Capsule Summary

Inventory No. CARR-1
Mumma Ford Bridge
Mumma Ford Road
Frederick County, MD
Ca. 1911
Access: Public

The Mumma Ford Bridge spans the Monacacy River approximately 2 ½ miles west of Keysville, Carroll County, providing access to neighboring Frederick County. The bridge is a double span variation of a Pratt truss design 20 feet wide and 80 feet long with concrete abutments and center pier. The York Bridge Company of York, Pennsylvania constructed the Mumma Ford Bridge in 1911 identified by and iron plaque on both ends of the bridge.

The Mumma Ford Bridge was built at a transitional time for bridge and road construction and represents an early example of a metal truss bridge used for a roadway (National Register Criterion C). The bridge is an important remnant of the period of bridge replacement in Maryland during the early 20th century, associated with the growing popularity of the automobile, which largely replaced stone arch and wooden covered bridges (National Register Criterion A).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CARR-1

1. Name of Property (indicate preferred name)

historic	Mumma Ford Bridge
other	

2. Location

street and number	Mumma Ford Road		not for publication
city, town	Keysville	x	vicinity
county	Carroll County		

3. Owner of Property (gives names and mailing addresses of all owners)

name	Maryland Department of Transportation				
street and number	7201 Corporate Center Drive			telephone	(410) 865-1000
city, town	Hanover	state	Maryland	21076	

4. Location of Legal Description

courthouse, registry of deeds, etc.	Carroll Co. Courthouse			liber	N/A	folio	
city, town	Westminster	tax map		tax parcel	N/A	tax ID number	

5. Primary Location of Additional Data

____	Contributing Resource in National Register District
____	Contributing Resource in Local Historic District
____	Determined Eligible for the National Register/Maryland Register
____	Determined Ineligible for the National Register/Maryland Register
____	Recorded by HABS/HAER
____	Historic Structure Report or Research Report at MHT
X	Other: MHT

6. Classification

Category	Ownership	Current Function		Resource Count	
____ district	x public	____ agriculture	____ landscape	Contributing	Noncontributing
____ building(s)	____ private	____ commerce/trade	____ recreation/culture	____	____ buildings
x structure	____ both	____ defense	____ religion	____	____ sites
____ site		____ domestic	____ social	1	____ structures
____ object		____ education	x transportation	____	____ objects
		____ funerary	____ work in progress	1	____ Total
		____ government	____ unknown		
		____ health care	____ vacant/not in use		
		____ industry	____ other:		

Number of Contributing Resources previously listed in the Inventory

1

7. Description

Inventory No. CARR-1

Condition

____	excellent	____	deteriorated
__x__	good	____	ruins
____	fair	____	altered

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

Description Summary:

The Mumma Ford Bridge spans the Monacacy River approximately 2 ½ miles west of Keysville, Carroll County, providing access to neighboring Frederick County. The bridge is a double span variation of a Pratt truss design 20 feet wide and 80 feet long with concrete abutments and center pier. The York Bridge Company of York, Pennsylvania constructed the Mumma Ford Bridge in 1911 identified by and iron plaque on both ends of the bridge.

Description:

The Mumma Ford Bridge spans the Monacacy River approximately 2 ½ miles west of Keysville, Carroll County, providing access to neighboring Frederick County. The site is relatively isolated and Mumma Ford Road appears to be lightly traveled. The banks of the Monocacy River at the bridge site are forested with large, mature trees with an open under story. The bridge site is surrounded by open farmland and gentle rolling hills with some development about one mile to the east.

The bridge is a double span variation of a Pratt truss design 20 feet wide and 80 feet long. The bridge's trusses are assembled with a combination of rivets and bolts. Both the east and west bridge abutments are walled with concrete and extend approximately 50 feet back from the ends of the bridge. The center pier is constructed of concrete tapering at the top with a sharp apex on the upstream or north side.

The York Bridge Company of York, Pennsylvania constructed the Mumma Ford Bridge in 1911. The bridge has four iron identification plaques, two on each end of the bridge. Two of the plaques identify the construction company and date; the other two plaques identify the county commissioners of Carroll and Frederick Counties at the time of construction. The bridge probably had a wooden deck originally; the current deck is constructed of steel grates.

8. Significance

Inventory No. CARR-1

Period	Areas of Significance	Check and justify below			
___ 1600-1699	___ agriculture	___ economics	___ health/medicine	___ performing arts	
___ 1700-1799	___ archeology	___ education	___ industry	___ philosophy	
___ 1800-1899	___ architecture	___ engineering	___ invention	___ politics/government	
x 1900-1999	___ art	___ entertainment/	___ landscape architecture	___ religion	
x 2000-	___ commerce	recreation	___ Law	___ science	
	___ communications	___ ethnic heritage	___ literature	___ social history	
	___ community planning	___ exploration/	___ maritime history	x transportation	
	___ conservation	settlement	___ military	___ other: _____	

Specific dates 1911 **Architect/Builder** York Bridge Company

Construction dates 1911

Evaluation for:

_____ National Register _____ Maryland Register x not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary of Significance:

The Mumma Ford Bridge was built at a transitional time for bridge and road construction and represents an early example of a metal truss bridge used for a roadway (National Register Criterion C). The bridge is an important remnant of the period of bridge replacement in Maryland during the early 20th century, associated with the growing popularity of the automobile, which largely replaced stone arch and wooden covered bridges (National Register Criterion A).

Resource History:

The Mumma Ford Bridge is one of the last Maryland bridges built under the authority of a local government. Plaques on the ends of the bridge give the construction date of 1911 and the individual names of the county commissioners for Carroll and Frederick Counties, indicating that the two counties shared the construction expenses. A new Maryland States Roads Commission was formed in 1908 with a five million dollar appropriation provided by the state legislature. The State Roads Commission instituted district engineer offices throughout the state in 1912 making the resident engineers responsible for all the work done in their districts. This removed the responsibility for roads and bridges from local governments.[1]

The Mumma Ford Bridge is an excellent example of an early metal truss bridge built for the purpose of carrying highway traffic. This bridge, and others like it, demonstrates the successful transition of a technology developed by railroad companies and then used for public roadways. The Mumma Bridge was one of the last bridges erected by local governmental authority. It was

[1] Charles T. Leviness. A History of Road Building in Maryland. Maryland State Roads Commission, Baltimore.

built during a transitional period when the state of Maryland was taking over the responsibility of the road systems from local authorities. The bridge is in good condition even after more than 90 years of weathering and intermittent flooding. Its condition is a testament to sound engineering and quality workmanship by the builders.

Metal truss bridges were developed and perfected by the Nation's railroad companies. The Baltimore & Ohio Railroad Company (B&O) brought tremendous changes in bridge building technology to the state of Maryland. Some cast iron and wrought iron was used in the joints of covered wooden railroad bridges such as the one constructed at Harpers Ferry in the 1830s. This marked "the key transitional phase in bridge building." The B&O began building bridges with iron superstructures on stone abutments in the 1850s. B&O used the Bollman truss that was pioneered by Wendell Bollman, formerly the foreman for bridge construction for the B&O.[2]

A truss is a framework of individual members fastened together in a manner so that loads applied at the joints produce only tension or compression. A simple beam spanning between abutments will bend under heavy loads subjecting the beam to both compression tension. A truss system eliminates these destructive dual pressures. In its simplest form a truss is a triangle or a combination of triangles.[3] The first truss bridges constructed in this country were timber bridges built in the late 18th century. Some experimentation with iron joints in timber bridges was done in the early part of the 19th century with the first bridges constructed completely of metal erected by the end of the 1840's.

Typical timber bridges were subject to decay whether covered or uncovered and required continuing maintenance. The metal truss bridge's ability to bear heavy loads and withstand floods had been proven through use by the railroads. These two things must have impressed local governing authorities creating a demand for metal truss bridge construction on local roadways. The method of erecting metal truss bridges was a departure from the way counties had erected bridges historically. Local artisans were hired to build stone and wooden bridges usually using locally available building materials. Metal truss bridges required engineering talent plus a major

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[2]"Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report." Maryland Department of Transportation State Highway Administration.

[3]Allen, T., and Donald Jackson (compilers). American Association for State and Local History, Technical Leaflet 95, History News, Vol. 32, No. 5, May 1975. "Bridge Truss Types: A Guide to Dating and Identifying."

foundry to produce the metal members of the truss. The introduction of the metal truss bridge usually required the importation of expertise and materials from urban areas.

Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catoctin Center for Regional Studies, 2002-2003.

9. Major Bibliographical References

Inventory No. CARR-1

Jackson, Allen, T. and Donald (compilers). American Association for State and Local History, Technical Leaflet 95, History News, Vol. 32, No. 5, May 1975. "Bridge Truss Types: A Guide to Dating and Identifying."

"Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report." Maryland Department of Transportation State Highway Administration.

Leviness, Charles T. A History of Road Building in Maryland. Maryland State Roads Commission, Baltimore.

10. Geographical Data

Acreage of surveyed property .20

Acreage of historical setting .20

Quadrangle name Woodsboro Quadrangle scale 1:24,000

Verbal boundary description and justification

The surveyed area includes the bridge and bridge abutments of the Mumma Ford Bridge. These abutments extend approximately 50 feet back from each end of the bridge and are about 50 feet across at their widest points. The eastern abutment is located in Carroll County and the western abutment is located in Frederick County.

11. Form Prepared by

name/title Daniel Jackson and Paula S. Reed, PhD

organization Paula S. Reed and Associates, Inc. date May, 2003

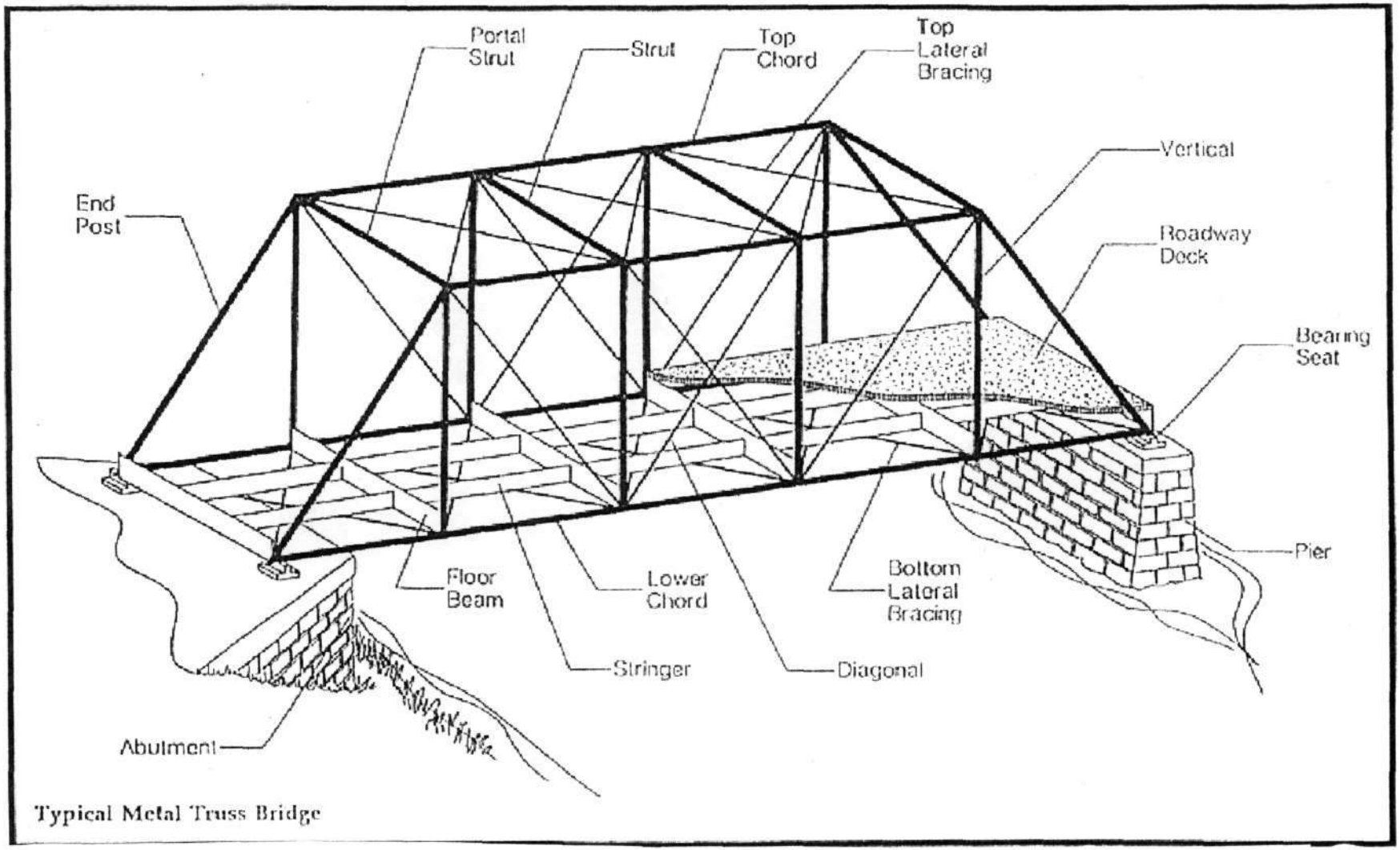
street & number 105 North Potomac Street telephone (310) 739-2070

city or town Hagerstown state Maryland

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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

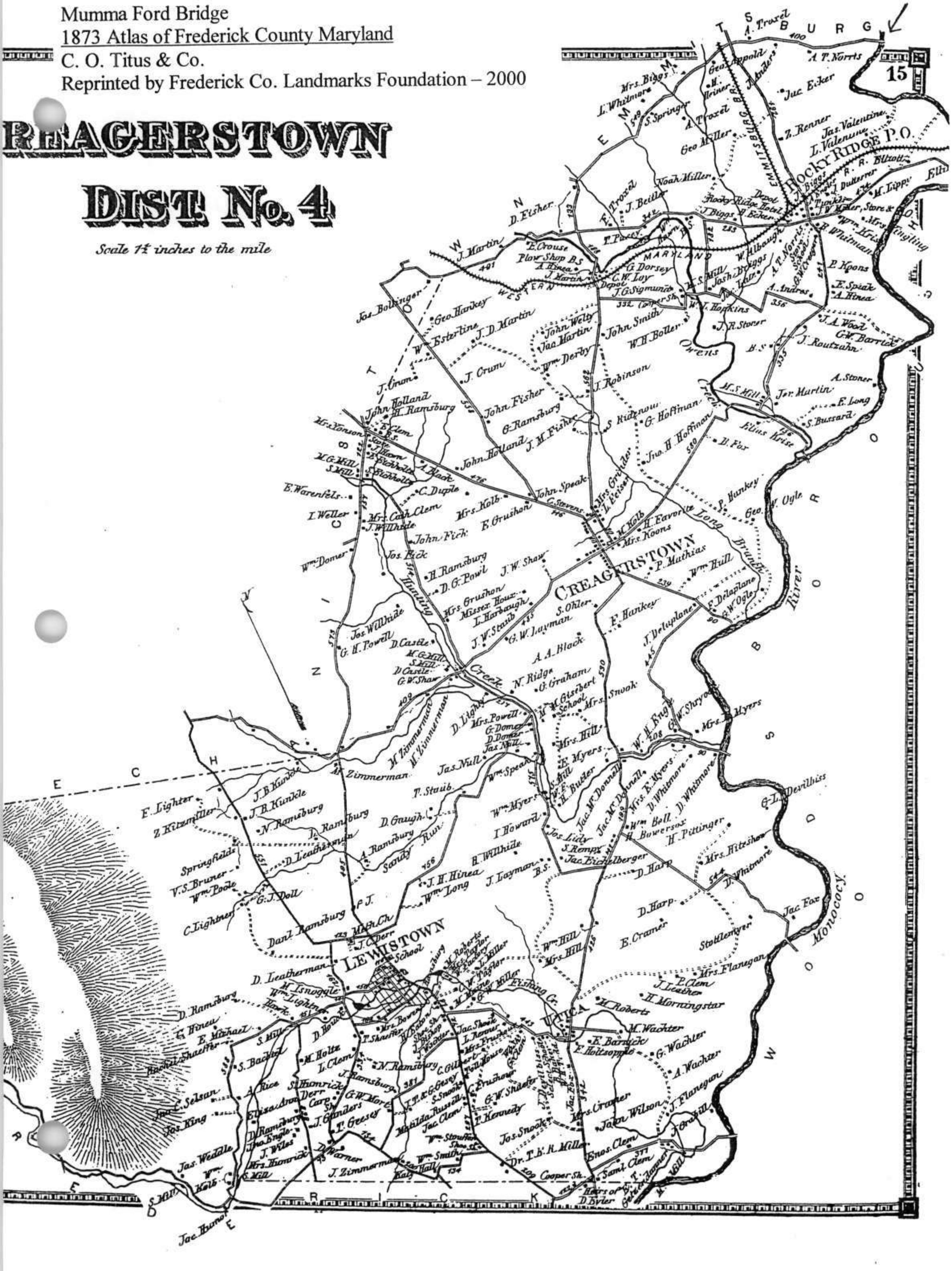


Typical Metal Truss Bridge

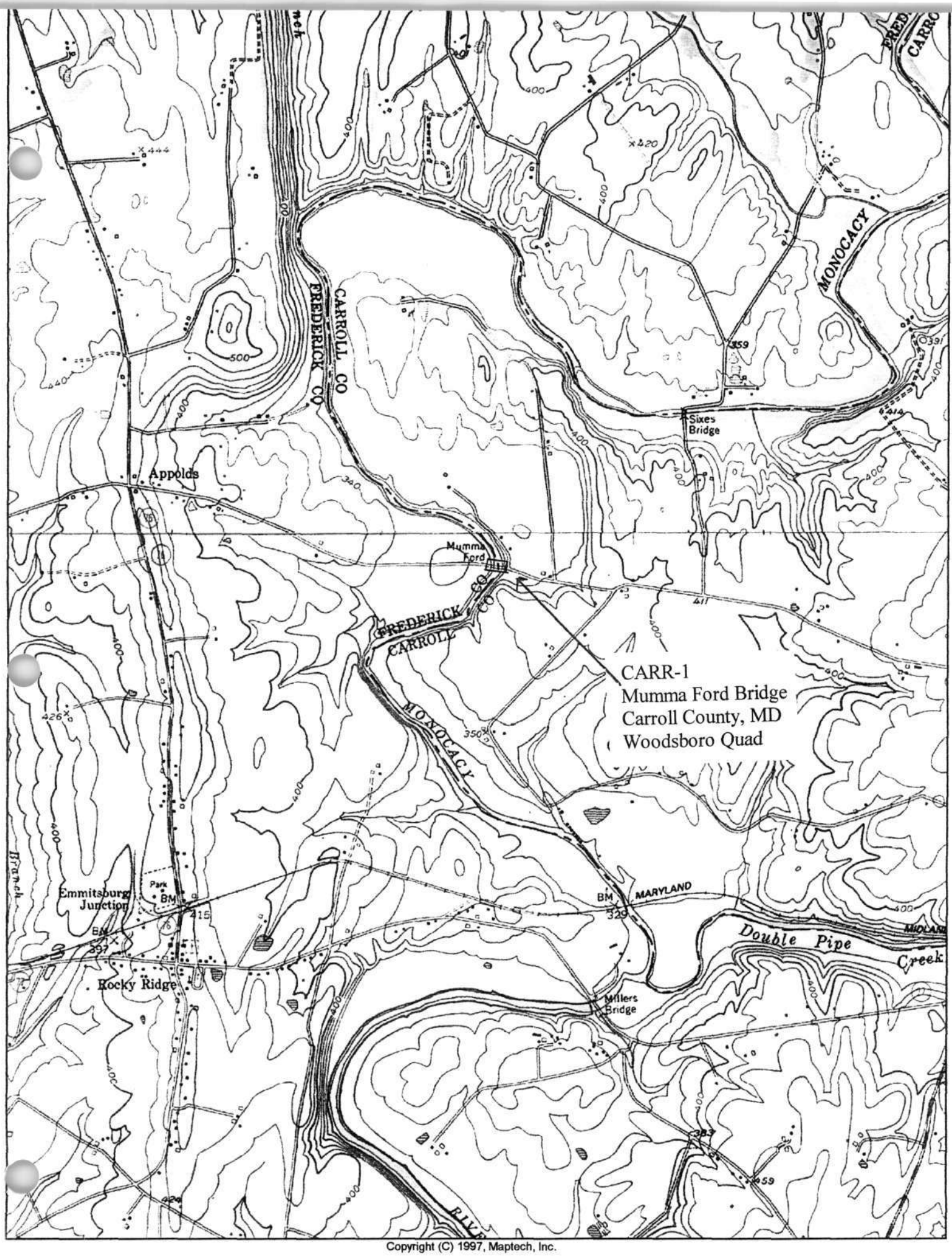
CARR-1
Mumma Ford Bridge
"Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report."
Maryland Department of Transportation State Highway Administration

CARR-1
Mumma Ford Bridge
1873 Atlas of Frederick County Maryland
C. O. Titus & Co.
Reprinted by Frederick Co. Landmarks Foundation – 2000

Mumma Ford



CARR-1
Mumma Ford Bridge
1873 Atlas of Frederick County Maryland
C. O. Titus & Co.
Reprinted by Frederick Co. Landmarks Foundation – 2000



CARR-1
Mumma Ford Bridge
Carroll Co. MD
Daniel Jackson
5/2003
MD SHPO
View - west - north side of bridge
1/6

CARR-1
Mumma Ford Bridge
Carroll Co., MD
Daniel Jackson
5/2003
MD SHPO
View - northwest - south side of bridge
2/6

CARR-1
Mumma Ford Bridge
Carroll Co., MD
Daniel Jackson
5/2003
MD SHPO
View - northeast - south side of bridge
3/6


BUILT BY
YORK BRIDGE
COMPANY
YORK PA
1911

CARR-1
Mumma Ford Bridge
Carroll Co., MD
Daniel Jackson
5/2003
MD SHPO
View - Bridge Co. identification plaque
4/6


GEO. W. BROWN
JOHN S. FINK
BENJ. F. STANSBURY
COMMRS
O. E DODRER
CLERK

CARR-1
Mumma Ford Bridge
Carroll Co., MD
Daniel Jackson
5/2003
MD SHPO
View - east end plaque identifying Carroll Co. Commrs.
5/6


W. H. HOGARTH
L. G. DINTERMAN
J. STEWART ANNAN
C. W. ZIMMERMAN
C. W. JOHNSON
COMM'RS.
M. D. SHARP CLERK

CARR-1
Mumma Ford Bridge
Carroll Co., MD
Daniel Jackson
5/2003
MD SHPO
View - west end plaque identifying
Frederick Co. Commrs.

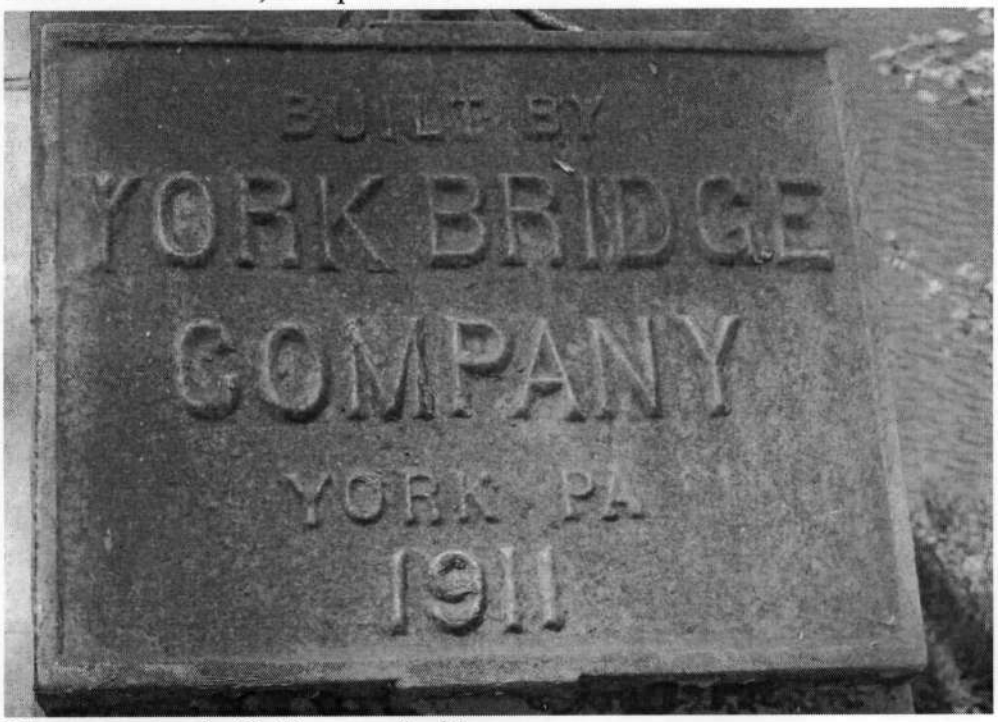
6/6

CARR-1/F-6-10
Mumma Ford Bridge
Mumma Ford Road over Monocacy River, Rocky Ridge
Jennifer K. Cosham, 25 April 2006

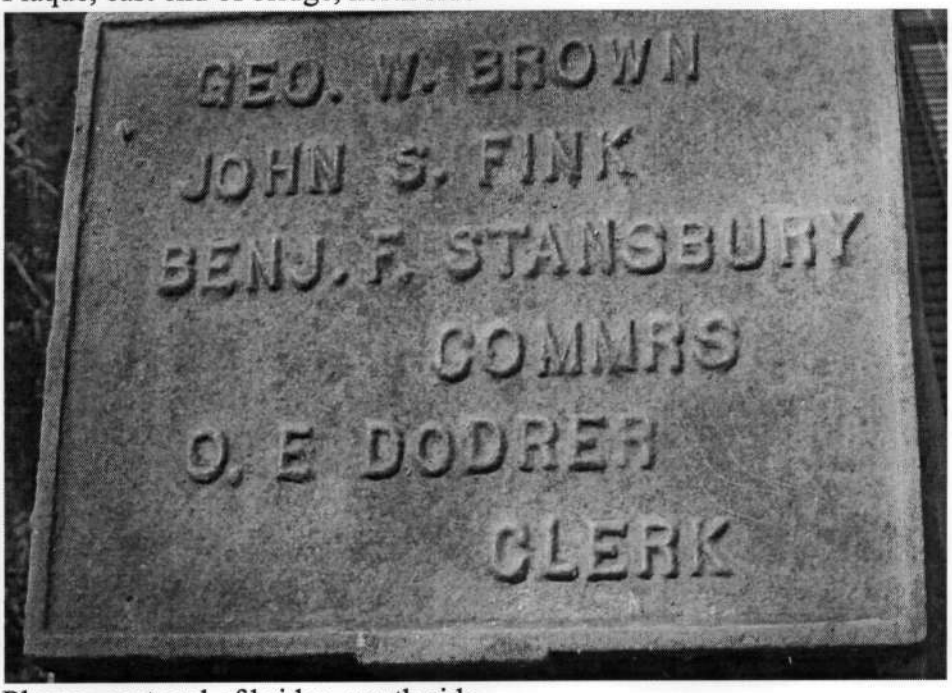
Southeast elevation

East elevation

CARR-1/F-6-10
Mumma Ford Bridge
Mumma Ford Road over Monocacy River, Rocky Ridge
Jennifer K. Cosham, 25 April 2006



Plaque, east end of bridge, north side



Plaque, east end of bridge, south side

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARR-1

Name: Mumma Ford Rd. over Monocacy Creek

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 _____ Eligibility Not Recommended X

Criteria: ___A ___B ___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

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** CARR-1
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. CL-227 **Bridge name** Mumma Ford Road over Monocacy Creek

LOCATION:
Street/Road name and number [facility carried] Mumma Ford Road

City/town Appolds **Vicinity** X

County Carroll

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 __ **Retractile**_____ **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 No. CL-227, built in 1911, carries Mumma Ford Road over Monocacy Creek in a rural wooded area in Carroll County. The single lane bridge is oriented in the east-west direction, while the creek flows north to south at this location.

Describe Superstructure and Substructure:

The structure is a two-span, steel, single-lane, Pratt through-truss. Each span has six 19'-0" panels forming a clear span of 114'-0" between bearings. The bridge has an overall length of 230'-0" and a clear roadway width of 17'-0". The top chord is constructed with back to back channels with a riveted cover plate on top and batten piles along the bottom. All of the verticals are back to back channels connected with lattice and rivets. The diagonal members are all dual metal rods. The portal and lateral bracing consist of angles connected with gusset plates and rivets. The original deck was made with I-shaped stringers topped with timber planks. The deck is supported by floorbeams suspended from the vertical members. There are metal guardrails attached to the verticals along both truss planes. The pier wall, abutments, and wingwalls are all constructed of reinforced concrete.

Discuss Major Alterations:

In 1989, the original trusses were reinforced with steel arch members. Additional stringers and floorbeams were added and the timber deck was replaced with an open grid steel deck. Metal rod verticals were used in the arch truss to support the floorbeams. The arch truss consists of back to back channels connected longitudinally with bolts and on the top and bottom with welded batten plates. The modern arch trusses are a major element of the load bearing of the bridge.

HISTORY:

WHEN was bridge built (actual date or date range) 1911
This date is: Actual X **Estimated** X
Source of date: Plaque _____ **Design plans** _____ **County bridge files/inspection form** _____
Other (specify) 1978 survey form notes plaque that said - Built by York Bridge Company, 1911

WHY was bridge built? To provide a reliable crossing of Mumma Ford Road over Monocacy Creek, to meet local transportation needs.

WHO was the designer _____

WHO was the builder York Bridge Company - builder and/or designer

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

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

CARR-1

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 If yes, what impact?

Because of their solidity, metal truss bridges such as the Mumma Ford 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 Mumma Ford 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____ If yes, why?

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.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1911, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built early in the century, it is characterized by relatively delicate members, rather the heavy solid members that characterize its successors.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ___ Yes _____ If no, why? Probably not. The bridge's original structural functions, abilities, and appearance are clouded by the modern metal arches inserted in 1989 to assist it in carrying its loads.

Is bridge a significant example of work of manufacturer, designer and/or engineer? No__ Yes X_ If yes, why?
In the late nineteenth and early twentieth centuries, numerous metal truss bridge fabricating companies sprang up around the country that shipped bridge components to crossings for assembly on site. Among them was the York Bridge Company of York, Pennsylvania, which fabricated Pratt, Warren, and Parker trusses erected in Maryland in the early twentieth century. These included bridges CL-227 (1911) and CL-241 (1908) in Carroll County and F-407 (1914) and F-506 (1908) in Frederick County.

Should bridge be given further study before significance analysis is made? No X_ Yes _____ Why?
It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs. The bridge=s eligibility will hinge not upon this research, but upon a determination of whether the modern insertion of metal arches has destroyed its integrity.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Carroll 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.

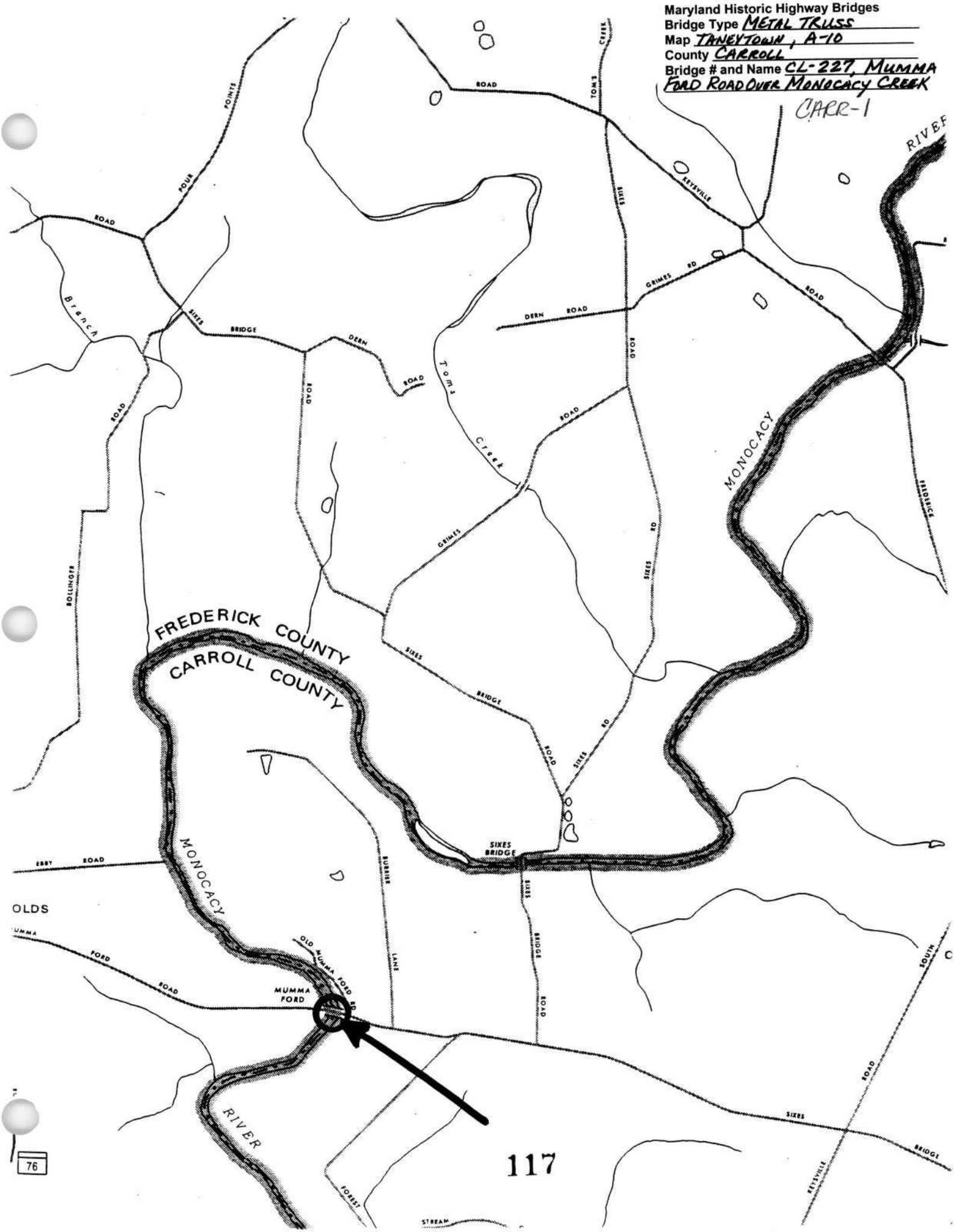
State inventory form CARR-1

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/3/95

Name of surveyor David Diehl/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 TANEYTOWN, A-10
County CARROLL
Bridge # and Name CL-227, MUMMA FORD ROAD OVER MONOCACY CREEK
CARR-1



Inventory # CARR-1

Name CL227 Mummaford Rd. over Monocacy River
County/State Carroll Co. Md.
Name of Photographer D. Diehl
Date 2/95

Location of Negative SHA

Description East Approach looking West

Number 19 of 33 4

Inventory # CARR-1

Name CL227 Mummaford Rd. over Monocacy River
County/State Carroll Co. Md.
Name of Photographer D. Diehl
Date 2/95

Location of Negative SHA.

Description North Elevation looking West

Number ~~10~~ 2 of ~~33~~ 4

Inventory # CARR-1
CL227
Name Mummaford Rd. over Monocacy River
County/State Carroll Co. Md.
Name of Photographer D. Diehl
Date 2/95

Location of Negative SHA

Description South elevation looking
northwest

Number 3 ~~11~~ of ~~33~~ 4

Inventory # CARR-1
CL227
Name Mummaford Rd. over Monocacy
County/State Carroll Co. Md. River
Name of Photographer D. Diehl
Date 2/95

Location of Negative SHA

Description West Approach looking East

Number 4 ~~12~~ of 4 ~~35~~

0700014717

CARR 1

Form 10-445
(5/62)

1. STATE
COUNTY
TOWN VICINITY
STREET NO.

ORIGINAL OWNER
ORIGINAL USE
PRESENT OWNER
PRESENT USE
WALL CONSTRUCTION
NO. OF STORIES

HISTORIC AMERICAN BUILDINGS SURVEY
INVENTORY

2. NAME MUMMA FORD

DATE OR PERIOD
STYLE
ARCHITECT
BUILDER

3. FOR LIBRARY OF CONGRESS USE

4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC

STEEL TRUSS BRIDGE BUILT BY
"YORK BRIDGE CO., 1911"
INTERESTING AESTHETICALLY

5. PHYSICAL CONDITION OF STRUCTURE Endangered Interior Exterior

6. LOCATION MAP (Plan Optional)

7. PHOTOGRAPH

8. PUBLISHED SOURCES (Author, Title, Pages)
INTERVIEWS, RECORDS, PHOTOS, ETC.

9. NAME, ADDRESS AND TITLE OF RECORDER
RUTOVE MHT
9/70
DATE OF RECORD

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

5409

CARR-1 &
F-6-10
Mumma Ford Bridge 1911
Appolds
Public

The Mumma's Ford Bridge is a large two span-through steel truss bridge of Pratt design which spans the Monocacy River. It is a single lane bridge, seventeen feet wide and two hundred and twenty feet in length set on cement abutments. A latticework railing extends along either side of the bridge. A name plate on the east side indicates that the bridge was "Built by York Bridge Company, 1911."

Iron truss bridges were the most popular form of bridge construction in Frederick County, Maryland between the 1870's and 1930's. The Mumma Ford Road Bridge is one of at least twelve bridges built by the York Bridge Company of York, Pennsylvania for the county in the early part of the 1900's.

According to Polk's York City Directory, the York Bridge Company was most active between the years 1902 and 1817, advertising as "Bridge builders, iron and steel structural work, etc." By 1917, the company had changed its name to the York Bridge & Construction Company.

CARR-1

F-6-10
1101183717

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC: Mumma Ford Bridge

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: Mumma's Ford Road across Monocacy River

CITY, TOWN: Frederick — VICINITY OF

CONGRESSIONAL DISTRICT: E.D. 15

STATE: Maryland

COUNTY: Frederick

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Frederick County Roads Department

Telephone #:

STREET & NUMBER: Montevue Lane

CITY, TOWN: Frederick — VICINITY OF

STATE, zip code: Maryland 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	_ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Mumma Ford Bridge is a large two span through truss steel bridge of Pratt design which spans the Monocacy River on Mumma's Ford Road near Appolds, Maryland.

The single lane bridge which is set on cement abutments is approximately seventeen feet wide and two hundred twenty feet in length. The wood plank floor has been replaced and the joints are secured with pinned connections. A latticework railing extends along either side of the bridge. A name plate on the east side states, "Built by York Bridge Company, 1911. The bridge is being subjected to a great deal of rust and should be painted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1911 BUILDER/ARCHITECT York Bridge Company

STATEMENT OF SIGNIFICANCE

Iron truss bridges were the most popular form of bridge construction in Frederick County, Maryland between the 1870's and 1930's. The Mumma Ford Road Bridge is one of at least twelve bridges built by the York Bridge Company of York, Pennsylvania for the county in the early part of the 1900's.

According to Polk's York City Directory, the York Bridge Company was most active between the years 1902 and 1817 advertising as "Bridge builders, iron and steel structural work, etc." By 1917, the company had changed its name to the York Bridge & Construction Company.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Polk's York City Directory, 1900-1917

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

Cherilyn Widell, Sites Analyst

ORGANIZATION DATE

Frederick County Office of Historic Preservation 9/26/78

STREET & NUMBER TELEPHONE

12 East Church St., Winchester Hall

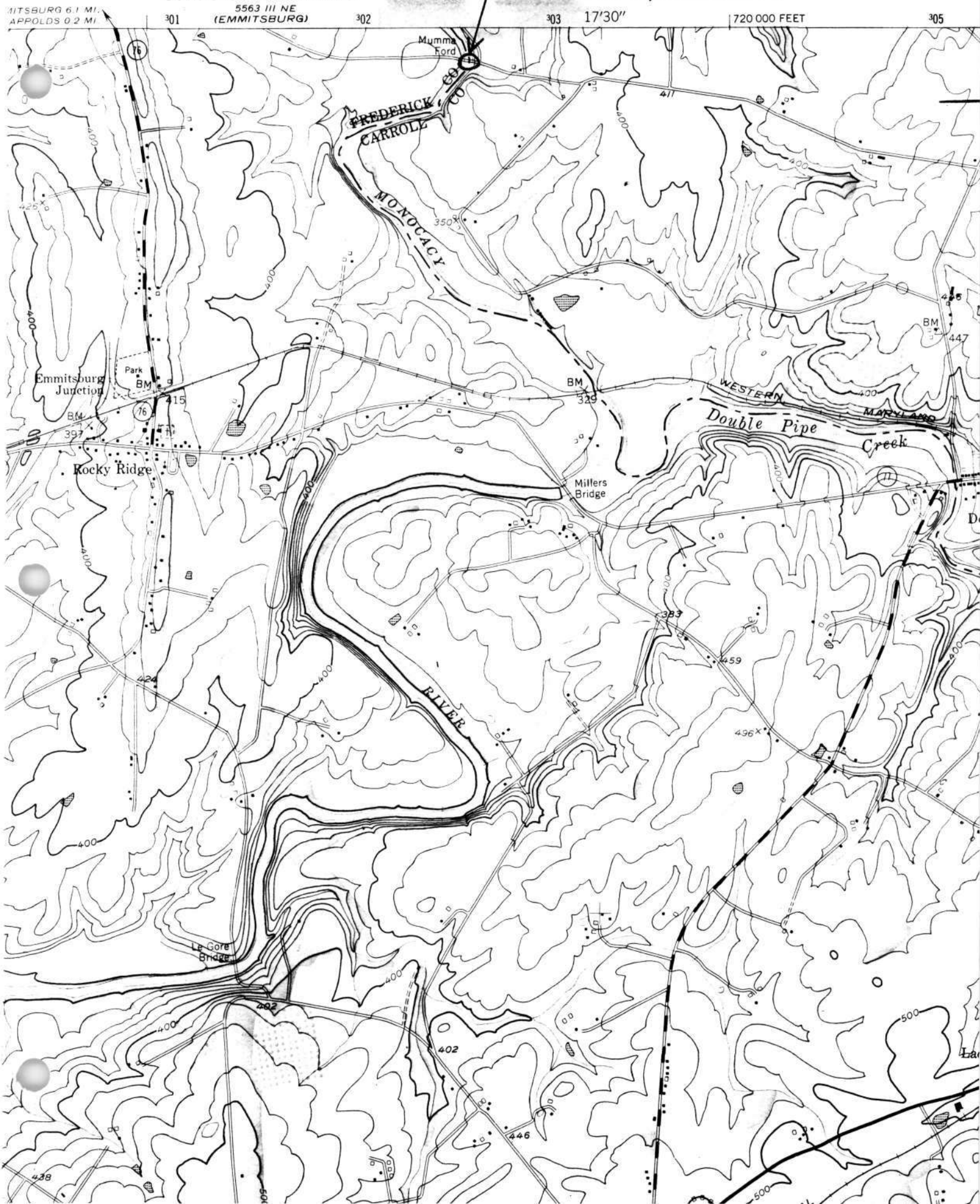
CITY OR TOWN STATE

Frederick Maryland 21701

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



CARR-1
Mumma Ford Bridge
Woodsboro Quad, 1953, PR 1971

CARR-1
(also F-6-10)