

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-999

Name: MD 545

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.

<b>MARYLAND HISTORICAL TRUST</b>	
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>

*Aug*

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

MHT No. CE-999

SHA Bridge No. 7055 Bridge name MD 545 over Little Elk Creek

**LOCATION:**

Street/Road name and number [facility carried] MD 545

City/town Childs Vicinity X

County Cecil

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes  No   
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

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 7055 carries Maryland Route 545 over Little Elk Creek approximately 1/4 mile southeast of the town of Childs. Route 545 runs generally in a northwest-southeast direction in the area while Little Elk Creek flows to the southwest. The bridge is situated just north of an overhead Interstate 95 bridge. The area is relatively undeveloped with few residential buildings around the bridge.

**Describe Superstructure and Substructure:**

Bridge 7055 is a single-span, camelback, pony truss measuring 94'-6" in total length. It has five panels with diagonal endposts. The top chord is a built-up section of back to back channels connected by plates. The bottom chord is a built-up section of back to back channels connected with battens. The floor system has I shaped stringers and floorbeams. All verticals and diagonals are I shaped sections. All connections are riveted. The width of the roadway is 27' with 30' between centerline of trusses. There is no sidewalk on the bridge and the truss members are protected by a riveted, built-up, metal railing. The bridge does not appear to have a notably unusual geometric alignment. The relative narrowness of its center panel is probably due to its limited length. The abutments are concrete with varying degree wingwalls. The abutments were placed directly on top of existing masonry abutments. The existing masonry abutments could not be dated. There are two plaques on the bridge; one on the diagonal endposts identifying the builder and the other at midspan on the top chord identifying the State Road Commission officers at the time of construction.

**Discuss Major Alterations:**

Other than the redecking of the bridge, which could not be dated, the superstructure appears to have no major alterations. There have been repairs to the concrete abutments.

**HISTORY:**

WHEN was bridge built (actual date or date range) 1932  
This date is: Actual X Estimated \_\_\_\_\_  
Source of date: Plaque X Design plans X County bridge files/inspection form \_\_\_\_\_  
Other (specify) SHA Files; State inventory form

WHY was bridge built? To provide a reliable crossing of Route 545 over Little Elk Creek, to meet local and regional transportation needs.

WHO was the designer \_\_\_\_\_

WHO was the builder Roanoke Iron and Bridge Works - builder and/or designer

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

Was bridge built as part of organized bridge-building campaign? Yes X No \_\_\_\_\_  
This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

**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 small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

**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 and reliability, metal truss bridges with heavy members such as this one were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

**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.

The Pratt truss bridge, Maryland's most common surviving early truss type, was patented in 1844 by Thomas and Caleb Pratt. 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. Between 1868 and 1871 a subtype, the Parker truss, was developed in a series of patents filed by C.H. Parker. The Parker truss is a Pratt truss with an inclined rather than horizontal top chord. A variant of the Parker, the Camelback truss has a polygonal top chord consisting of exactly five slopes. It was popular for through truss spans from its late-nineteenth-century inception through the mid-twentieth century. Examples in Maryland include bridges 1048 (1932) in Allegany County, 10017 (1939) in Frederick County, and this bridge. This bridge is very similar in size and form to bridge 1048 in Allegany County, though whether or not they had the same manufacturer is not known.

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. Built in 1932, 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 after 1930, it is characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth- and early-twentieth-century predecessors.

The internal National Register-eligibility review form of the Maryland Historical Trust, dated 1992, which finds the bridge eligible for listing in the National Register, states that it is eligible under Criterion C for engineering, for "it is one of relatively few pony trusses throughout the state road network and is also significant for its relatively unusual geometry."

**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 X

In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Roanoke Iron and Bridge Company of Roanoke, Virginia, which erected long Pratt, Parker, and camelback bridges throughout the state in the 1920s and 1930s. These include bridges 2054 (1935) in Anne Arundel County, 10018 (1934) in Frederick County, and this bridge. This bridge is typical of their work in the state.

**Should bridge be given further study before significance analysis is made?** No X Yes \_\_\_\_\_

This bridge has already been determined eligible for National Register listing under Criterion C for its architecture/engineering by the Maryland Historical Trust.

**BIBLIOGRAPHY:**

Bridge inspection reports and files of the Maryland State Highway Administration.

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 CE-999

**SURVEYOR/SURVEY INFORMATION:**

**Date bridge recorded** 2/14/95

**Name of surveyor** Matt Hurley/Marvin Brown

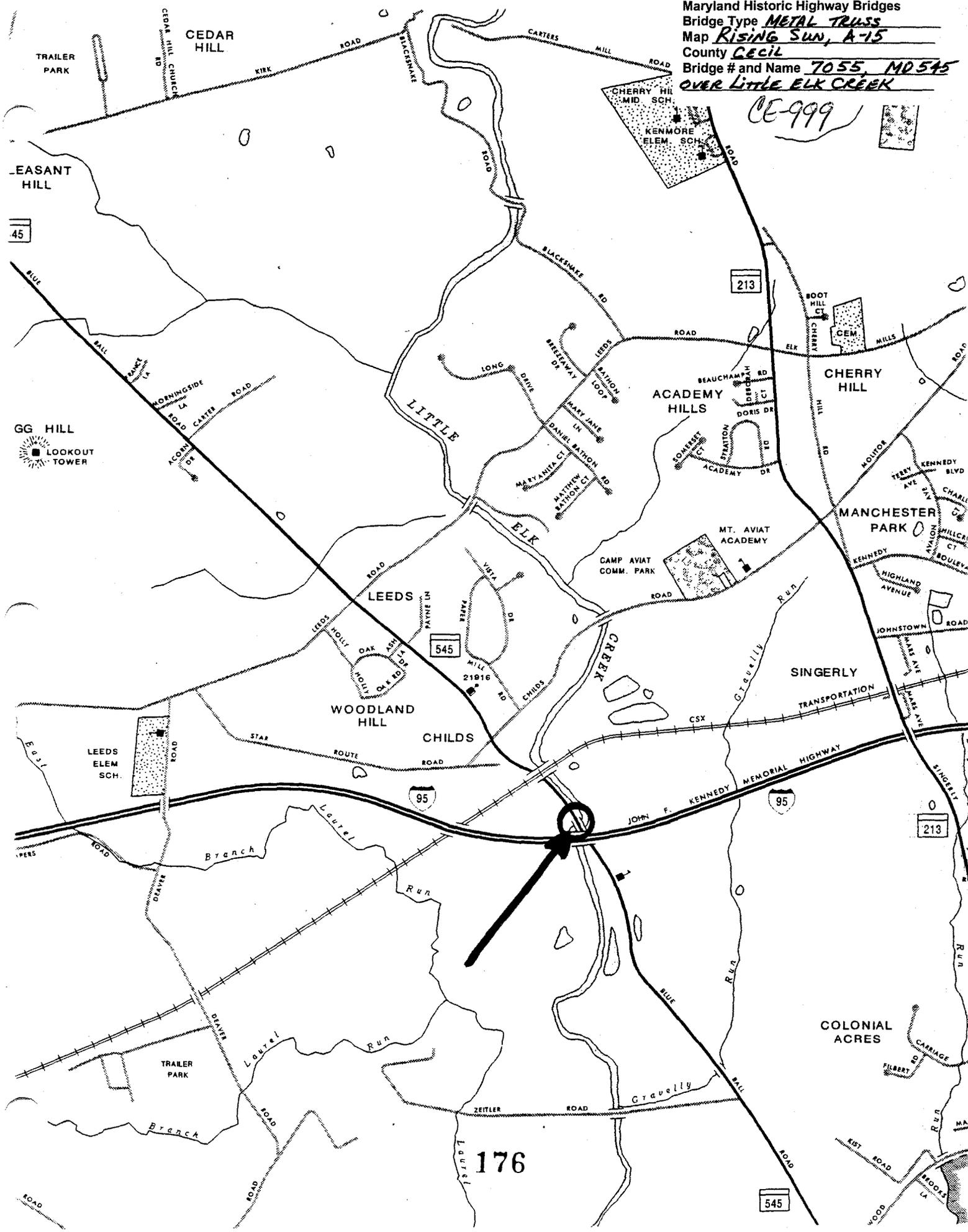
**Organization/Address** GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

**Phone number** 410-561-0100

**FAX number** 410-561-1150

Maryland Historic Highway Bridges  
Bridge Type METAL TRUSS  
Map RISEING SUN, A-15  
County CECIL  
Bridge # and Name 7055, MD545  
OVER LITTLE ELK CREEK

CE-999



176

545



CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SAA

BRIDGE NO 7055

LOOKING NORTH FROM BELOW I-95

1 OF 10



CE-999

CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7055

LOOKING UPSTREAM FROM BELOW I-95

2 OF 10



CE-999  
CECIL COUNTY, MD  
MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7055

CULVERT UPSTREAM OF BRIDGE  
SOUTH BANK

3 OF 10



CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO SHA~~

BRIDGE NO 7055

DOWNSTREAM, LOWER CHORD JOINT

4 OF 10



CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7055

SCALE IN GROUND @ NORTH ABUTMENT

5 OF 10



CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND~~ SHPO SHA

BRIDGE NO 7055

MEASURING STATION, DOWNSTREAM  
SIDE, NORTH ABUTMENT

6 OF 10



STREAM FLOW  
MEASURING STATION  
U.S. GEOLOGICAL SURVEY  
MD. DEPT. OF GEOLOGY  
MINES & WATER RESOURCES

CE-999  
LECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO STA~~

BRIDGE NO 7055

SIGN ON MEASURING STATION DOOR

7 OF 10

BUILT BY  
ROANOKE IRON  
AND BRIDGE WKS.  
INC.  
ROANOKE, VA  
1932

CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND~~ SHPO SINA

BRIDGE NO 7055

ID # ON DOWNSTREAM,  
NORTH, END POST

8 OF 10

LITTLE ELK CREEK BRIDGE

BUILT - 1952

STATE ROADS COMMISSION

C. CLINTON NRI - CHAIRMAN

E. MACOY AND ROBERT BACH

H. D. WILLIAMS - CHIEF ENGINEER

W. D. HOPKINS - BRIDGE ENGINEER

CE-999  
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SIAA

BRIDGE NO 7055

ID TAG ON UPSTREAM

TOP CHORD @ MID-SPAN

9 OF 10



## WILNA

WILLIAM WHANN MACKALL WAS BORN AT  
WILNA JAN. 18, 1817. RESIGNING FROM  
THE U. S. ARMY, HE JOINED THE  
CONFEDERACY AND SERVED ON THE STAFFS  
OF GENLS. ALBERT SYDNEY JOHNSTON,  
BRAXTON BRAGG AND JOSEPH E. JOHNSTON.  
GEN. MACKALL SURRENDERED AT MACON,  
GA., APRIL 20, 1865.

MARYLAND CIVIL WAR CENTENNIAL COMMISSION

# SA

**Private**  
*With Histor*

Call **CLIN**  
**ROSENBERG**

**800-3**

CE-999  
CECIL COUNTY, MD  
MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SMA

BRIDGE NO 7055

MD. HISTORIC SOCIETY SIGN  
UPSTREAM, SOUTH END OF BRIDGE

10 OF 10

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

Property/District Name: Bridge #7055, Childs Pony Truss Survey Number: CE-999

Project: Rehab Br #7055, MD 545 over Little Elk Creek Agency: SHA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

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

The Childs Pony Truss Bridge (Bridge #7055) meets the criteria for individual listing in the Maryland Register of Historic Properties under Criterion C for engineering. The bridge, which was constructed in 1932 by the Roanoke Iron and Bridge Works using specifications of the MD State Roads Commission, is a camelback pony truss with a very short top chord, three panel divisions with diagonal tension members in the outer panels, and a pair of crosses in the very narrow center panel. It is one of relatively few pony trusses throughout the state road network and is also significant for its relatively unusual geometry.

Documentation on the property/district is presented in: MD Inventory Form CE-999 and project file

Prepared by: Rita Suffness

Elizabeth Hannold February 2, 1992  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
R. Anderson 2-2-93  
Reviewer, NR program Date

*[Handwritten signature]*

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: Roanoke Iron and Bridge Works, Inc. of Roanoke, VA using

CE-999

1932

Childs Pony Truss Bridge  
Childs vicinity  
public (unrestricted)

This bridge carries Maryland Route 545 over Little Elk Creek near Childs, Maryland. It is a camelback pony truss bridge with a very short top chord, three panel divisions with diagonal tension members in the outer panels, and a pair of crosses in the very narrow central panel.

Erected in 1932, this structure was built by the Roanoke Iron and Bridge Works, Inc., of Roanoke, Virginia, using the specifications of the Maryland State Roads Commission, with H.D. Williar, Chief Engineer.

This bridge represents one of two historic truss bridges -- part of Maryland's state road system in Cecil County, and one of relatively few pony trusses throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey during 1980-81. It is also significant for its relatively unusual geometry.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC  
Childs Pony Truss Bridge

AND/OR COMMON  
Maryland 545 over Little Elk Creek Bridge

**2 LOCATION**

STREET & NUMBER  
1/2 mile Southeast of Childs

CITY, TOWN  
Childs  
CONGRESSIONAL DISTRICT  
1st

STATE  
Maryland  
COUNTY  
Cecil

**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	<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 type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME  
State Highway Administration DOT Telephone #:

STREET & NUMBER  
301 West Preston Street

CITY, TOWN  
Baltimore  
STATE, zip code  
Maryland, 21201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.  
Cecil County Courthouse  
Liber #: Folio #:

STREET & NUMBER  
CITY, TOWN  
Elkton  
STATE  
Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
DATE  
FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS  
CITY, TOWN  
STATE

**7 DESCRIPTION**

CE-999

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

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge carries Maryland Route 545 over Little Elk Creek. Its geometry is that of a camelback with a very short central top chord, and a three panel division with diagonal tension members in the outer panels, and a pair of crossed in the very narrow central panel. All connections are riveted. The direction of the 27' roadway is NW-SE.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 checked="" 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      1932

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Roanoke Iron & Bridge  
Works, Inc., Roanoke, Va.  
Built according to speci-  
fications of the State  
Roads Commission, H.D.  
Williar, Chief Engineer.

In addition to being one of the relatively few pony  
trusses in State ownership, this bridge is notable for  
its unusual geometry (see M/DOT survey general bridge signi-  
ficance, attached).

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

Bridge records, State Highway Administration, drawer 95.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY

Quadrangle Name: Newark West, MD

Quadrangle Scale: 1:24 000

UTM References:

18.425600.4388200

VERBAL BOUNDARY DESCRIPTION

N/A

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
N/A	

STATE	COUNTY
N/A	

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE  
1980

STREET & NUMBER

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

## GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the samll crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps,

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of one's taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

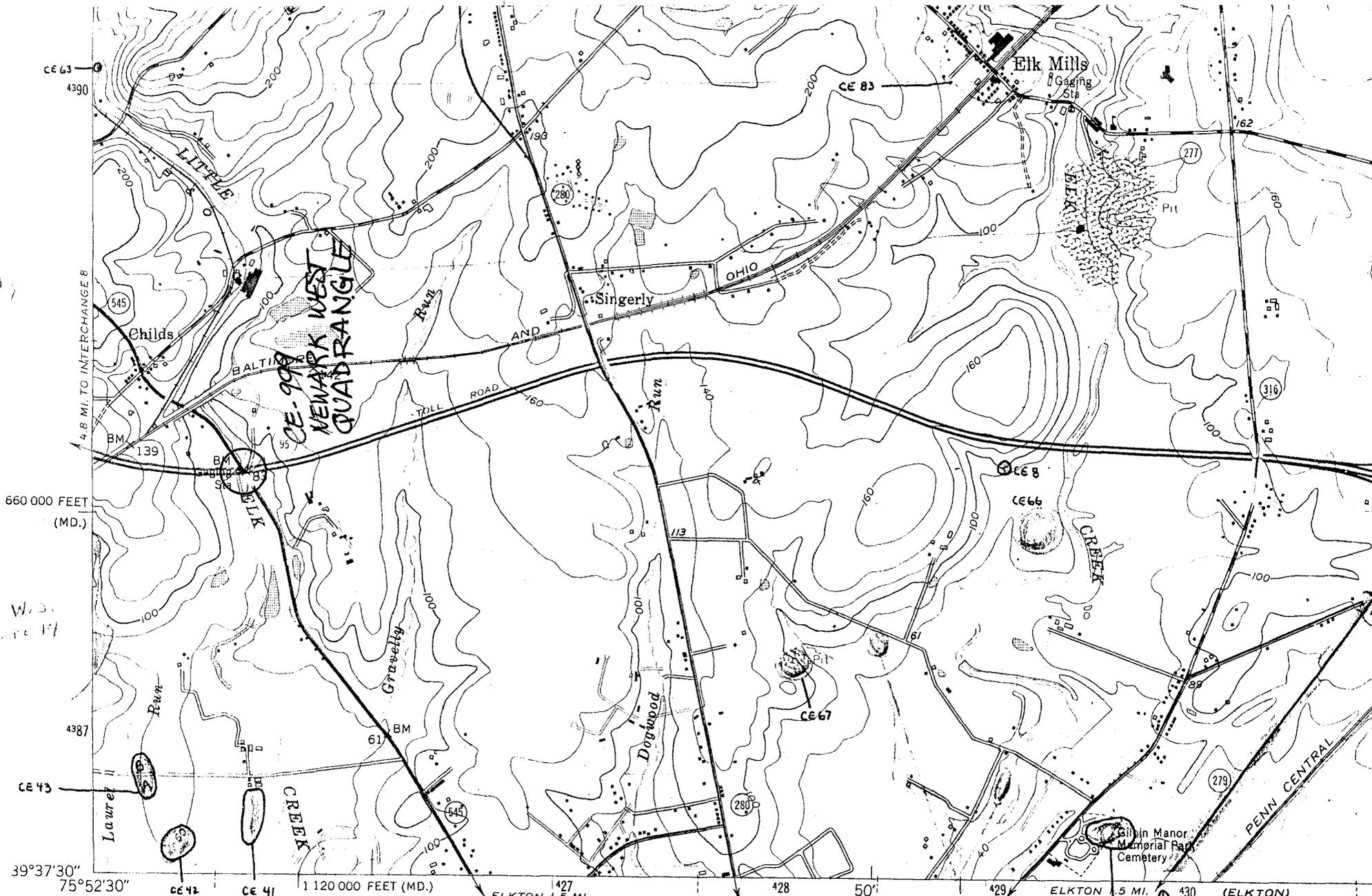
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quiet, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.

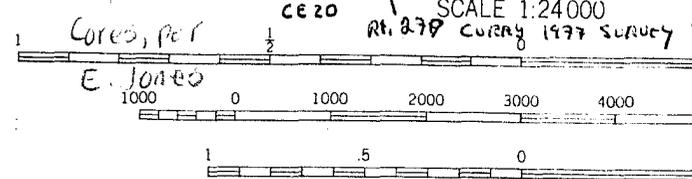
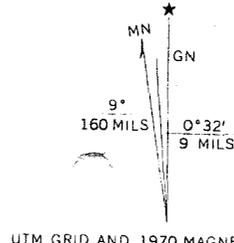


Mapped, edited, and published by the Geological Survey  
 Control by USGS and USC&GS

Culture and drainage in part compiled from aerial photographs  
 taken 1952. Topography by plane-table surveys 1939 and 1940  
 Revised 1953

Polyconic projection. 1927 North American datum  
 100-foot grids based on Maryland and Delaware coordinate  
 systems, and Pennsylvania coordinate system, south zone

Red tint indicates area in which only



CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL

UTM GRID AND 1970 MAGNETIC NORTH



CE-999

Childs Steel Bridge

Near Childs, Cecil County

East Side

Photographer - Paul Touart, 1979

Neg./MHT



CE-999

Childs Pony Truss Bridge

M/DOT Survey

JDH/RDM Summer 1980





CE-999

Childs Steel Bridge

Near Childs, Cecil County

Looking North

Photographer - Paul Touart, 1979

Neg./MHT