

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-4

Name: SUMMERTOWN ROAD OVER CATOR TINE 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>

2/15

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

MHT No. F-2-4

SHA Bridge No. F-2204 Bridge name Sumantown Road over Catocin Creek

LOCATION:

Street/Road name and number [facility carried] Sumantown Road

City/town Brunswick Vicinity X

County Frederick

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 F-2204 carries one lane of two-way traffic on Sumantown Road over Catoctin Creek near Brunswick in Frederick County, Maryland. Sumantown Road runs in a generally west to east direction at this location and Catoctin Creek flows from north to south. The bridge is surrounded by a wooded area.

Describe Superstructure and Substructure:

This bridge is a single-span steel Pratt through-truss with six panels yielding a 95' clear span. The clear roadway width is 14'-11". The top chord consists of back to back channels with a riveted cover plate on top and lattice bars on the bottom. The verticals are back to back channels with lattice bars on one side. The diagonals consist of dual bars and rods at every panel except the center two. There is single cross bracing in the center panels composed of a bar and a rod. The bottom chords are dual rectangular bars with pinned connections. The trusses on each side have a decorative railing with cast iron flower motifs. The bridge has a timber deck which is supported on I-shaped interior and channel-shaped exterior stringers. The stringers are supported by I-shaped floorbeams which hang by the vertical truss members. All joints of the bridge are secured by pinned connections. The bridge is set upon concrete pedestal type abutments to the east and west.

Discuss Major Alterations:

In the summer of 1977, the original random stone abutments were replaced with concrete abutments. In 1990 the top chord cover plates and the top cross beams and rods were replaced. Major rehabilitation was done in 1993-1994 on the stringers and floorbeams.

HISTORY:

WHEN was bridge built (actual date or date range) c.1910

This date is: Actual _____ Estimated X

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify) Bridge files give a construction date of 1910 for this bridge. Its appearance suggests, however, that it could have been built a decade or so earlier.

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

WHO was the designer _____

WHO was the builder _____

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

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

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 If yes, what impact? _____

Because of their solidity, metal truss bridges such as the Sumantown 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 Sumantown 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. Probably built around 1910, 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

Is bridge a significant example of work of manufacturer, designer and/or engineer? No___ Yes _

Neither manufacturer, designer, nor engineer could be determined.

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 Frederick 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 F-2-4

SURVEYOR/SURVEY INFORMATION:

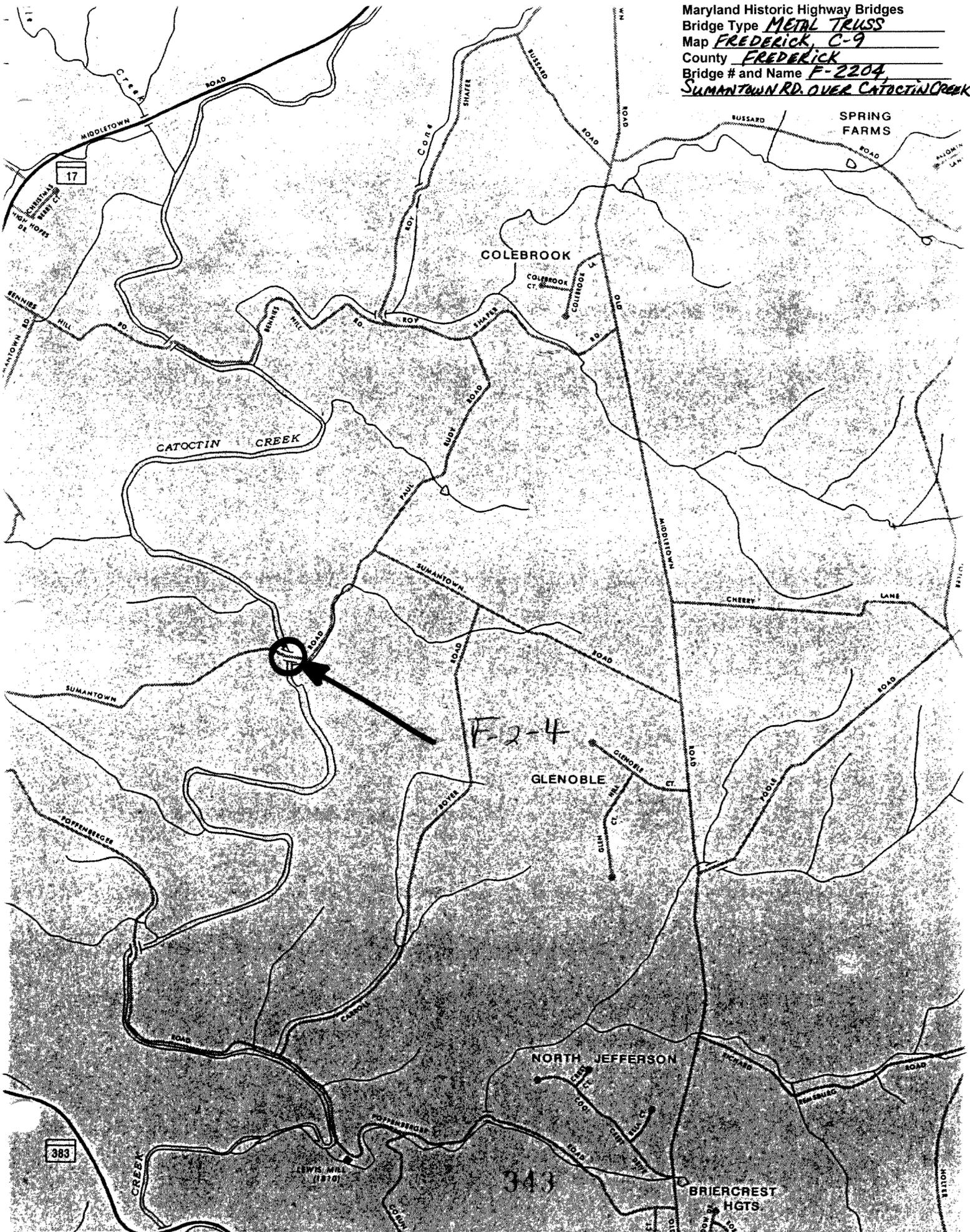
Date bridge recorded 2/1/95

Name of surveyor Frank Juliano/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 FREDERICK, C-9
County FREDERICK
Bridge # and Name F-2204,
SUMANTOWN RD. OVER CATOCTIN CREEK





Inventory # F-2-4

Name F2204-SUMANTOWN RD OVER CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 1 ~~33~~ of ~~36~~ 5



Inventory # F-2-4

Name F2204-SUMANTOWN RD OVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

Number 2 of 36 5



Inventory # F. 2. 4

Name F2201-SUMAN TOWN RD OVER CATCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 3 of 36 5



Inventory # F-2-4

Name F 2204-SUMANTOWN RD OVER CATACTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

Number 4 of 36 5



F-2-4

F2204

5 of 5

F-2-4

Sumantown Road Bridge
Brunswick
Public

The Sumantown Road Bridge is a single span steel truss through bridge of Pratt design which spans Catoctin Creek near Middletown. The bridge is set upon concrete abutments which replaced random stone abutments in the summer of 1977. The structure is approximately ninety feet in length and twenty feet wide. Joints of the bridge are secured with pinned connections. An unusual feature of the bridge is a decorative railing with cast iron flower motifs. No plaque is located on the bridge, so the construction date and company are unknown.

At one time there were over twenty companies manufacturing iron truss bridges represented in the Maryland and Virginia area. Usually once a community had determined the need for a bridge, the County Commissioners advertised for bids in the local newspaper. A particular bridge design or style was chosen from a book of designs by the manufacturing company and a bid was submitted.

Companies which provided bridges to Frederick County, Maryland in the nineteenth century include the Wrought Iron Bridge Company of Canton, Ohio, the King Iron Bridge and Manufacturing Company of Cleveland, Ohio, and the Groton Bridge Manufacturing Company of Groton, New York. Most of the bridges constructed in the twentieth century in this county were manufactured by the York Bridge Company of York, Pennsylvania.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Sumantown Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Sumantown Road over Catoctin Creek

CITY, TOWN

Brunswick

STATE

Maryland

___ VICINITY OF

CONGRESSIONAL DISTRICT

E.D. 22

COUNTY

Frederick

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input 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 Frederick County Roads Dept.

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
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input 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

The Sumantown Road Bridge is a single span steel truss through bridge of Pratt design which spans Catoctin Creek near Middletown. The bridge is set upon concrete abutments which replaced random stone abutments in the summer of 1977. The structure is approximately ninety feet in length and twenty feet wide. Joints of the bridge are secured with pinned connections. An unusual feature of the bridge is a decorative railing with cast iron flower motifs.

No plaque is located on the bridge, so the construction date and company are unknown.

8 SIGNIFICANCE

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 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

At one time there were over twenty companies manufacturing iron truss bridges represented in the Maryland and Virginia area. Usually once a community had determined the need for a bridge, the County Commissioners advertised for bids in the local newspaper. A particular bridge design or style was chosen from a book of designs by the manufacturing company and a bid was submitted.

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CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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

11 FORM PREPARED BY

NAME / TITLE

Cherilyn Widell, Sites Analyst

ORGANIZATION

Frederick County Office of Historic Preservation

DATE

9/26/78

STREET & NUMBER

12 East Church St., Winchester Hall

TELEPHONE

694-1063

CITY OR TOWN

Frederick

STATE

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

21769

17

F-2-4 HOLTER

HOMERS DELIGHT

LEY LOOK

NGSIDE

MIDDLETOWN VALLEY ESTATES

COLEBROOK

KEL VIEW

BENNIES RD

HILL RD

Ford RD

PAUL RD

SUMANTOWN RD

CHERRY RD

F-2-4
Sumantown Road Bridge
ADC of Alexandria, Inc., 1986

CREEK

POFFENBERGER RD

CATOCTIN

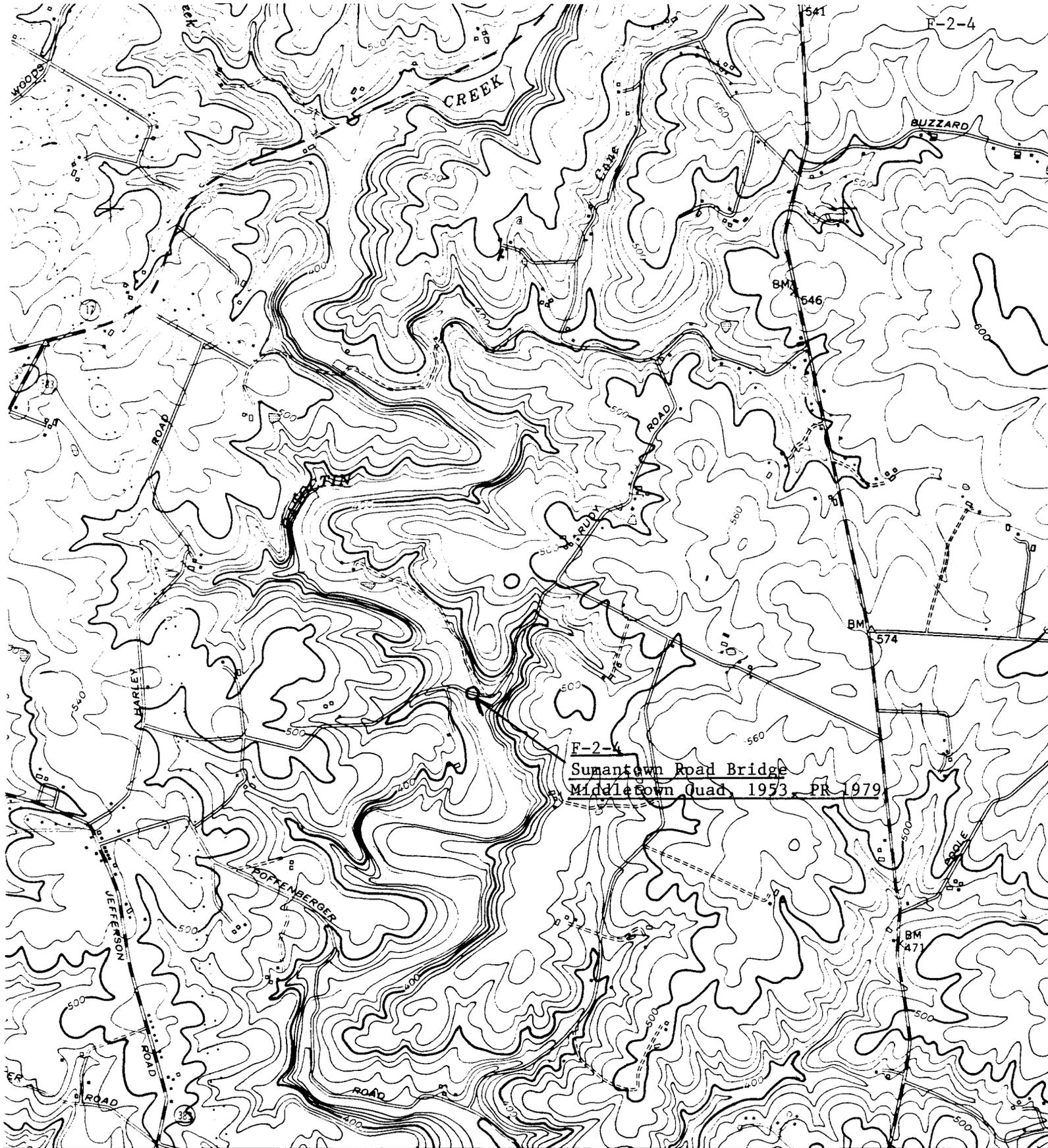
GLENoble

Mill

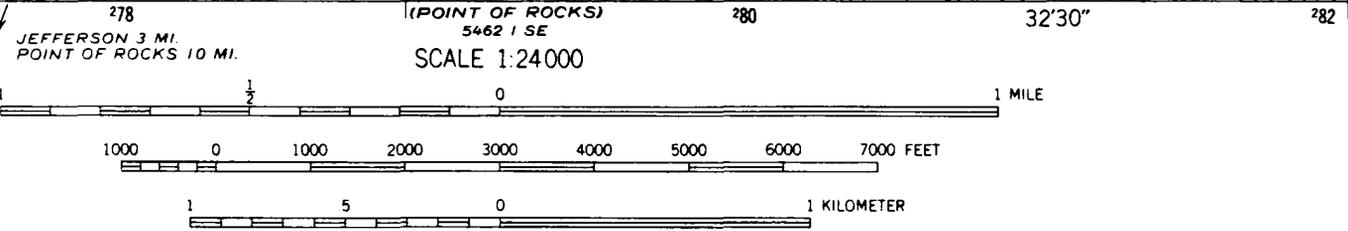
2175!

12

NORTH JEFFERSON



F-2-4
 Sumantown Road Bridge
 Middletown Quad, 1953, PR 1979



CONTOUR INTERVAL 20 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

