

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

F - 2 - 5

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Poffenberger Road Bridge

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Poffenberger Road over Catoctin Creek

NOT FOR PUBLICATION

CITY, TOWN

Middletown

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

VICINITY OF

CODE

24

COUNTY

Frederick

CODE

021

**3 CLASSIFICATION**

**CATEGORY**

\_\_\_ DISTRICT

\_\_\_ BUILDING(S)

STRUCTURE

\_\_\_ SITE

\_\_\_ OBJECT

**OWNERSHIP**

PUBLIC

\_\_\_ PRIVATE

\_\_\_ BOTH

**PUBLIC ACQUISITION**

\_\_\_ IN PROCESS

\_\_\_ BEING CONSIDERED

**STATUS**

OCCUPIED

\_\_\_ UNOCCUPIED

\_\_\_ WORK IN PROGRESS

**ACCESSIBLE**

\_\_\_ YES: RESTRICTED

YES: UNRESTRICTED

\_\_\_ NO

**PRESENT USE**

\_\_\_ AGRICULTURE

\_\_\_ COMMERCIAL

\_\_\_ EDUCATIONAL

\_\_\_ ENTERTAINMENT

\_\_\_ GOVERNMENT

\_\_\_ INDUSTRIAL

\_\_\_ MILITARY

\_\_\_ MUSEUM

\_\_\_ PARK

\_\_\_ PRIVATE RESIDENCE

\_\_\_ RELIGIOUS

\_\_\_ SCIENTIFIC

TRANSPORTATION

\_\_\_ OTHER

**4 OWNER OF PROPERTY**

NAME The Board of County Commissioners of Frederick County, Maryland  
c/o William Fout, Roads Department Engineer

STREET & NUMBER

Winchester Hall

CITY, TOWN

Frederick

STATE

Maryland

VICINITY OF

21701

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Frederick County Roads Department (Bridge #2203)

STREET & NUMBER

Montevue Lane

CITY, TOWN

Frederick

STATE

Maryland

21701

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Historic American Engineering Record

DATE

Summer, 1977

FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

National Park Service, 1100 I Street, NW

CITY, TOWN

Washington

STATE

D. C.

20240

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<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

The Poffenberger Road Bridge crosses the Catoctin Creek at Poffenberger Road near Middletown, in Frederick County, Maryland.

It is an iron single span, double intersection pratt or Whipple thru truss bridge, built in 1878 (probably) by the Wrought Iron Bridge Company of Canton, Ohio. The bridge is set on two random-coursed stone abutments with wing wall approaches which appear to date from 1878. The original decking has been replaced in recent years with wood planking.

The Poffenberger Bridge is an unusually large structure for its location; it was probably built in part to service the business generated by nearby Lewis Mill.

# 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 checked="" 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 checked="" type="checkbox"/> OTHER (SPECIFY) Industrial archeology
		<input type="checkbox"/> INVENTION		

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SPECIFIC DATES 1878 BUILDER/ARCHITECT Wrought Iron Bridge Co. (?)  
Canton, Ohio

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### STATEMENT OF SIGNIFICANCE

In 1854 the weekly Frederick Examiner announced that wrought iron was being used as a bridge material and proved to be stronger than the wood truss construction that had been in general use. At that time it was hoped that such an iron bridge would soon be constructed in Frederick County.

It appears from the Frederick County Commissioners Minutes that iron truss bridges became popular in the area during the 1870's. Records show that a variety of companies, including Groton Manufacturing Company, Groton, New York; Wrought Iron Bridge Company, Canton, Ohio; King Iron Bridge Company, Cleveland, Ohio; and the Pittsburg Bridge Company, Pittsburgh, Pennsylvania, constructed bridges throughout the county. Iron truss bridges were an innovative step toward good bridge engineering design in the 19th century and were the pride of every community.

The Poffenberger Road Bridge is one of two double intersection pratt or Whipple bridges still standing in Frederick County. (The other is Harney Road Bridge.) The Poffenberger Bridge is also one of the earliest dated bridges in the region, having been built in 1878.

The Poffenberger Road Bridge is extremely important as a representative example of 19th century iron truss bridges in Frederick County, not only because of its very early date, but also because of its unusual double intersection pratt design.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #1.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre  
UTM REFERENCES 122.3 ft by 13.3 ft.

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE \_\_\_\_\_ 1 km

ORGANIZATION Cherilyn Widell DATE \_\_\_\_\_

STREET & NUMBER Frederick County Historic Preservation TELEPHONE January 17, 1978

CITY OR TOWN Winchester Hall; 12 East Church Street STATE (301) 663-8300

Frederick Maryland 21701

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:  
NATIONAL \_\_\_ STATE \_\_\_ LOCAL \_\_\_

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE STATE HISTORIC PRESERVATION OFFICER DATE \_\_\_\_\_

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	DATE _____
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE _____
ATTEST	DATE _____
KEEPER OF THE NATIONAL REGISTER	

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INVENTORY -- NOMINATION FORM**

Poffenberger Road Bridge  
Frederick County

CONTINUATION SHEET Maryland      ITEM NUMBER 9      PAGE 1

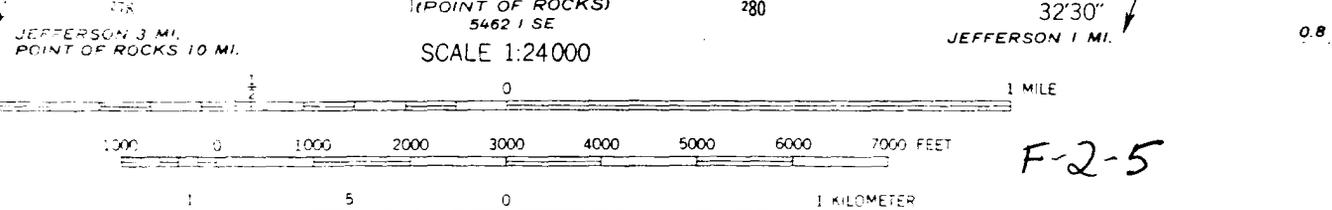
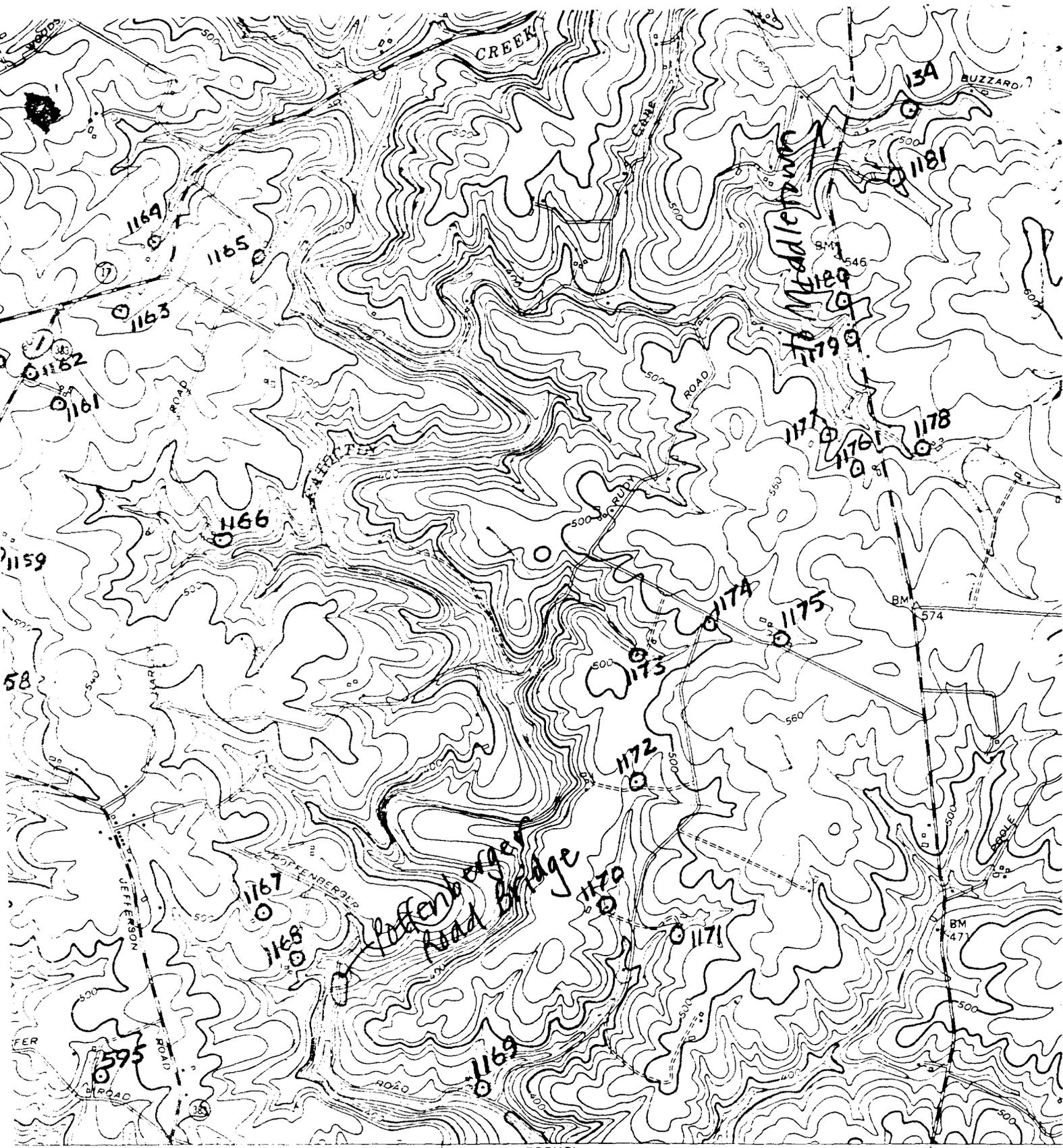
MAJOR BIBLIOGRAPHICAL REFERENCES

Deibler, Dan. Metal Truss Bridges in Virginia, 1865-1932. Vol. I.  
Virginia Highway and Transportation Research Council, 1975.

Jackson, Donald. "Railroads, truss bridges and the rise of the civil engineer."  
Civil Engineering (October, 1977), 97-101.

Meeting minutes of the Frederick County Commissioners, 1882-1889.

The Frederick Examiner, Wednesday, September 13, 1854.



F-2-5

CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL

Middletown  
 Road



Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-5

Name: POFFENBERGER RD.

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>

*pub*

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

MHT No. F-2-5

SHA Bridge No. F-2203 Bridge name Poffenberger Road over Catoctin Creek

**LOCATION:**

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

City/town Burkittsville 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 No. F-2203 lies in the southern part of Frederick County where it stands in the middle of open fields. A few trees dot the immediate surroundings of the bridge. The bridge carries a single north-south lane on Poffenberger Road over Catoctin Creek which flows from east to west at this location.

**Describe Superstructure and Substructure:**

The bridge is a single span, iron, double intersection Pratt thru-truss. The clear span length is 120'-11" and the clear roadway width is 13'-3". The top chord is a built-up member using back to back channels riveted to a top cover plate, and batten plates on the bottom. The bottom chord consists of dual rectangular bars. The vertical members are back to back channels connected with lattice bars, while the diagonals are square bars. The portal bracing has a decorative circular design made out of thin sheet metal, placed in two triangles adjacent to the top chords. The timber plank decking rests on I-shaped stringers. The stringers are supported by I-shaped floorbeams suspended by the truss vertical members. The connections at the main panel points are pinned while all other joints are riveted. Both the abutments and the wingwalls are constructed of stone masonry.

**Discuss Major Alterations:**

In 1989 the stringers were replaced in kind and modern W-shaped guardrails were added.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** 1878  
**This date is:** Actual \_\_\_\_\_ Estimated X  
**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X  
**Other (specify)** State inventory form

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

**WHO was the designer?** See at builder for possible builder and/or designer

**WHO was the builder?** Possibly Wrought Iron Bridge Co. of Canton, OH according to State inventory form, or Penn Bridge Company, according to Jackson, *Great American Bridges and Dams* and Jackson's 1983 Historic American Engineering Record account of the bridge (MD-35); Jackson believes fabricator may have been Penn Bridge Company because of "design features such as twin pins at the upper chord portal connections."

**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

Because of their solidity, metal truss bridges such as the Poffenberger 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 Poffenberger 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.

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. In 1847 Squire Whipple patented a subtype of the Pratt, the double-intersection Pratt, which was modified in 1863 by railroad engineer John W. Murphy. The double-intersection Pratt (also known as a Whipple truss) is a basic Pratt truss with the addition of diagonals extended across two panels. The subtype was utilized through the late nineteenth and early twentieth centuries, primarily for long-span railroad bridges. This may be the only surviving example of the subtype in the state.

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 1878, 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

Is bridge a significant example of work of manufacturer, designer and/or engineer? No  Yes

The bridge was apparently designed either by the Wrought Iron Bridge Company or the Penn Bridge Company. 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. These included the Wrought Iron Bridge Company of Canton, Ohio, which was organized in 1864 and incorporated in 1871. One of the country's leading bridge companies, it fabricated bridges erected throughout the country in the late nineteenth century, including Fourpoints Bridge (F-502, MHT #F-6-7) in Frederick County about 1876. The Penn Bridge Company was organized by T.B. White & Sons in New Brighton, Pennsylvania in 1868. The bridge works were moved to Beaver Falls in 1878 and the concern was reorganized and incorporated as the Penn Bridge Company in 1887. The company produced, in addition to iron and steel bridges, iron substructures, buildings, and roof trusses, girders, and architectural ironwork.

Should bridge be given further study before significance analysis is made? No  Yes

This bridge is listed in the National Register of Historic Places

**BIBLIOGRAPHY:**

Bridge inspection reports and files of the Frederick County engineer's office.

County survey files of the Maryland Historical Trust.

Historic American Engineering Record form (MD-35)

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-2-5

**SURVEYOR/SURVEY INFORMATION:**

Date bridge recorded 2/1/95

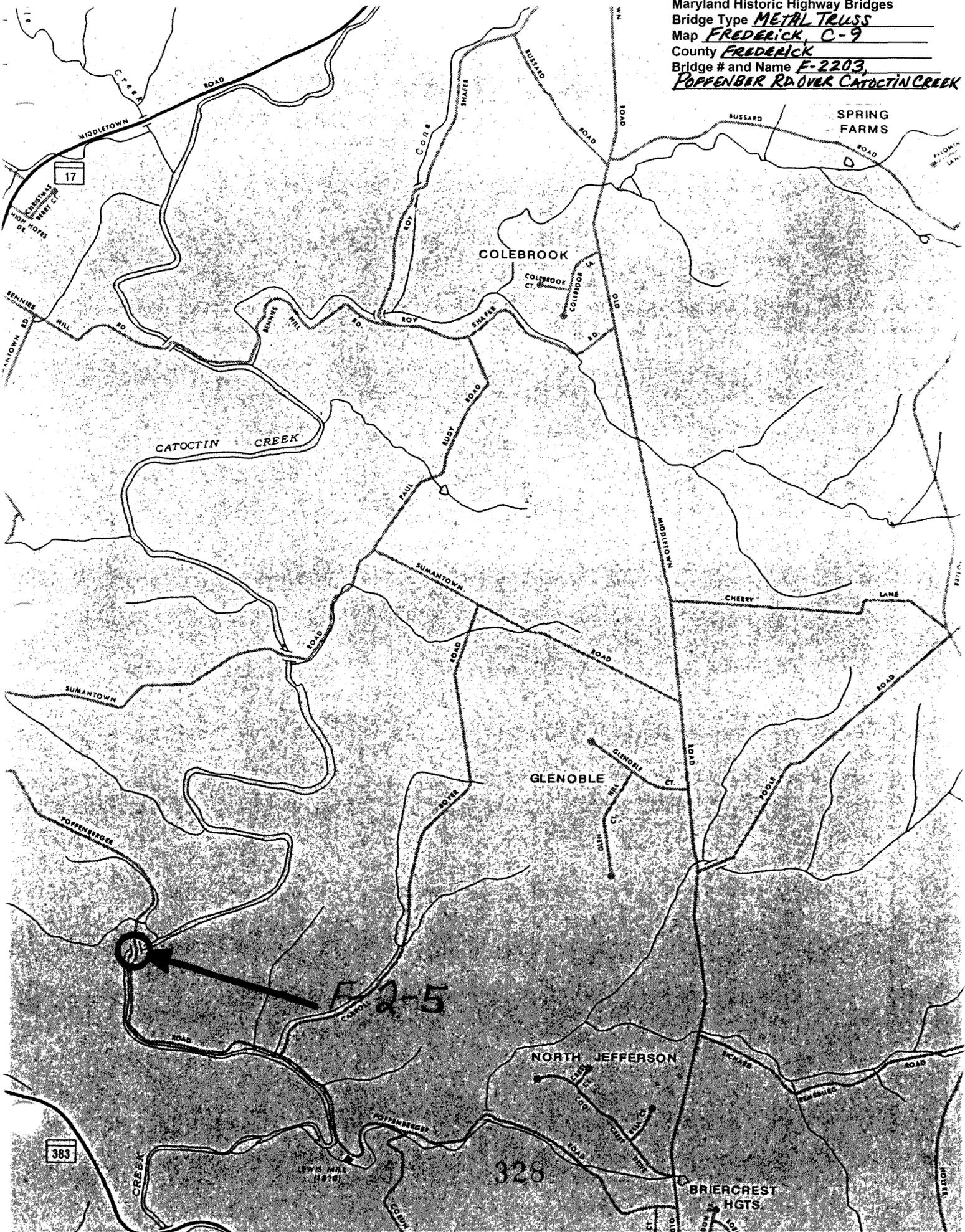
Name of surveyor Frank Juliano/Marvin Brown

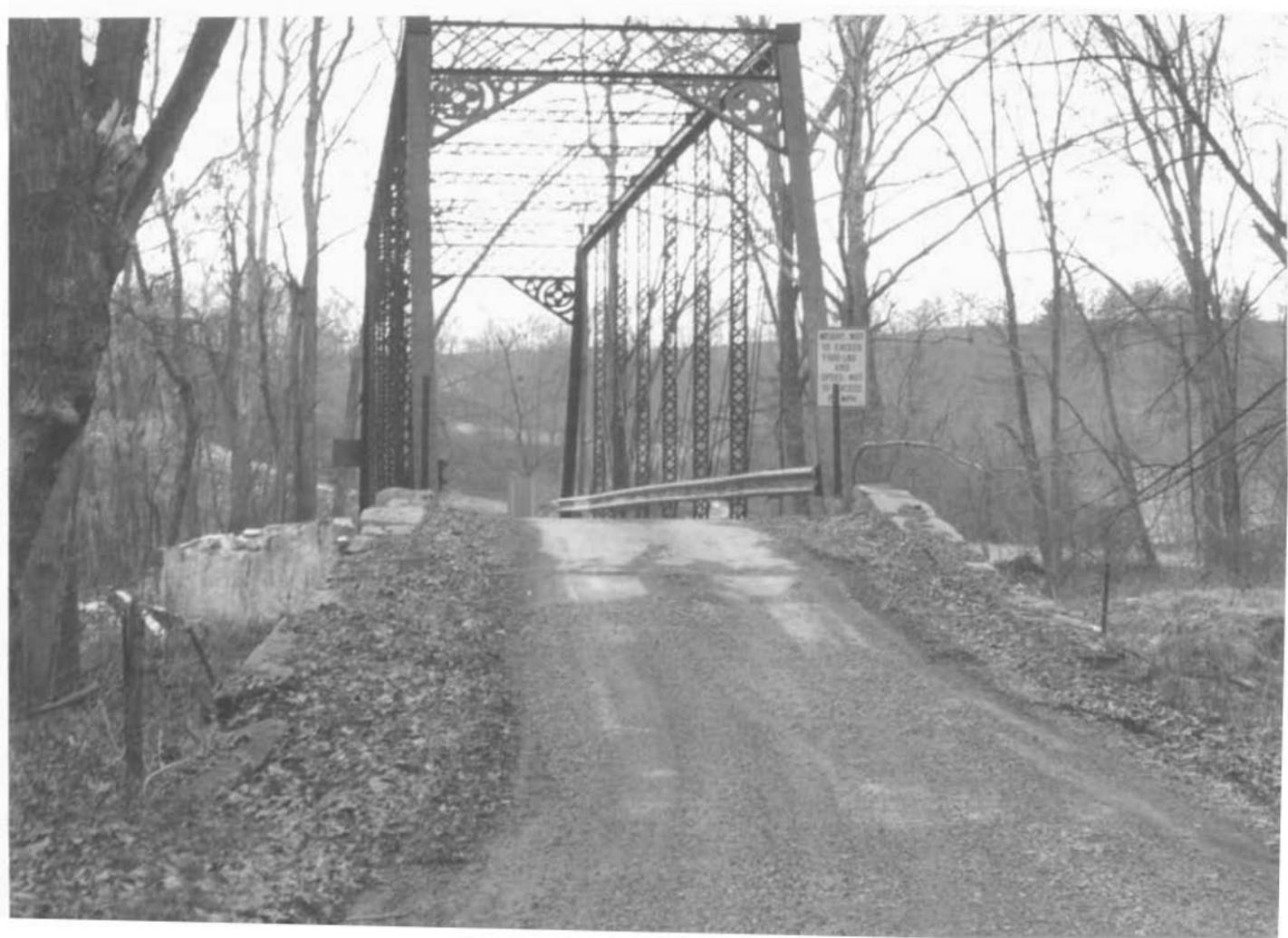
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

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-2203,  
POFFENBER RD OVER CATOCTIN CREEK





Inventory # F-2-5

Name FL 203-POFFENBERGER RD OVER CATCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 1 of 346



Inventory # F-2-5

Name F2203-PFFENBERGER ROVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number <sup>2</sup>30 of 346



Inventory # F-2-5

Name F2203-ROFFENBERGER RD OVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

3  
Number 31 of 34 6



Inventory # F-2-5

Name F2203-PFFENBERGER RD OVER CATCUT IN A CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SNA

Description A APPROACH SOUTH

Number 4 of 34 6

RESTRICTED BRIDGE

SINGLE UNIT  
6,000 LBS GVW

COMBINATION UNIT  
6,000 LBS GCW

Inventory # F-2-5

Name F2203- POFFENBERGER RD OVER CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description WEIGHT SIGN

Number 5 ~~33~~ of 34 6



Inventory # F-2-5

Name P2203-POFFENBERGER RD OVER CATOCTIN M CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 6 of 34 6