

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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

1 NAME

HISTORIC Matthews Bridge

AND/OR COMMON

Dulaney Valley Road Bridge

2 LOCATION

STREET & NUMBER County Route 146 at Loch Raven Reservoir

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN

Towson

VICINITY OF

STATE

Maryland

CODE

COUNTY
Baltimore

CODE

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	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> 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 City of Baltimore (Mayor and City Council)

STREET & NUMBER
City Hall

CITY, TOWN
Baltimore

VICINITY OF

STATE
Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Baltimore City Courthouse

STREET & NUMBER
Lexington Street

CITY, TOWN
Baltimore

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

BA-1138

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Matthews Bridge is a riveted steel highway bridge of the Parker truss type, with a curved upper chord. Designed by J.E. Greiner, as consulting engineer for the Baltimore City Water Department in 1913, the bridge is composed of three spans of equal length (297') and a deck girder shore span at either end (27'). The width of the bridge from truss to truss is 24'; the roadway width is 20'. The depth of the trusses at their maximum is 46' and 27' at their minimum. Each span is supported by a pair of towers at either end. There are four pairs of towers in all. The top chords terminate in cast steel rockers which rest upon platforms inside the towers, just below their cast-iron caps. The towers in turn are supported by reinforced concrete piers, set on bedrock.

With the exception of the bottom laterals, which support the road deck, and the diagonals in the sway frames, every member is sheathed with single, or multiple latticework. The towers themselves are constructed of battened webplates with cast-iron caps and shoes. However, the arches between the towers are latticed. Latticed side rails run the length of the bridge on either side of the roadway. There is no walkway. The entire superstructure is painted green.

The substructure consists of four piers which support the three spans and two abutments which support the 27' long deck girder shore spans at either end of the bridge. All these supports are constructed of reinforced concrete.

The major alteration to the Matthews Bridge has been the replace-

8 SIGNIFICANCE

BA-1138

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
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 1913-1914

BUILDER/ARCHITECT J. E. Greiner (Consulting Eng.)

STATEMENT OF SIGNIFICANCE

The Matthews Bridge, located five miles north of Towson, Maryland, linking the Jarrettsville Turnpike on the east with the Dulaney Valley Road on the west is a well preserved example of an early Twentieth Century multi-span highway bridge.

Designed in 1913 by J. E. Greiner, a noted Maryland engineer, and built in 1914 by McClintic-Marshall Company of Philadelphia (the superstructure) and Stewart-Jones Company and Clairborne, Johnston Company (the substructure) for the Baltimore City Water Department, the Matthews Bridge, originally called Mann's Hill Bridge, or Bridge #2, is the second and largest of three bridges spanning the Lock Raven Reservoir constructed as part of the Gunpowder Supply Improvement project. The Dulaney Valley Road Bridge, as it is more commonly referred to today, was erected in place as a replacement bridge in coordination with the construction of a new dam on the Gunpowder River from 1912 to 1914. The construction of the new dam considerably widened the water way and necessitated both the new bridge and connecting roadways.

In the design of this bridge consideration was given to the natural beauty of its location; and therefore, Greiner incorporated certain ornamental features into the plan of the structure. Unlike

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ment of the original wooden deck with a concrete slab road deck. The original network of bottom laterals is still in service.

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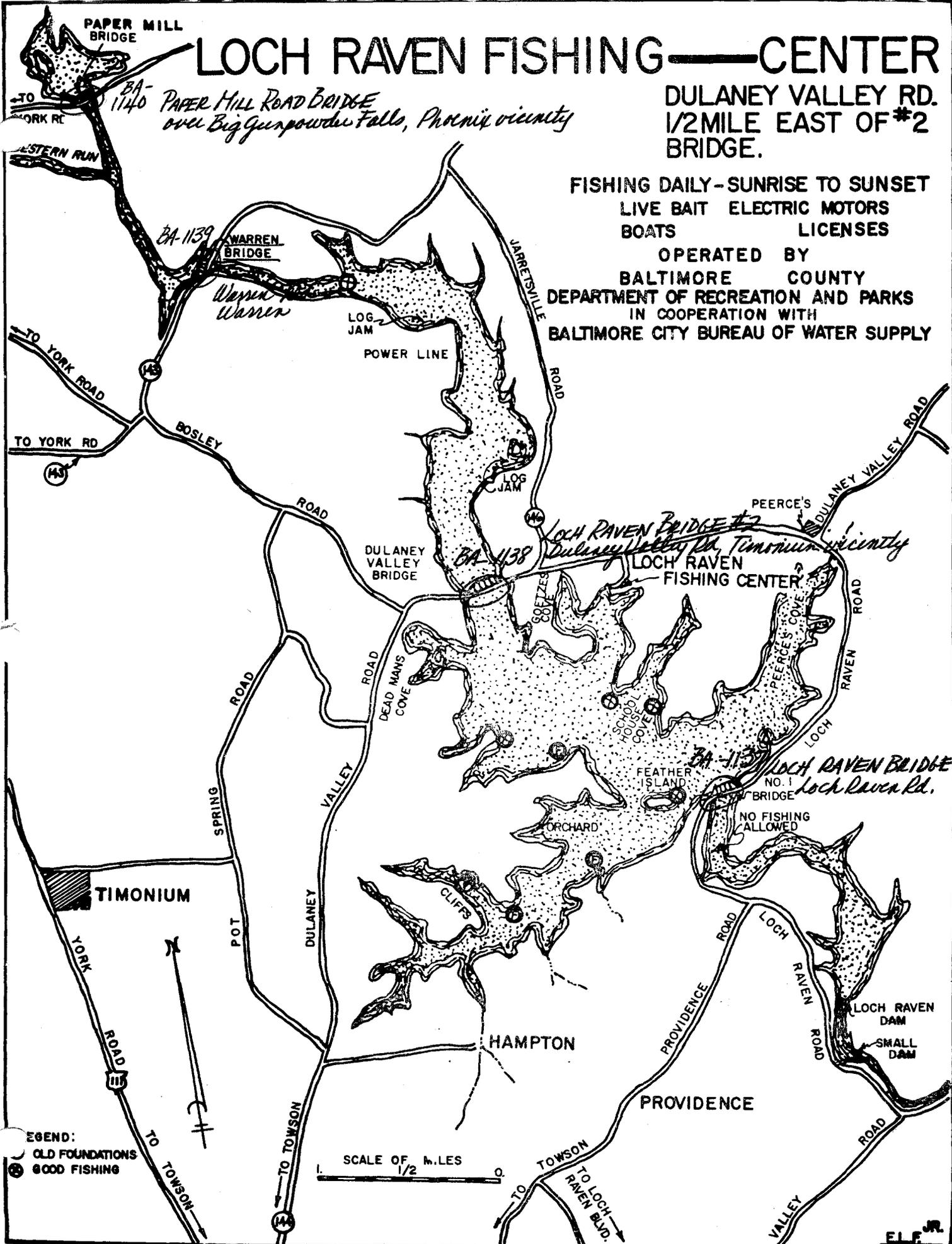
the Loch Raven Bridge at Peterson Run, Bridge #1, which has a similar Parker truss system, the Matthews Bridge has bearing towers. These towers with multiple latticework, webplating and cast-iron caps and shoes serve a structural as well as an ornamental purpose. At the recommendation of Greiner who was later consulted in the final plan of the substructure, attention was also given to the design of the reinforced concrete piers. Thus, as the 1912 Annual Report of the Water Board notes, a greater harmony between the bridge and its rural surroundings was achieved.

In more recent years, this relationship has been marred by the intrusion of a replacement bridge located twenty feet east of the Matthews Bridge. Upon completion of the new bridge, the Matthews Bridge is scheduled to be removed.

LOCH RAVEN FISHING CENTER

DULANEY VALLEY RD.
1/2 MILE EAST OF #2
BRIDGE.

FISHING DAILY - SUNRISE TO SUNSET
LIVE BAIT ELECTRIC MOTORS
BOATS LICENSES
OPERATED BY
BALTIMORE COUNTY
DEPARTMENT OF RECREATION AND PARKS
IN COOPERATION WITH
BALTIMORE CITY BUREAU OF WATER SUPPLY



LEGEND:
○ OLD FOUNDATIONS
● GOOD FISHING

SCALE OF 1/2 MILES