

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

CAR-286

(Greensboro Bridge)

Property/District Name: Bridge 5011, MD 314 over Choptank River Survey Number: CA-286

Project: Replacement of Bridge 5011, Greensboro, MD Agency: FHWA/SHA

Site visit by MHT Staff: X no     yes Name                      Date                     

Eligibility recommended     Eligibility not recommended X

Criteria:    A    B XC    D Considerations:    A    B    C    D    E    F XG    None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, Bridge 5011 does not meet the National Register Criteria for individual listing. The five part, concrete girder bridge constructed in 1908 is among the earliest concrete girder bridges in Maryland. However, it is severely deteriorated and has had substantial repairs over the years. Any additional work which would be required to allow continued vehicular use of the bridge would likely remove what little integrity the bridge retains. Six other concrete girder bridges constructed in or before 1908 are extant and, according to SHA, retain more integrity. The bridge is located outside that part of Greensboro which MHT staff believes may be eligible for the National Register of Historic Places.

Documentation on the property/district is presented in: Project file *amendment form #286*

Prepared by: Rita Suffness

Elizabeth Hannold December 13, 1993  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes     no     not applicable  
*R. Anderson* *12-14-93*  
Reviewer, NR program Date

Survey No. CA

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure

Historic Environment: Rural

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

Known Design Source: NA

Greensboro Bridge  
Greensboro, Caroline County  
Maryland

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period (s): Industrial/Urban  
Dominance 1870-1930 A.D.

Prehistoric/Historic Period Theme: Transportation

Resource Type:

Category: Structure

Historic Environment: Village

Historic Function (s) and Use (s):  
Transportation/Structure/Bridge

Known Design Source: None

**Maryland Historical Trust**  
**State Historic Sites Inventory Form**

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. CAR-286

Magi No.

DOE  yes  no

**1. Name** (indicate preferred name)

historic Greensboro Bridge

and/or common

**2. Location**

street & number MD 314 over Choptank River

N/A not for publication

city, town Greensboro

vicinity of

congressional district

state Maryland

county Caroline

**3. Classification**

Category	Ownership	Status	N/A	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied		<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied		<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress		<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>		<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted		<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted		<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no		<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property** (give names and mailing addresses of all owners)

name Maryland State Highway Administration

street & number 707 N. Calvert Street

telephone no.:

city, town Baltimore

state and zip code Maryland 21202

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Caroline County Courthouse

liber

street & number

folio

city, town Denton

state Maryland

**6. Representation in Existing** Historical Surveys

title

date

federal  state  county  local

depository for survey records

city, town

state

# 7. Description

Survey No. CAR-286

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved    date of move \_\_\_\_\_

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Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE ATTACHMENT

7.1 Description

# 8. Significance

Survey No. CAR-286

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1908 **Builder/Architect** Maryland State Hwy. Administration

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE ATTACHMENT

8.1 SIGNIFICANCE

# 9. Major Bibliographical References

Survey No. CAR-286

History of Caroline County, Md., Revised by Laura Cochrane, et.al.,  
Baltimore: Regional Publishing Company, 1971  
Personal Communication of the author with: Jean Kelly, Hugh Butler, Roberta Legett  
See Continuation Sheet

# 10. Geographical Data

Acreage of nominated property ~~N/A~~ *less than 1 acre*  
Quadrangle name Denton Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	D	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	F	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification

~~N/A~~  
*Tax Parcel*

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

# 11. Form Prepared By

name/title Rita Suffness, Group Leader, Cultural Resources Group

organization State Hwy. Administraton date Nov. 4, 1993

street & number 707 N. Calvert Street telephone 333-1183

city or town Baltimore state Maryland 21202

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  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438~~

MARYLAND HISTORICAL TRUST  
DHCP/DHCE  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
514-7800

Greensboro Bridge  
Greensboro, Caroline County  
Description  
7.1 Continuation Sheet

The Greensboro bridge, built in 1908, is composed of three (3) 39-foot girder sections and two (2) 38-foot girder sections. Since its construction, on basically the same alignment as the timber bridge it replaced, it has undergone considerable change.

In the 1950's sections of both parapets were replaced, and steel brackets, bracing and columns were added on both the upstream and downstream faces. All pier column footings were encased with additional concrete. In the 1980's sprayed mortar and epoxy grout were applied to several areas of the concrete beams and piers to cover spalled areas, cracks and exposed reinforcing steel. In 1990 steel beams, which hang below the existing concrete beams, plus piling, were built under the two most eastern spans. At some unknown date steel traffic barriers were added to all four corners of the bridge and across each side, and a concrete drainage flume was added next to the wingwall on the northwest side of the bridge.

Greensboro Bridge  
 Greensboro, Caroline County  
 Statement of Significance  
 8.1 Continuation Sheet

The Greensboro bridge is significant as one of at least six concrete girder structures constructed in 1908 or earlier which are extant on Maryland's highways. It is located on the alignment of a wooden structure which immediately preceded it, and in the vicinity of a number of earlier bridges constructed as early as the second quarter of the eighteenth century. Thus it is the latest of a series of structures located at an important river crossing in Caroline County. Nonetheless, the integrity of the structure has been greatly diminished by the numerous repairs which have occurred over the years.

Context - Concrete Girder Bridges

In Maryland the first mention of the use of concrete occurs in the Maryland Geological Survey's Report on the Highways of Maryland, published in 1899. In his chapter, "The Present Condition of Maryland Highways", Arthur Newhall Johnson noted that "iron bridges...are fast replacing the longer wooden spans". Observing that comparatively few I-beam bridges, "one of the cheapest and best forms for spans less than 25 or 30 feet", had been constructed in Maryland, Johnson recommended a transitional form of reinforced concrete construction, a type never used in Maryland.

A composite design was utilized for the Lancaster Street Bridge over the Central Avenue Sewer in 1902. The city engineers converted the bridge into "the most important and novel" of structures by the use of "Ferro-Concrete, or Armored Concrete" construction techniques. This design, in which metal mesh was used to reinforce the concrete, was the first step in Maryland toward the development of true reinforced concrete construction.

Possibly the first Maryland concrete bridge to feature reinforcing bars was the bridge at Sherwood Station, built in 1903 by Baltimore County. The announcement of the bridge's completion in the Third Report on the Highways of Maryland, stated that it "shows the progressive character of the work...steel concrete form of construction was adopted, which uses reinforced concrete beams instead of simple steel or wooden beams". In addition, the methodology is described as "steel rods are imbedded in the concrete beams to enable them to withstand heavy loads."

The success of reinforced bridge designs led to the adoption by the Maryland Geological Survey of a plan for reinforced concrete bridge construction, as described by Walter Crosby, Chief Engineer. "The general plan has been to replace these (wood bridges) with...concrete bridges" (Second Report on the State Highway Construction from the Period from January 1, 1906 to January 1, 1908, Maryland Geological Survey, on page 379). A step in this plan appears to have been the replacement of the

wooden bridge over the Choptank in Greensboro by a 200-foot long, multiple span, reinforced concrete deck girder bridge, completed in 1908.

Reinforced concrete bridges were favored by the State Roads Commission. Road improvement entailed the replacement of large numbers of bridges that were inadequate to the vehicular needs of the State. Reinforced concrete construction had been successfully used to build safe bridges with reduced labor costs but the labor involved in individually designing all bridges would have been prohibitive. A method of reducing design time was critically needed.

The introduction of standards, started in 1909, with the first product appearing in 1912, heralded a much needed design system for the State Roads Commission. Standards were a pre-set formulation governing the amount of concrete, reinforcing metal, etc., for spans up to 36-feet. In the period from 1911 to 1920 beam and slab concrete structures probably built to these standards, continuously revised, constituted a large percentage of the structures which are currently extant from the period.

#### Context - History of Greensboro

Small and serene, the town of Greensboro nestles in a bend of the Choptank River, about six miles north of Denton. It is a farm town, traditionally providing goods and services to the surrounding rural residents and a resting place for overland travellers. Later, Greensboro supported several food processing and manufacturing establishments, until a declining population and stagnating local economy reduced these activities to their present extent. Today, its time of growth and prosperity passed, the town stands with seemingly little hope for a return to its former prominence; even so, Greensboro is not without charm or historical and architectural interest. Here are a number of good Federal and Victorian structures and an inescapable flavor of the nineteenth century, with its less hurried pace of life.

In 1732, the Maryland Assembly passed an act which was intended to found a town at the bridge near the head of the Choptank River, a point where the meandering stream described an S-shaped curve known as the "Great Bend". At this time Caroline County had not yet been founded, and the Commissioners for Dorchester and Queen Anne's Counties were directed to purchase twenty acres of land on their respective sides of the river to be laid out into forty equal lots. A plat of this proposed town, to be known as Bridge Town, can be found in the land records of Dorchester County. The site was a reasonable one for the founding of a town, since it was one of the few crossings over the upper Choptank, and a potential stopover point for overland and river traffic. Other provisions for the town's founding were similar to those specified in other such legislation, including the stipulation that all unsold lots revert to their original owner after seven years.

The original owner in this case was an enterprising native of Dorchester County names Peter Rich. A merchant, innkeeper and

considerable landowner, Rich crossed the Choptank in 1732 and patented thirty-one acres of lowland in the Great Bend of the river adjoining the western end of the bridge, which tract he named, not coincidentally, "Bridge Towne". It was a classic case of land speculation: the property was uninhabited and too swampy for agriculture, but as an innholder, Rich saw that here was a tailor-made location for a town. Whether he had gotten wind of the Assembly's plan for the area, or had himself instigated the Act of 1732 is unknown. In any event, Rich sold twenty acres of the "Bridge Towne" tract to Queen Anne's County, bought back a lot that was well-situated to accomodate passing travellers, and sat back in anticipation of the town that was to grow up around him.

Most local authorities have designated 1732 as the year when the town of Greensboro was founded. It has been proven by Eleanor F. Horsey, however, that this early plan for the founding of Bridge Town was notably unsuccessful. The area was still too sparsely populated and through traffic not yet sufficient to support a town. Rich's lot was the only one sold within the seven-year trial period, and in 1740 all lots on each side of the river reverted to the owners of the original tracts involved.

In spite of this setback, Peter Rich prospered in the area. In 1736 he purchased a 200-acre tract called "Ingrams Desire", that adjoined the "Bridge Towne" tract and included the major portion of the hill above the western end of the bridge. He also amassed more than 1,000 acres on the other side of the river. The area's population increased at the same time, and when Rich died in 1762, members of the Chance, Hughlett, Genn and Campbell families had taken up surrounding lands. In 1747, Rich had deeded half of "Ingrams Desire" to his daughter Sidney and her husband Nathan Harrington; their son Peter Harrington in turn acquired this property in 1778, along with other lands, and in the following year began to sell lots in what was to become the town of Greensboro.

The new town, known as Choptank Bridge, took root on a hill to the west of the ill fated Bridge Town. Harrington initiated the development of his property at the point where the road that ran from the Choptank River crossing southwest to Tuckahoe Bridge was joined by the road that ran south from Nine Bridges (modern-day Bridgetown). These were the main traffic and trade routes through the area, and nine lots fronting these roads were sold between 1779-1785. After this year, traffic between Nine Bridges and Tuckahoe Bridge increased, and river transport reduced the need for the road from Denton; consequently, the town began to grow along what was to become Main Street. The original layout of Greensboro was not, therefore, the product of a conscious and pre-arranged design, so much as it was a response to the advantages and the shifting nature of a rural crossroads. This conclusion is supported by the irregularity of the earlier lots, grouped around a three-cornered intersection, when compared to the conventional rectangular parcels that were laid out after 1785.

Choptank Bridge grew quickly during its early years. In 1791 the town was officially surveyed and its name changed to Greensboro. Between 1779 and 1812, Peter Harrington and his neighbor and cousin, Bachelder Chance, conveyed 27 lots from their adjoining properties, a total of close to thirty acres. From its beginnings, the town was plainly intended to provide essential services to the surrounding planters. Twelve of the grantees who received lots before 1812 were listed in the deeds as merchants or various sorts of tradesmen, including a saddler, a tanner and two carpenters. In addition, Harrington and his heirs appear to have made a conscious effort to recruit physicians to live in Greensboro and serve the surrounding area. Peter Rich had sold a choice 1.5 acre lot to Dr. William Sargent Kitteridge in 1762, and nine physicians are known to have practiced in Greensboro between 1784 and 1825. When compared with Denton, Greensboro's early residents were, indeed, fortunate. The former town had no physician before 1804, and could boast of only the most conventional kinds of tradesmen. The diversity of trades and the greater need for physicians in early Greensboro can probably be explained by the relatively small size of landholdings in the vicinity of the Choptank River bridge. Here, family farms of no more than a few hundred acres were the rule, population was rather dense, and the demand for the services that could be provided by a town was consistent. During much of its early history, however, Denton was surrounded by the extensive holdings of a single absentee landlord, Col. Edward Lloyd of Talbot County, and real growth for that town had to wait until the eventual breakup of those estates. The founders of Greensboro appear to have been liberal in religious matters, as well as sensitive to economic needs. In 1789, Peter Harrington, himself a Methodist, sold a lot to a group of co-regionists for the building of a church; and Batchelder Chance did the same in 1795 in the case of a congregation of Quakers.

Neither of these early meeting houses survives, although the Methodist Meeting House Lot is a local landmark, and contains many graves of local historic importance. However, two buildings survive from the period when Peter Harrington was directing the development of Greensboro. One of these is Harrington's own house at the corner of Church Street and Bernard Avenue. Its construction was begun before August 9, 1786--when a deed mentioned the street leading to Peter Harrington's "new house" -- and was probably completed by 1789. Harrington's was a fairly small two-story brick house with a chimney at each end, and a fireplace in every room. Although located on a northeast corner, the house faces east, toward Main Street and the river, since it was built on what was the western edge of town. The exterior of the house has been extensively remodelled, so that its vintage and masonry construction are not readily discernable. During the late nineteenth century, a kitchen wing and porch were added, and the brick walls, covered with stucco and clapboard. The interior has also been refurbished.

Near Sunset Avenue on the bank of the river is David Whiting's Tannery, an unusual three-story brick building with a full basement and a solid brick partition running from basement to roof. Whiting, who had already been a property owner in

Greensboro for two years, leased lot 9 of Harrington's town in 1785, for a term of 99 years. Since his occupation is clearly indicated on his 1783 deed for lot 4, we can suppose that Whiting built his tannery soon after leasing the property, and long before his lease was assigned to William Rich, Jr. in 1814. Few tanneries of this period remain intact. Greensboro is unusual in that it supported two such establishments during the early nineteenth century--the Whiting Tannery and the "Hughlett Ruin" on the north side of town. In each building, a massive central chimney provided a fireplace for each room, making possible the control of temperature and humidity in each chamber that was necessary for the tanning of hides. Unlike the Hughlett Ruin, on whose foundation a store has been built, the Whiting Tannery remains in fair condition, and has been used as a private residence and as apartments.

Throughout most of the nineteenth century, Greensboro continued to develop along the lines envisioned by its founders. Retail merchants and tradesmen continued to locate here, helping to make the town a local market center. Boats travelled up the Choptank, bringing, among other cargo, fertilizer for local farmland, and carrying away local produce. The railroad eventually came to Greensboro, and by 1900 six trains visited the town daily.

After the turn of the century, a number of manufacturing plants came to Greensboro, drawn, in part, by the presence of local agricultural produce, and an adequate labor force. The Pet Milk Company, formerly Helvetia, offered employment to hundreds of people from 1920 until it closed in 1971. The F.P. Roe Cannery burned to the ground in 1941, the victim of a carelessly used blow torch, and the Quality Ice Cream Company was discontinued following the war. Fewer than a dozen workers still manufacture toy baseball gloves in a brick building on the corner of Church Street and Cedar Lane, where professional athletic equipment was produced earlier in this century. The decline of the area's agricultural base, always the mainstay of the local economy and the source of population growth, has, in recent years caused an accompanying decline in local industries.

Most of Greensboro's surviving buildings date from the late nineteenth and early twentieth centuries, the period of the town's greatest prosperity. The Foster Hotel, located off North Main Street and originally called the Riverside Hotel, remains in good condition, and stands as a reminder of the years when Greensboro was a local social center and a stopping point for travellers. On the corner of Sunset Avenue and Church Street stands the Goldsborough House. Built during the late nineteenth century by the scion of a prominent local family, this handsome two-story frame Victorian house is owned by the Caroline County Historical Society. Throughout Greensboro are sprinkled Victorian dwellings of considerable merit, many of which incorporate parts of earlier structures. Some have been restored, including one on North Main Street that has undergone a curious transformation into the Federal style. In addition, there remain some of the commercial structures that made Greensboro a local retailing center during the nineteenth century.

In this century, Greensboro has been overshadowed by larger towns in the area, including Denton and Federalsburg. Unlike some older communities on the Eastern Shore, the resources have not been available to restore and maintain many of Greensboro's historic structures, and the center of the town has undergone many changes over the years. These changes in themselves, however, are one reason why Greensboro is important and interesting to the scholar. Unlike many early tidewater towns, Greensboro was not oriented primarily to water traffic, but to a set of converging overland trade routes that were supported by the presence of a river landing. While the government's plan for a town on this site had been premature and poorly-conceived, several generations of local residents possessed the wealth and the vision to realize a scheme that was more timely and more responsive to the unstable conditions of a growing region. Greensboro's evolution--from a prosperous rural town, supplying the area with goods and services, to a center for the processing of local produce, to a sleepy village, lying outside the mainstream and living largely on memories--lends it a significance that is, perhaps, greater than the town itself.

Provided by: Maryland Historical Trust

Sources:

Cochrane, L.C., et.al. History of Caroline County, Maryland. Baltimore: Regional Publishing Company, 1971

"Commemorating the Two Hundredth Anniversary of Caroline County, Maryland", 1974

Horsey, Eleanor F. Origins of Caroline County, Maryland Denton, Maryland, 1974

Maryland Writers Program, Maryland: Guide to the Old Line Soute. New York: Oxford University Press, 1973

Greensboro Bridge  
Greensboro, Caroline County  
9.1 Major Bibliographical References

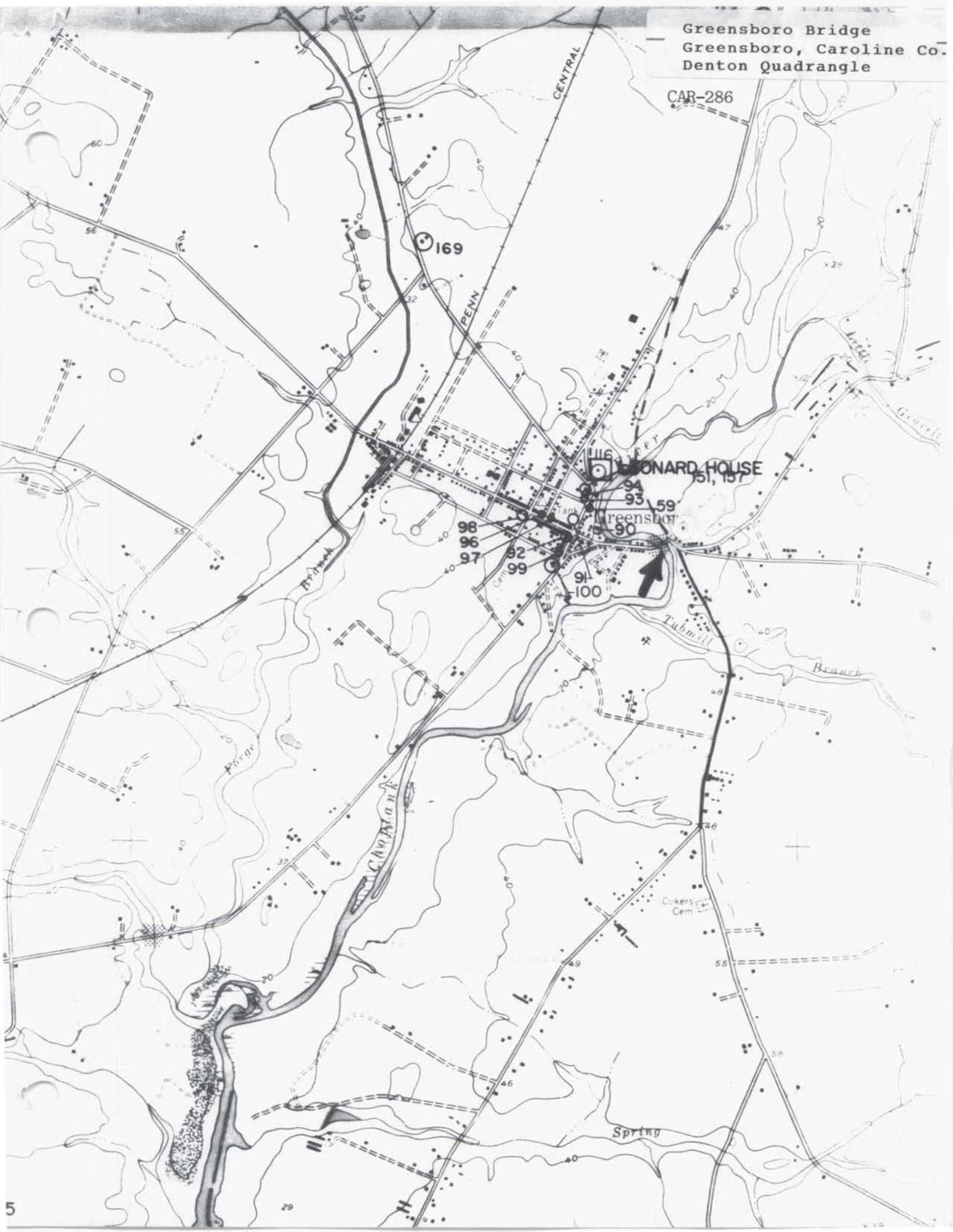
"Bridge Re-opened", Times Record, Oct. 3, 1990

"Greensboro - A Town that Defies Passage of Time", Times Record,  
by Mary E. Huddleston, Nov. 28, 1990  
Greensboro Free Press, Jan. 24, 1980

Origins of Caroline County, Maryland from Land Plats, Vol. I, by  
Eleanor Horsay (Denton: privately published), 1971

Greensboro Bridge  
Greensboro, Caroline Co.  
Denton Quadrangle

CAR-286



169

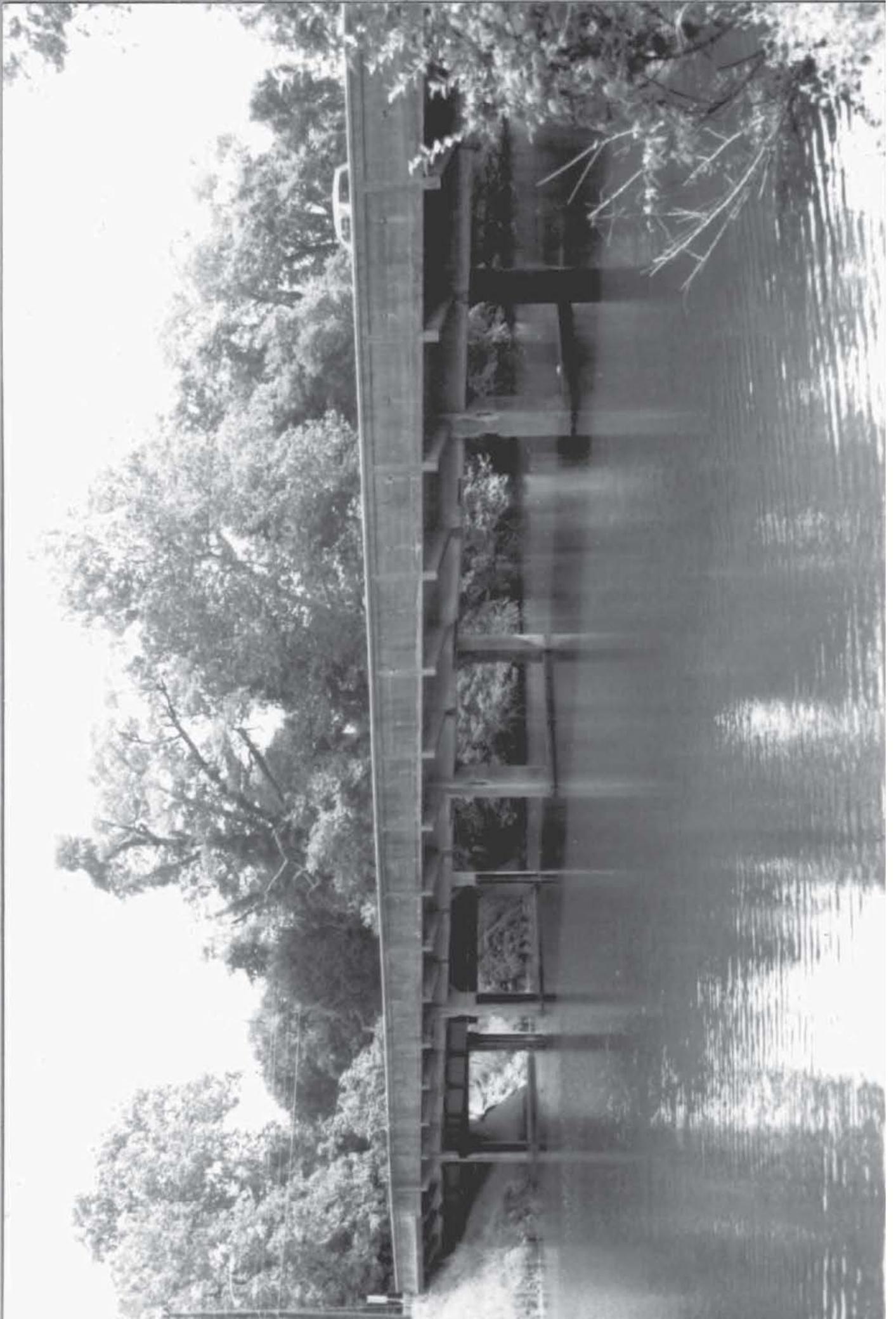
116  
LEONARD HOUSE  
51, 157  
94  
93  
59  
GREENSBORO  
90

98  
96  
97  
92  
99

91  
100

Cokers  
Cem

Spring



CAR-286

Greenboro Bridge

Upstream side (North)

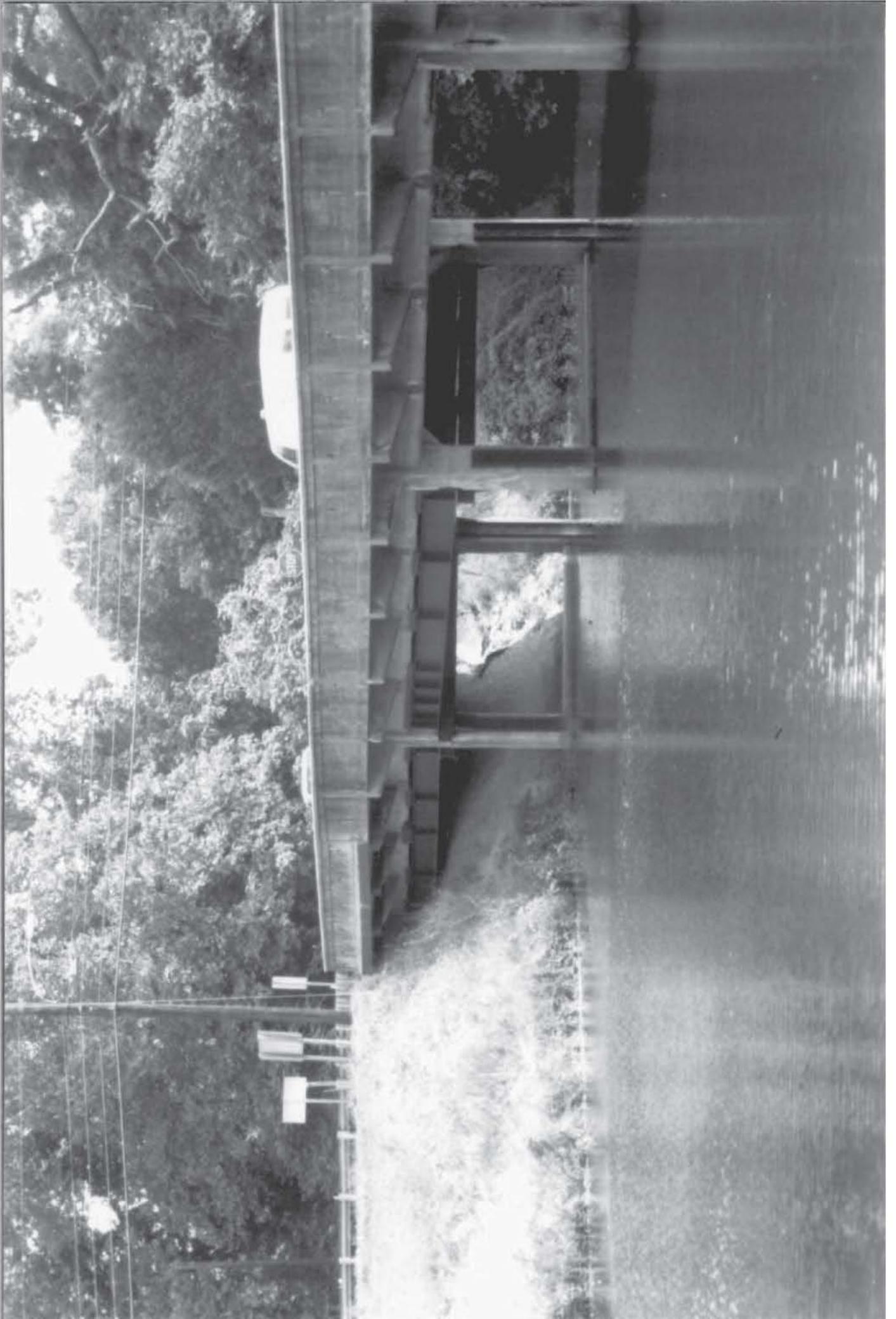
Greenboro, Carolina

Box 8193

Negatives at Maryland

State Hwy Adm

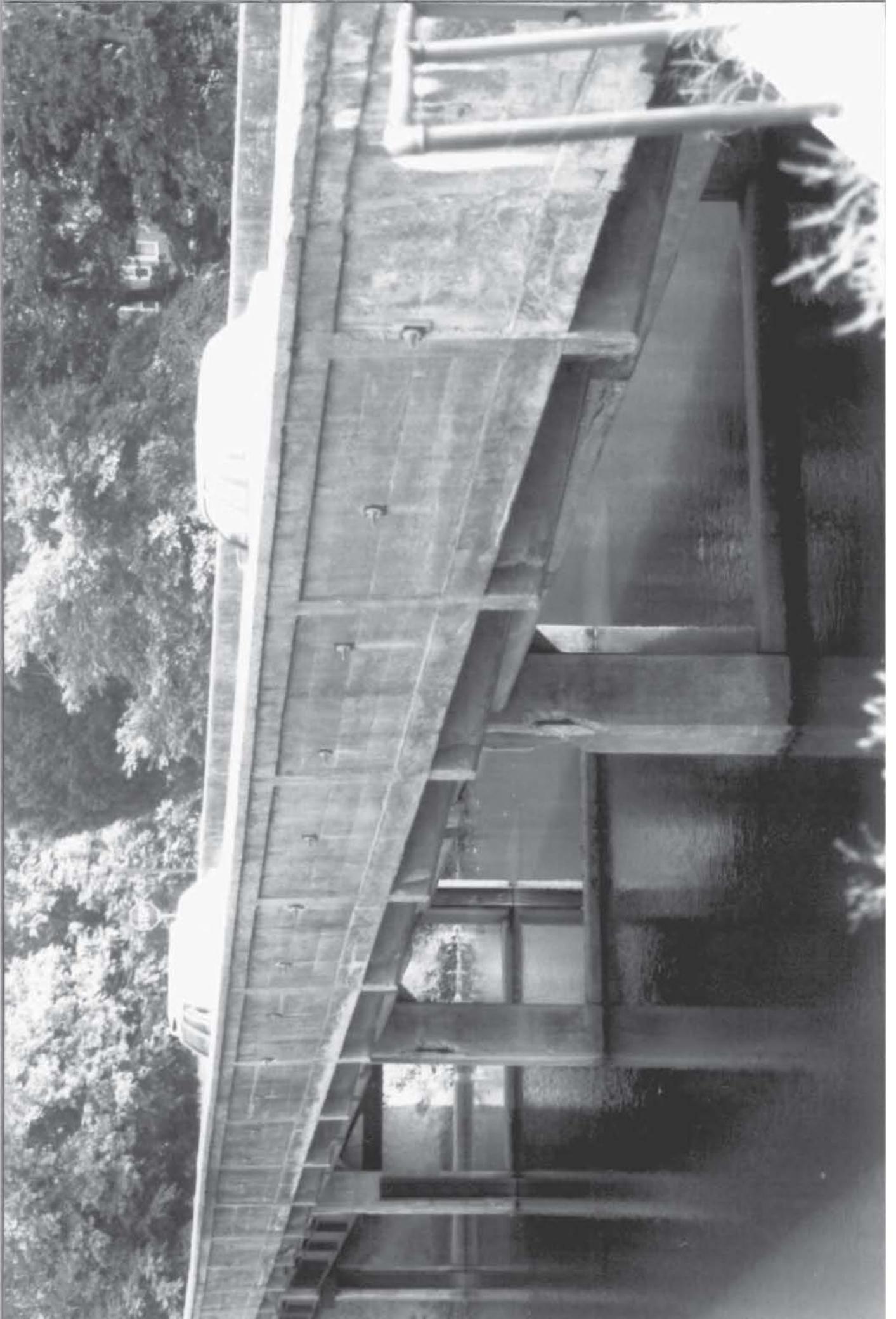
1 of 7



CAR-286

Members Bridge  
Members Caroline Ch  
Detail, upstream side  
Supplies 8193  
Map at Maryland  
State Highway Admin

2 of 7



CAR-286

Greenboro Budge  
Greenboro Caroline County  
near west approach  
Suffern 8/93  
neys at Maryland  
State Highway Admin.

3 of 7



SEPT 1993

CAR-286

Greenhorn Bridge  
Greensboro, Caroline County

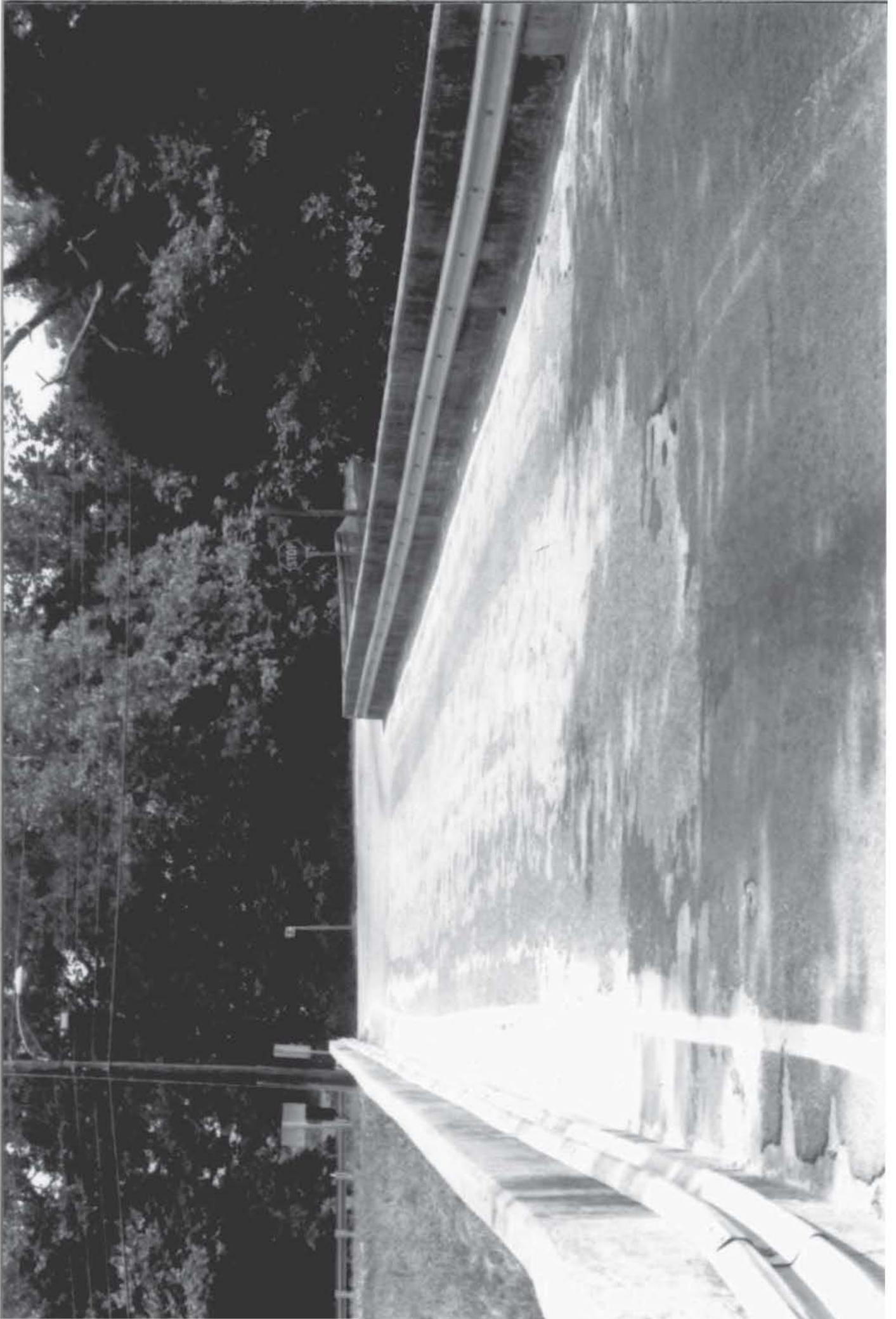
West approach

Self pres - 8/93

Negative views at 17rd State

Highway Admin.

4067



SEPT 1908

CAR-286

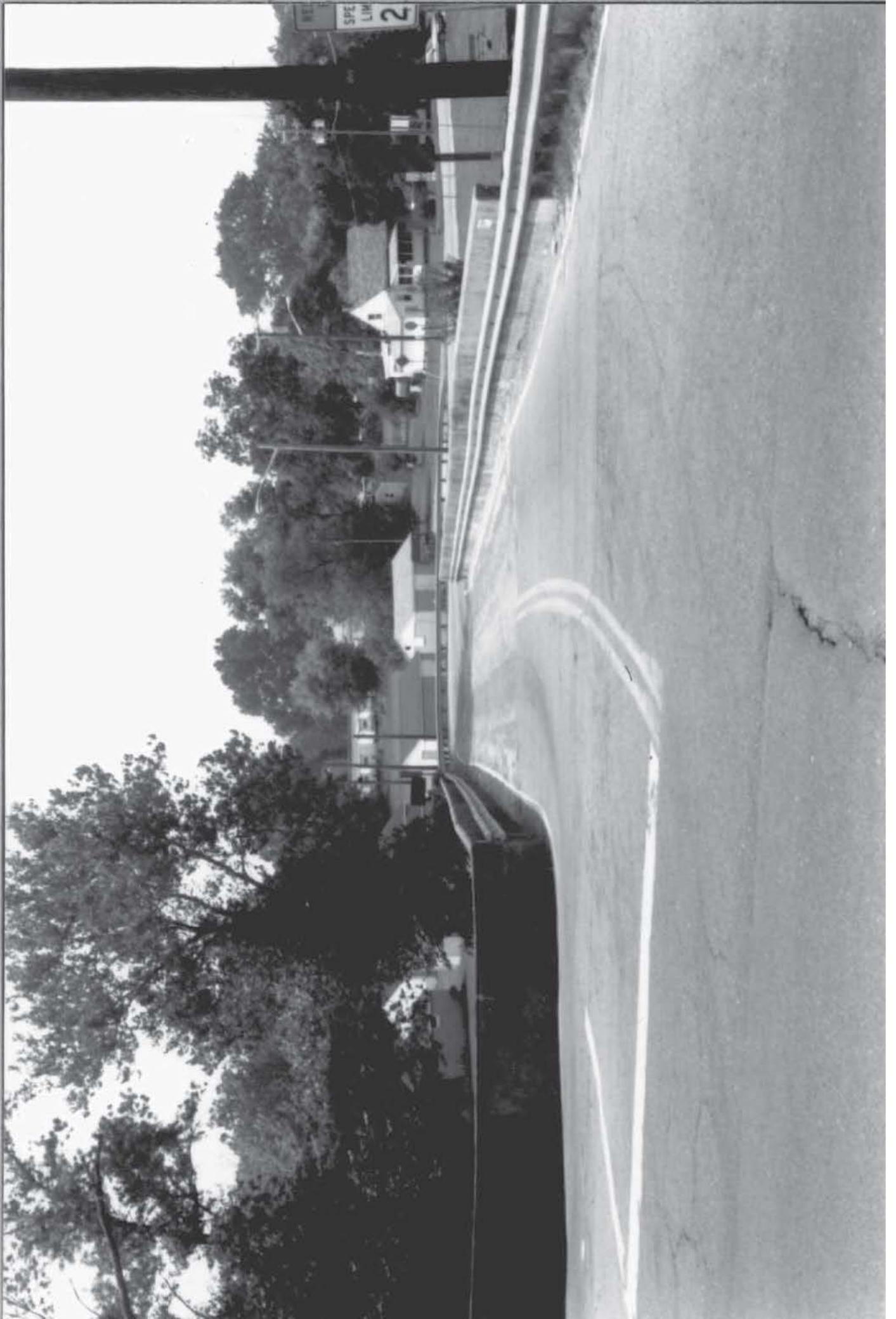
Greensboro (Bealye  
Greensboro, Caroline  
County

Beck with traffic barrier  
on parajets

Sept 1908 & 1913

Map at M.P. State Hwy Admin

5 of 7

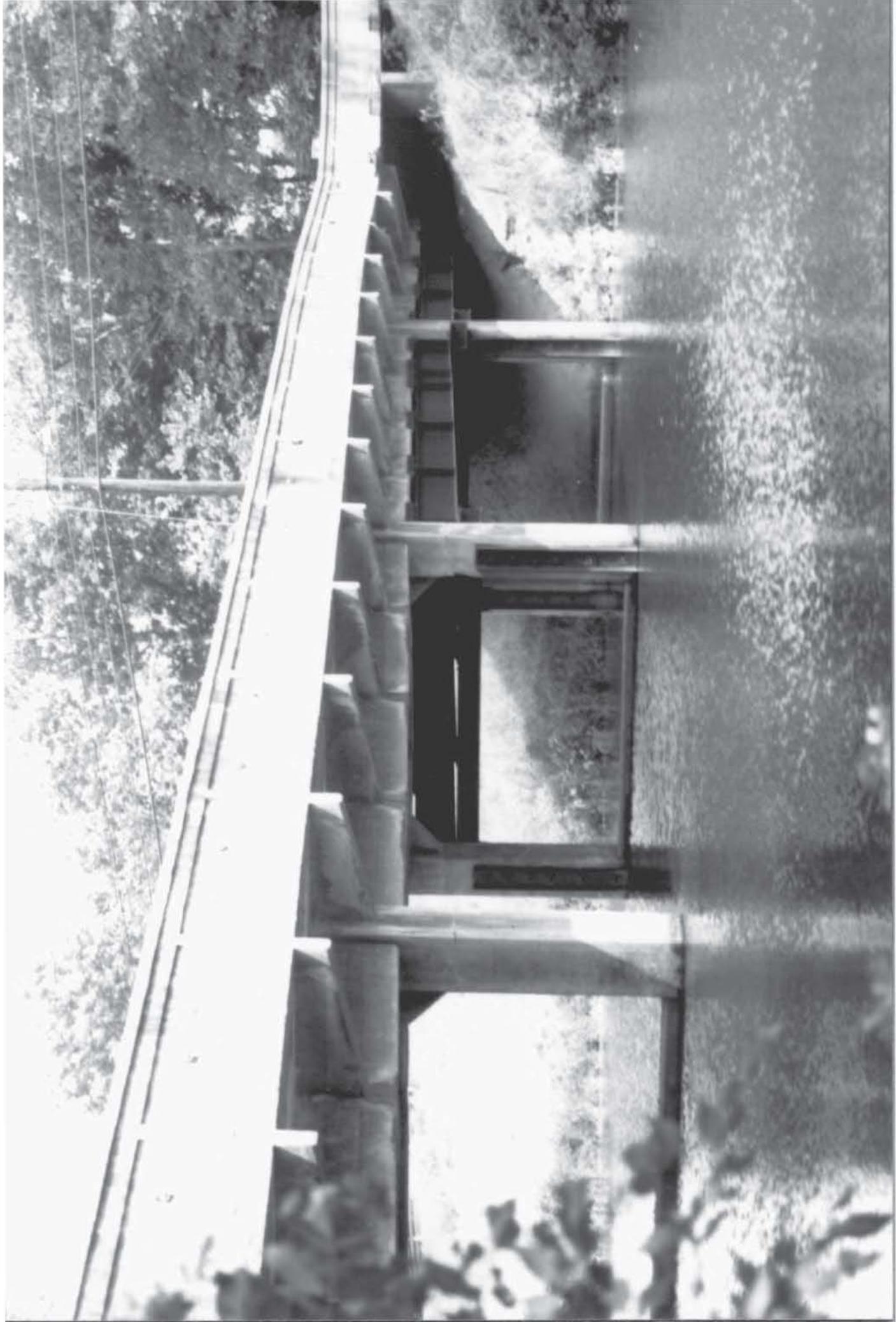


SEP 1993

CAR-286

Greensboro, bridge  
 Greensboro, Caroline County  
 Approach - East Side  
 Supp. 8/93  
 Negotiations at Md State  
 Hwy Administration  
 6 of 7

SEP 1993



CAR-286

Greensboro, Greeces, 1905  
Greensboro, Caroline Cty

Supplements 8/93

Negatives at Maryland  
State Highway Admin

Downsides (South side)

new, east approach  
1 of 7



Downstream (South) side

East end of structure

Steel I-beam re-inforcement

CAR-280

Greensboro Bridge



Downstream (south) side  
West end of structure  
Steel I-beam  
re-inforcement

CAR-286

Greensboro Bridge



CAR-286

Greenboro

Bridge



John

CAR-280

Greensboro Bridge



03:30

CAR-286

Greensboro Bridge