

Maryland Historical Trust

Maryland Inventory of Historic Properties number: FC-4-40

Name: HARMONY RD. BRIDGE

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: <u>Bridge will be relocated on Friends Creek Rd, Frederick Co, 2001.</u>	
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>

Handwritten signature

9463211

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

Property/District Name: Harmony Road Bridge (BR #16-24) Survey Number: F-4-40

Project: Replace Harmony Road Bridge Agency: FHWA/Frederick County

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)

Under Criteria A, the Harmony Road Bridge derives its significance from its association with the development of transportation in Frederick County. Metal truss bridges represent an important step in engineering design and a uniquely American achievement, the result of intensive experimentation in the 19th century. Relatively cheap and easy to build, these bridges were the most popular form of bridge construction in Frederick county between the 1870s and 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communication throughout the developing County. Frederick County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. According to information provided to the Maryland Historical Trust by the Frederick County Department of Public Works, only 24 metal truss bridges remain on County roads. The Harmony Road Bridge represents an increasingly rare example of the sort of modest structure once common throughout rural Maryland.

The Harmony Road Bridge, a single span, pin connected, steel, pony truss bridge was built in 1918. It retains its identifying plaque, which names M. D. Porman as contractor. An imprint identifies Lackawanna as the manufacturer of the steel members. The bridge is similar to the nearby Old Harmony Road Bridge (F-4-24). According to the inventory form, this privately owned bridge was also constructed by M. D. Porman of Lackawanna steel, "suggesting that these bridges may be products of small contractors with experience in wood bridge construction who became proficient at assembling pre-manufactured pieces from the major steel companies such as Lackawanna."

Documentation on the property/district is presented in: Project File, Inventory #F-4-40

Prepared by: Janet Davis

Elizabeth Hannold January 9, 1995
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
[Signature] 7.3.95
Reviewer, NR program Date

[Handwritten mark]

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/Road related/bridge

Known Design Source: M.D. Porman, contractor

F-4-40

Harmony Road Bridge No. 16-24

1918

Myersville vicinity

Public

The Harmony Road Bridge No. 16-24 is a single span, Pratt pony truss steel bridge built in 1918 across the Little Catoclin Creek. It has pinned connections, a wood deck, and concrete abutments. Inclined end posts at each end and two panels with diagonal bracing are connected by a lattice railing on each side of the structure. A plaque with the date of construction, the names of the County Commissioners, Clerks, and the contractor, M.D. Porman, is located on the railing near the southeast side. An imprint by the steel beam supplier, Lackawanna, is also visible near the plaque. The bridge is a good example of the typical rural road bridge erected by Frederick County in the first quarter of the 20th century. A nearby bridge at a second crossing of Little Catoclin Creek, which is of similar design but without a plaque, the Old Harmony Road Bridge (F-4-24), may be of the same year and provenance. The old bridge is now privately owned and not open to vehicular traffic.

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

MHT No. F-4-40

SHA Bridge No. F-1624

Bridge name Harmony Road Bridge

LOCATION:

Street/Road name and number [facility carried] Harmony Road over Little Catoclin Creek

City/town Harmony

Vicinity _____

County Frederick

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County _____ Municipal _____ Other _____

HISTORIC STATUS:

Is the 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:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge F-1624 carries Harmony Road over Little Catoctin Creek approximately 2 mile southwest of Route 40. Harmony Road runs generally in a northeast, southwest direction in the area while Little Catoctin flows to the west. The bridge is situated in pasture land. The area is relatively undeveloped with one farm near the bridge.

Describe Superstructure and Substructure:

Bridge F-1624 is a single span, Pratt pony truss measuring 63'-6" in total length. It has 4 panels, measuring 15'-9" each. Endposts are inclined. The top chord is a built-up section of 2 channels with cover plate and stay bars. The bottom chord consists of double eyebars connected with pins. The floor system comprises I section floorbeams and eight I section stringers. The verticals consist of paired angles and lacing bars and diagonals are double eyebars with single cylindrical counters. All connections are pinned. The clear width of the roadway is 12'-10". There is no sidewalk on the bridge and the truss members are protected by a lattice guard rail. The bridge has a 20 degree skew alignment. The abutments are concrete with u-shaped concrete wingwalls on the southwest and flared on the northeast. There is one plaque on the bridge, on the southeast parapet identifying the builder. Information on plaque is not clear, having been obscured by layers of paint; that information includes the County Commissioners, Clerks, and the contractor M.D. Porman. An imprint indicating the steel manufacturer, Lackawanna, is visible near the plaque.

Discuss Major Alterations:

The inspection report available at Frederick County does not indicate that major alterations have taken place on this bridge.

HISTORY:

WHEN was the bridge built 1918

This date is: Actual X Estimated _____

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

Other (specify): __

WHY was the bridge built?

To provide a reliable crossing for Harmony Road over Little Catoctin Creek.

WHO was the designer?

Unknown.

WHO was the builder?

The bridge retains its identifying plaque, which names M.D. Porman as contractor. An imprint identifies Lackawanna as the manufacturer of the steel members.

WHY was the bridge altered?

The bridge was not altered.

Was this bridge built as part of an organized bridge-building campaign?

Bridge F-1624 was not built as part of an organized bridge-building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

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

A - Events X B- Person _____
C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes rivetted. By 1920, the truss type exhibited more heavily configured members and rivetted connections.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge

Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century. Frederick County erected numerous truss spans during that time. Records indicate that in the early twentieth century the York Bridge Company built a number of metal trusses there, primarily Pratt but also Warren and Parker trusses. In the same county, King Iron Bridge Manufacturing Company erected several bowstring pony truss bridges.

Frederick County Trends

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 1870s. 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 nineteenth century and were the pride of every community.

Truss bridges appear to have been the most popular form of bridge construction in Frederick County between the 1870s and 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communications throughout the developing county. Frederick County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. According to information provided to the Maryland Historical Trust by Frederick County Department of Public Works, as reported in a prior Maryland Historical Trust survey form, 24 metal truss bridges remained on county roads.

Fifteen extant metal truss bridges were identified in Frederick County as a result of SHA's 1994-1995 historic bridge survey:

- F-312, single span Pratt pony truss built c. 1900
- F-405, single span Pratt through truss built in 1882
- F-407, single span Pratt through truss built in 1914
- F-506, single span Parker truss built in 1908
- F-508, single span Pratt pony truss built in 1908
- F-510, single span Pratt through truss built in 1914
- F-1202, single span Pratt pony truss built c. 1900-1910
- F-1624, single span Pratt pony truss built in 1918
- F-1701, single span Pratt through truss built c. 1890-1900

F-2203, single span, double intersection Pratt truss built 1878

F-2204, single span Pratt through truss built c. 1910

10017, eight span camelback truss built in 1939

10018, a single span Pratt truss built in 1934

10029, single span Camelback truss built in 1931

10055, two Pratt through trusses built in 1932

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Metal truss bridges were reliable spans, providing safe crossings throughout the year in most weather conditions. In rural areas, such as this one, they served to facilitate local travel, and probably did not have a significant impact on the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

The Harmony Road Bridge represents an increasingly rare example of the small span structures that were once common throughout rural Maryland. It is an late example of a pin-connected lightly structured pony truss.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Its components appear to be intact.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

Bridge F-1624 is not a significant example of the work of a manufacturer, designer or engineer. However, it represents that work of a local contractor. The bridge is similar to the nearby Old Harmony Road Bridge (F-4-40). According to the MHT inventory form, this privately owned bridge was also constructed by M.D. Porman of Lackawanna steel, "suggesting that these bridges may be products of small contractors with experience in wood bridge construction who became proficient at assembling pre-manufactured pieces from the major steel companies such as Lackawanna."

Should the bridge be given further study before an evaluation of its significance is made?

Bridge F-1624 is listed in the Maryland Historical Trust's Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files
Other (list):

County survey files of the Maryland Historical Trust

P.A.C. Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration.

SURVEYOR:

Date bridge recorded February 1996 / revised August 1998

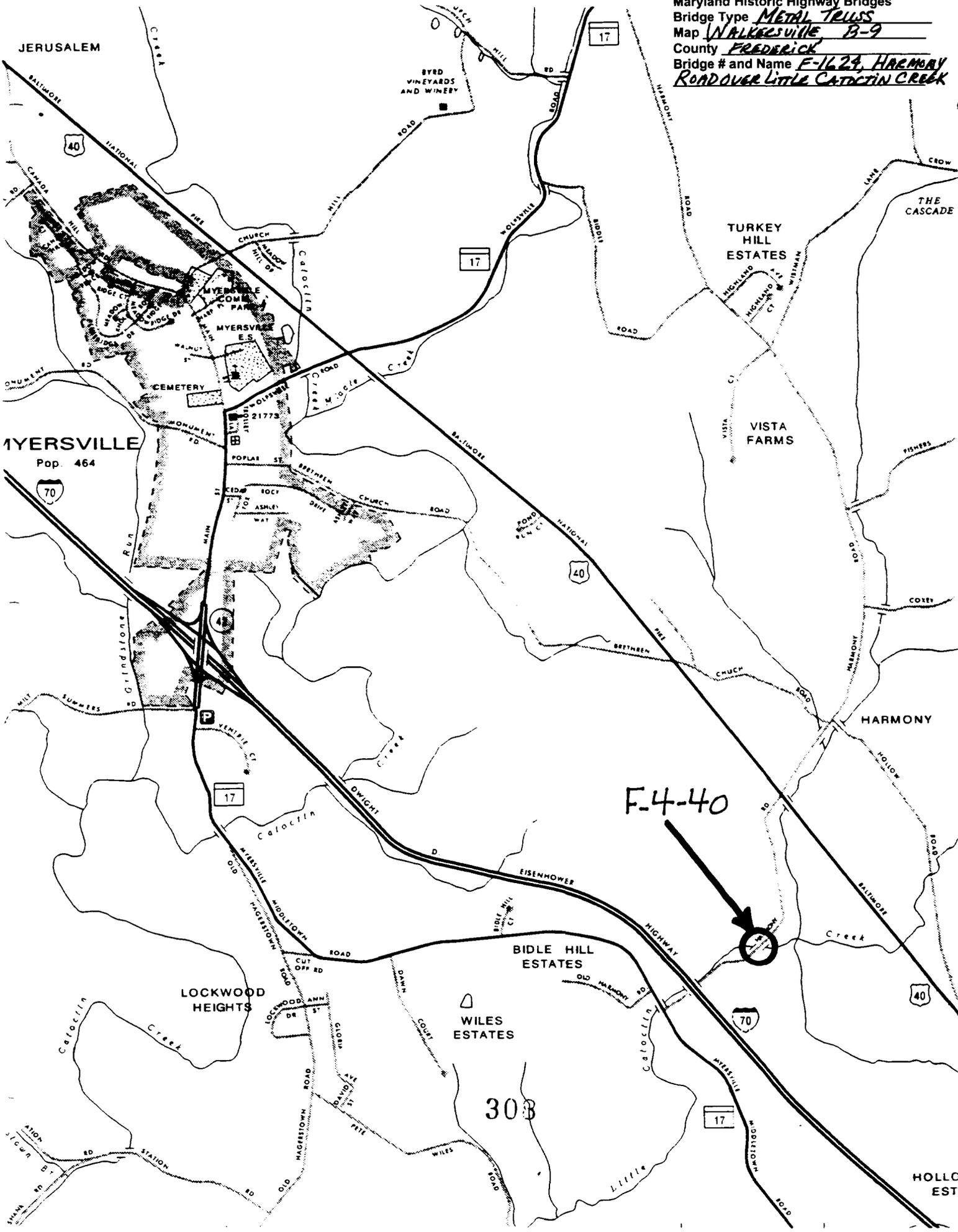
Name of surveyor Paula Spero/Colin Farr

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
Bridge Type Metal Truss
Map Walkersville B-9
County FREDERICK
Bridge # and Name F-1624, HARMONY ROAD OVER LITTLE CATOCTIN CREEK



F-4-40

308

HOLLO EST

F-4-40
Harmony Road Bridge
Myersville
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Themes
Transportation

Resource Types:

Category: Structure

Historic Environment: Rural

Historic Function and Use:
Transportation/road-related/bridge

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common Harmony Road Bridge #16-24

2. Location

street & number Harmony Road over Little Catoctin Creek not for publicationcity, town Myersville vicinity of congressional district 6th

state Maryland county Frederick

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	Public Acquisition	Accessible	<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 type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Frederick County Commissioners

street & number Engineering Dept. , 8 E. 2nd Street telephone no.: (301)696-2928

city, town Frederick state and zip code Md. 21701

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state Md. 21701

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. F-4-40

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

CONTRIBUTING RESOURCE COUNT: 1

The Harmony Road Bridge No. 16-24 is a single span pony Pratt truss steel bridge built in 1918, which is located on Harmony Road at the crossing of Little Catoctin Creek, near Myersville, Frederick County, Maryland. This bridge should not be confused with the Old Harmony Road Bridge (F-4-24), which is located on private property about 200 yards south of the subject bridge, at another crossing of Little Catoctin Creek. The Old Harmony Road Bridge is no longer in regular vehicular use, the route of Harmony Road having been relocated to the east. The Harmony Road Bridge No. 16-24 has a plaque on the bridge giving its date, the names of the County Commissioners and Clerks, and the name of the contractor, M. D. Porman.

The bridge has two panels with diagonal braces, inclined end posts, and pinned connections. The deck is wood with steel floor beams. The sides of the bridge have lattice railings applied inside the panels. The identifying plaque is attached to the railing on the east side of the bridge. On the end post near the plaque is the imprint of the steel supplier, Lackawanna. The steel portions of the bridge have been painted several times, most recently with green paint, which partially obscures the lettering of the plaque. The abutments are concrete.

8. Significance

Survey No. F-4-40

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 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 1918 **Builder/Architect** M.D. Porman, contractor

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G
Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Harmony Road Bridge No. 16-24 is a good example of the type of small steel truss bridges built by Frederick County during the first decade of the 20th century at rural stream crossings. The nearby Old Harmony Road Bridge (F-4-24) was estimated to be an 1895 bridge, but its similarity with this structure suggests that they might be of the same date, 1918. No. 16-24 has an identifying plaque naming M. D. Porman as contractor and the Lackawanna imprint on the steel beams, further suggesting that these bridges may be the products of small contractors with experience in wood bridge construction who became proficient at assembling pre-manufactured pieces from the major steel companies such as Lackawanna. This method of bridge construction during the early 20th century has been documented in Virginia by the Virginia Highway & Transportation Research Council and it is possible to assume that the same procedure was used in Frederick County where the name of a known bridge construction company is not mentioned.

9. Major Bibliographical References

Survey No. F-4-40

American Association for State and Local History, Technical Leaflet 95, History News, Vol. 32, No. 5, May, 1977. "Bridge Truss Types: A guide to dating and identifying."

(Continued on separate sheet)

10. Geographical Data

Acreage of nominated property less than 1

Quadrangle name Middletown, Md.

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyor

organization Frederick County Planning & Zoning Dept. date March 1992

street & number 12 E. Church Street telephone 696-2958

city or town Frederick state Md. 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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

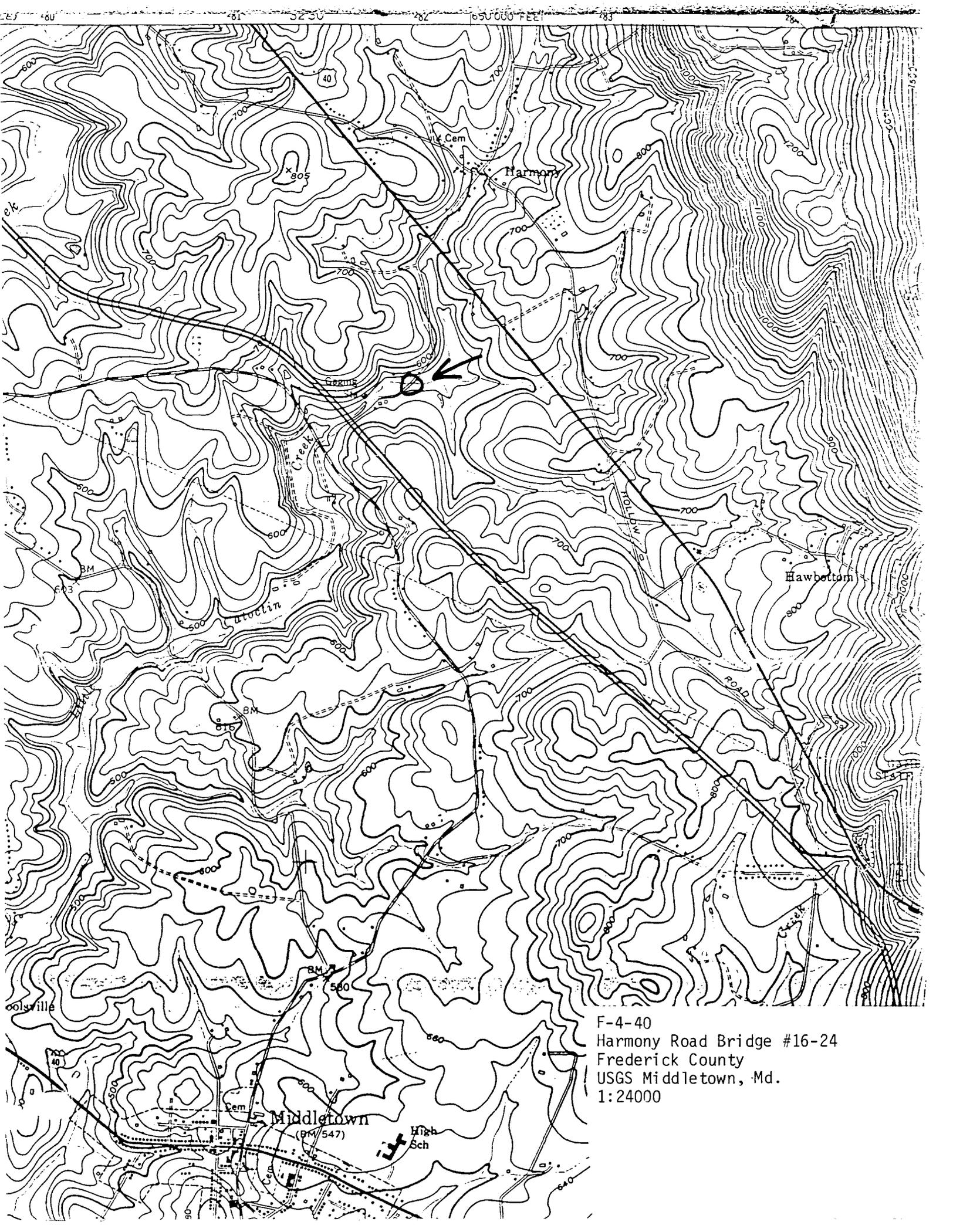
MARYLAND HISTORICAL TRUST
DHCP/DHCE
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023

Harmony Road Bridge No. 16-24
Frederick County

Survey No. F-4-40

9.1 Bibliography (Continued)

Virginia Highway & Transportation Research Council. "A Survey and Photographic Inventory of Metal Truss Bridges in Virginia", 1865-1932. May 1975, p. 13



F-4-40
Harmony Road Bridge #16-24
Frederick County
USGS Middletown, Md.
1:24000

RESTRICTED BRIDGE

SINGLE UNIT
8,000 LBS GVW

COMBINATION UNIT
8,000 LBS GCW

1024

slow app

17

1) F-4-40

2) Harmony Road Bridge

3) Frederick

4) Colin Farr

5) Feb. 1996

6) P.A.C. Spens & Co, 40 W. Chesapeake Ave, #412
Towson MD 21284

7) Harmony Rd Bridge, Southwest approach

8) 1 of 8



FIG 24

N/E APP

10

- 1) F-4-40
- 2) Harmony Road Bridge
- 3) Frederick
- 4) Colin Farr
- 5) Feb. 1996
- 6) P.A.C. Spens & Co., 40 W Chesapeake Ave #412, Towson MD
21204
- 7) Harmony Rd. Bridge, northeast approach
- 8) 2 of 8



1624

West Elevation

=1

1) F-4-40

2) Harmony Road Bridge

3) Frederick

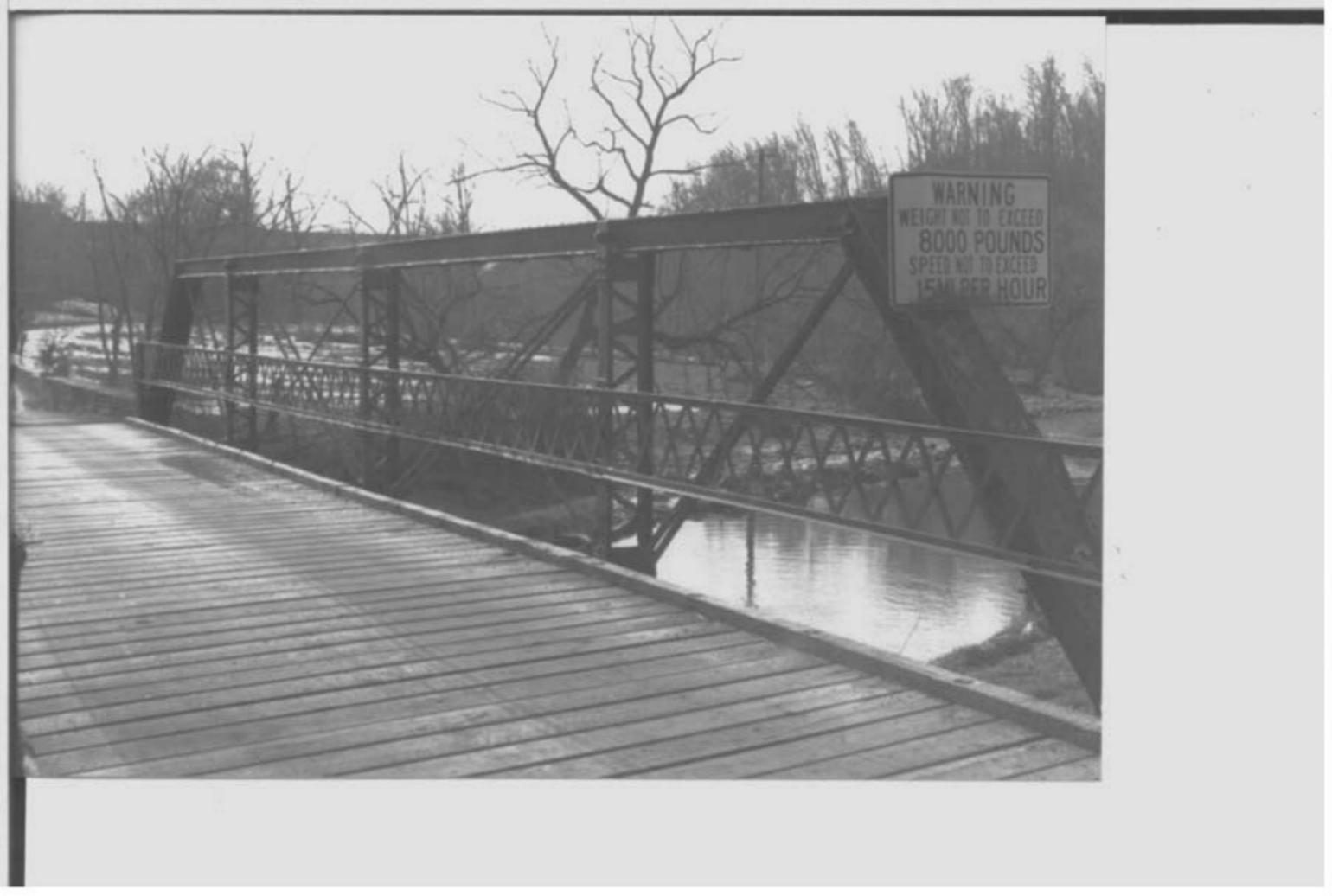
4) Colin Farr

5) Feb 1996

6) RAC, Sperry Company, 40 W Chesapeake Ave #412
Towson, MD 21284

7) Harmony Rd, Bridge, West elevation

8) 3 of 8



WARNING
WEIGHT NOT TO EXCEED
8000 POUNDS
SPEED NOT TO EXCEED
15 MPH PER HOUR

F1624

West truss

11

1) F-4-40

2) Harmony Rd. Bridge

3) Frederick

4) Colin Farr

5) Feb. 1996

6) P.A.C. Spers & Co, 40 W Chesapeake Ave. #12
Towson, MD 21284

7) Harmony Rd. Br, West truss

5) 4 of 8



F1624

Verticals

14

1) F-440

2) Harmony Rd. Bridge

3) Fredenck

4) Colin Farr

5) Feb, 1996

6) P.A.C. Spero & Co, 40 W. Chesapeake Ave #212
Towson MD 21204

7) Harmony Rd. Bridge, Verticals

8) 5 of 8



- 1) F-4-40
- 2) Harmony Rd. Bridge
- 3) Frederick
- 4) Colin Farr
- 5) Feb. 1996
- 6) P.A.C. Sporo & Company, 40 W. Chesapeake Ave. #2
Towson, MD 21284
- 7) Harmony Rd. Bridge, Upper pen no. 1
- 8) 6 of 8



- 1) F-4-40
- 2) Harmony Rd Bridge
- 3) Frederick
- 4) Coliu Farm
- 5) Feb. 1996
- 6) P.A.C. Spero & Company, 40 W Chesapeake Ave.
#412
TOWSON, MD 21284
- 7) Harmony Road Bridge, underdeck
- 8) 7 of 8



1624

Bridge Plate

16

DF-4-40

2) Harmony Rd. Bridge

3) Friedenck

4) Colin Farr

5) Feb. 1996

6) P.H.C. Sperry & Co, 40 W. Chesapeake Ave. #412
TOWSON, MD 21284

7) Harmony Rd. Bridge, Bridge Plate

8) 8 of 8



F-4 40

Harmon Food Service

Frederick, Maryland

Photos: 2001, 2002

March 2002

See also: MS 942, Greenbelt, Md.

View northeast 2002, 2003

1/2



F. H. M.

Horned Lark

Richardson's

March 1932

March 1932

New York: Mt. Cliff, (1932) - 11/2

1/2 - 100 west

1/2