

Maryland Historical Trust 1458

Maryland Inventory of Historic Properties number: CE-1458

Name: Rolling Mill Rd

Rolling Mill Rd over Northeast 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 <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. CE-1458

SHA Bridge No. CE-073 Bridge name Rolling Mill Road over Northeast Creek

**LOCATION:**

Street/Road name and number [facility carried] Rolling Mill Road

City/town North East Vicinity \_\_\_\_\_

County Cecil

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 CE-073 carries Rolling Mill Road over Northeast Creek in the town of North East. Rolling Mill Road runs generally in an east-west direction in the area while Northeast Creek flows to the south. Northeast Creek makes a 90-degree bend to the west just south of the bridge. There are residential buildings to the east and a public park to the west of the bridge. The area is fairly developed.

**Describe Superstructure and Substructure:**

Bridge CE-073 is a single-span Pratt through truss measuring approximately 60' in total length. It has four panels with diagonal endposts. The top chord is built-up section of back to back channels connected by plates. The bottom chord consists of a single flat bar, and bottom chord bracing is round bar in an X arrangement between floorbeams. The floor system has timber stringers and I section floorbeams. The three interior verticals are built-up sections of back to back channels connected by lattice work. The exterior verticals and diagonal members are eye-bars. Connections are both riveted and pinned. It is a single lane bridge with an asphaltic overlay on a timber plank deck. There are no sidewalks on the bridge and the truss members are protected by a wooden railing. The abutments are stone with wingwalls at 90 degrees.

**Discuss Major Alterations:**

Other than the deck overlay and wooden railing, both completed in 1986, the bridge seems to have had no notable alterations.

**HISTORY:**

**WHEN was bridge built (actual date or date range) c.1885-1900**

**This date is: Actual \_\_\_\_\_ Estimated \_\_\_\_\_**

**Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_**

**Other (specify)** County bridge listings give a date of 1900 or earlier. Three similar metal truss Pratt bridges designed by Charles H. Latrobe were erected in the county in the 1880s (CE-002, CE-007, and 7057) as part of a bridge building campaign by the county commissioners. This bridge may have been part of that campaign.

**WHY was bridge built?** To provide a reliable crossing of Colora Road over Love Run, to meet local transportation needs. It may also have been part of a county metal truss bridge building campaign.

**WHO was the designer** \_\_\_\_\_ possibly Charles H. Latrobe

**WHO was the builder** \_\_\_\_\_

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

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

Charles H. Latrobe was commissioned in the mid-1880s by the Cecil County commissioners to prepare specifications for the superstructures and substructures of at least three metal truss bridges in the county - CE-002, CE-007 and 7057 (Porters Bridge/Richardsmere Bridge). This bridge may have been part of that metal truss bridge building campaign.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

A - Events  B- Person \_\_\_\_\_  
C- Engineering/architectural character

**Was bridge constructed in response to significant events in Maryland or local history?** No \_\_\_ Yes

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. The bridge was also likely part of a small metal-truss road building campaign in the 1880s on the part of the Cecil County commissioners.

**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

Because of their solidity, metal truss bridges such as the Rolling Mill 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 Rolling Mill 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  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

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 the 1880s or 1890s, 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 X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No \_\_\_ Yes \_\_\_  
This bridge may have been designed by Charles H. Latrobe.

In the mid and late nineteenth century, numerous companies were organized around the country that designed, fabricated, and erected metal truss bridges. One of the first such companies to be established in Maryland was Smith, Latrobe and Company, which was organized in 1866 by Charles Shaler Smith, Benjamin H. Latrobe, and C.H. Latrobe. Reorganized as the Baltimore Bridge Company in 1869 and active until its dissolution in 1880, it constructed many major bridges, including spans across the Mississippi, Missouri, and Kentucky rivers. From the company's dissolution into the 1890s, Charles H. Latrobe (1883-1902) continued to be active designing bridges in Maryland. He is believed to have designed at least three bridges erected in Cecil County--CE-002 (c.1885), CE-007 (c.1890), and 7057 (Porters Bridge/Richardsmere Bridge - c.1885). He also designed three landmark metal arch bridges in Baltimore--Calvert Street, St. Paul, and Cedar Avenue--between 1878 and 1890.

Should bridge be given further study before significance analysis is made? No X 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 Cecil 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 2/14/95

Name of surveyor Matt Hurley/Marvin Brown

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

Phone number 410-561-0100

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RESTRICTED BRIDGE  
SINGLE UNIT  
8000 LBS GVW  
COMBINATION UNIT  
14000 LBS GCW

SINGLE LANE  
BRIDGE

CE-1458

CECIL COUNTY, MD

MATT HURLEY

FEB 14 1995

~~MARYLAND SHPO~~ STA

BRIDGE NO CE 073

LOOKING EAST

1 OF 4



CE-1458  
LEWIS COUNTY, MD  
MATT HURLEY

FEB 14 1995

~~MARYLAND SHPO~~ STA

BRIDGE NO CE 073

LOOKING WEST

2 OF 4



CE-1458

CECIL COUNTY, MD

MATT HURLEY

FEB 14 1995

~~MARYLAND SHPO~~ S HA

BRIDGE NO CE 073

LOOKING UPSTREAM

3 OF 4

A black and white photograph of a wooden fence. The fence is made of horizontal wooden planks. On one of the planks, there is graffiti that reads "LORI & JES BROWN". The fence is set against a background of bare trees. In the foreground, there is a metal post with a horizontal metal bar attached to it, possibly a gate or a support structure. The ground is covered with dry grass and some snow or frost.

LORI & JES BROWN

CE-1459

CECIL COUNTY MD

MATT HURLEY

FEB 14 1995

MARYLAND SHPO SITE

BRIDGE NO CE OT3

DOWNSTREAM, FLOORBEAM CONN.

4 OF 4