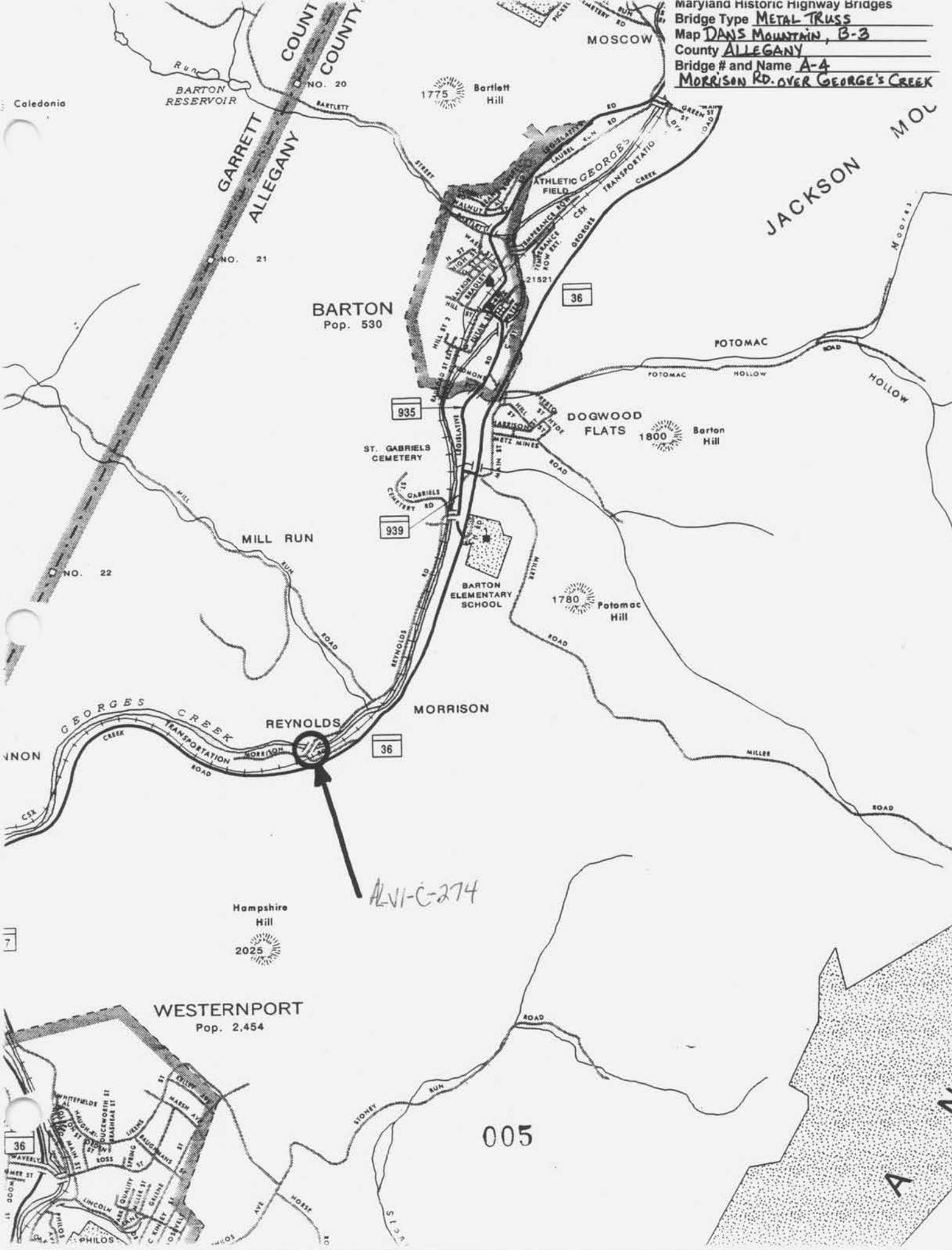
Name of surveyor David P. King/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100

FAX number 410-561-1150

Maryland Historic Highway Bridges
 Bridge Type METAL TRUSS
 Map DANS MOUNTAIN, B-3
 County ALLEGANY
 Bridge # and Name A-4
MORRISON RD. OVER GEORGE'S CREEK



Caledonia

BARTON RESERVOIR

GARRETT COUNTY
 ALLEGANY COUNTY

1775 Bartlett Hill

MOSCOW

JACKSON MOUNTAIN

BARTON
 Pop. 530

36

POTOMAC

DOGWOOD FLATS
 1800

Barton Hill

935

ST. GABRIEL'S CEMETERY

939

BARTON ELEMENTARY SCHOOL

1780 Potomac Hill

MILL RUN

MORRISON

REYNOLDS

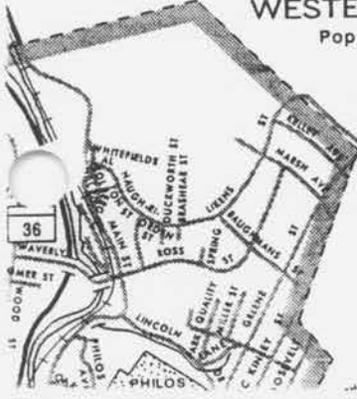
36

Hampshire Hill

2025

WESTERNPORT
 Pop. 2,454

005



A black and white photograph of a narrow bridge crossing a stream. The bridge has a wooden deck and metal railings. On the right side of the bridge, a white rectangular sign with a black border reads "WEIGHT LIMIT 11 TONS". The bridge is surrounded by bare trees and utility poles with power lines. Long shadows are cast across the bridge deck from the right side. The background shows a dense forest of trees.

WEIGHT
LIMIT
11
TONS

AL-VI-C-274

#A-4

BR # ~~20A410~~

GEORGES CREEK
ALLEGANY CO., MD.

DAVID KING

1/27/95

S. H. A.

WEST APPROACH

1 OF 4



WEIGHT
LIMIT
11
TONS

No Right Turn

WALSH TRUCK RENTALS

AL-VI-C-274

#A-4

BR# ~~20A410~~

GEORGES CREEK

ALLEGANY CO., MD.

DAVID KING

1/27/95

S. H. A.

EAST APPROACH

2 OF 4



AL-VI-C-274

#A-4

BR # ~~26~~ AUTO

GEORGES CREEK

ALLEGANY CO., MD

DAVID KING

1/27/95

S. H. A.

NORTH ELEVATION (DOWNSTREAM)

3 OF 4



AL-VI-C-274

A-4

BR # ~~20~~ 20110

GEORGES CREEK

ALLEGANY CO., MD.

DAVID KING

1/27/95

S. H. A.

SOUTH ELEVATION (UPSTREAM)

4 OF 4.

AL-VI-C-274

Reynolds Pratt Truss Bridge
Barton
Public

c1900

The Reynolds Pratt Truss Bridge was constructed c.1900 by the Penn Bridge Co. This single-span Pratt Half-hip pony truss bridge carries Morrison Road over Georges Creek. It is a steel, pinned and riveted connected bridge with a metal mesh deck, and rests on concrete abutments.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Reynolds Pratt Truss Bridge

2 LOCATION

STREET & NUMBER

Southern Morrison Road, over Georges Creek, approx. 1½ miles south of Barton

CITY, TOWN

Barton

VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

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

Allegany County Highway Department

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC

Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE

Maryland 21502

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

AL-VI-C-277

CONDITION

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED |
| <input checked="" type="checkbox"/> GOOD | <input type="checkbox"/> RUINS |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED |

CHECK ONE

- UNALTERED
 ALTERED

CHECK ONE

- ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This single-span Pratt Half-hip pony truss bridge carries Morrison Road over Georges Creek. It is a steel, pinned and riveted connected bridge with a metal mesh deck, and rests on concrete abutments. It is a much lighter constructed bridge than the other nearby Pratt Half-hip (AL-VI-C-273). A plaque located on the southend chord reads: "Penn Bridge Co./ Beaver Falls PA./Wm. Farn's Cont'g Agt./ Pittsburg, PA."

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 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	c.1900	BUILDER/ARCHITECT	Penn-Bridge Co.
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STATEMENT OF SIGNIFICANCE

The Reynolds Pratt Truss Bridge was constructed c. 1900 by the Penn Bridge Co. The Half-hip variation was designed for short spans carrying light vehicular traffic. (Comp and Jackson)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Comp, T. Allan and Jackson, Donald. "Bridge Truss Types; A guide to dating and identifying" History News Vol, 32, No. 5, May 1977
Technical leaflet #95.

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
Donna Ware, Historian

ORGANIZATION
Maryland Historical Trust/Bureau of Mines

DATE
August 1981

STREET & NUMBER
Shaw House, 21 State Circle

TELEPHONE
301-269-2438

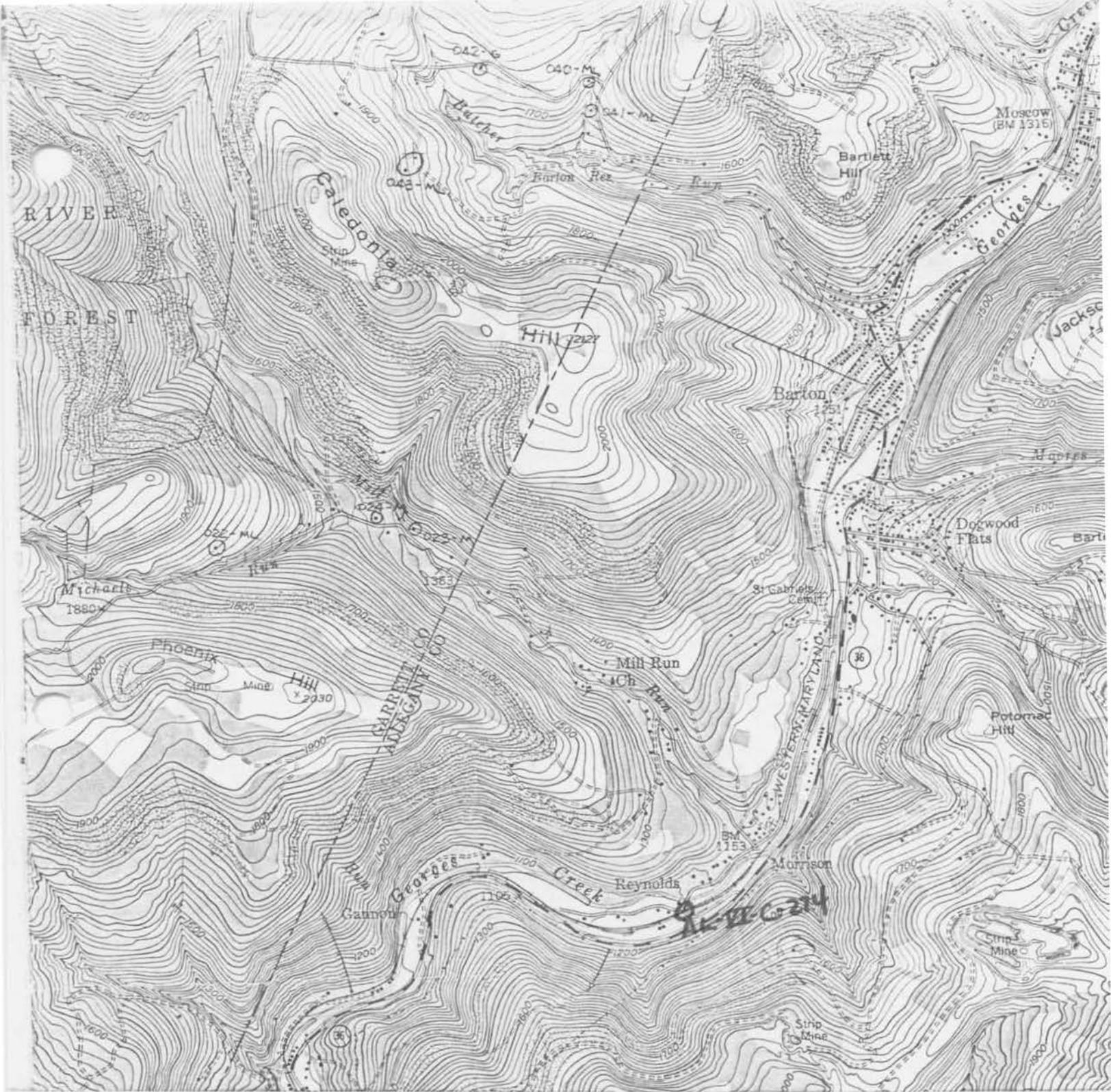
CITY OR TOWN
Annapolis

STATE
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.

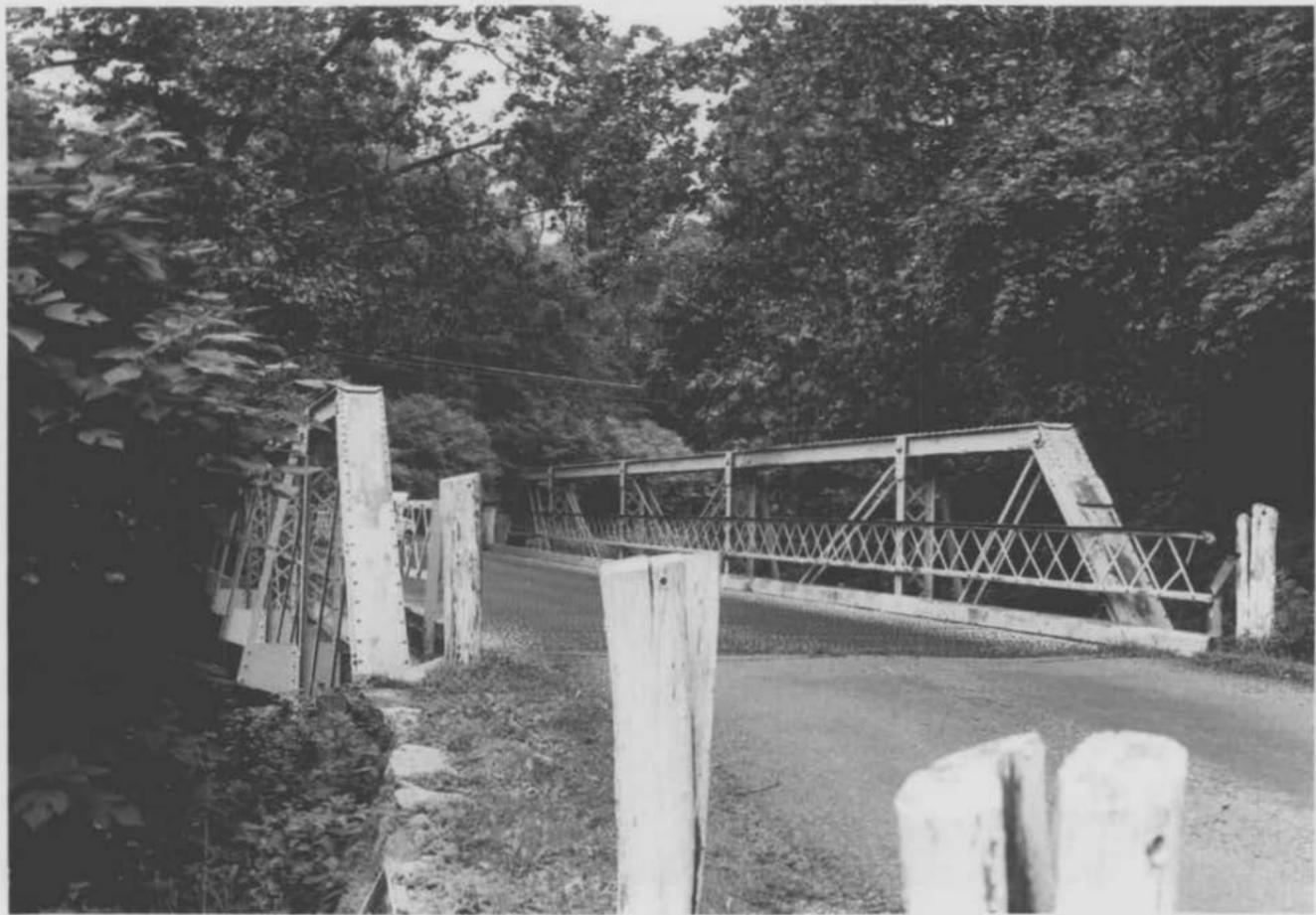
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



Barton, MD
USGS 7.5 Minute Series
Scale 1:24,000
1947; photorevised 1974

AL-VI-C-274
Reynolds Pratt Truss Bridge
Southern end Morrison Road, over
Georges Creek, approx. 1½ miles
south of Barton



AL-VI-C-274

Reynolds Pratt Truss Bridge

Allegheny County, MD

Dave Dorsey 8/81

Looking Northeast



AL-VI-C-274

Reynolds Pratt Truss Bridge

Allegheny County, Maryland

Dave Dorsey 8/81

Looking North -