

Maryland Historical Trust

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

Name: REACHS FORD RD. OVER FOWEN CRK.

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>

*Handwritten initials/signature*

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

MHT No. F 5-6

SHA Bridge No. F7-07

Bridge name Reichs Ford Road over Bush Creek

**LOCATION:**

Street/Road name and number [facility carried] Reichs Ford Road

City/town Ijamsville

Vicinity X

County Frederick

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State \_\_\_ County X 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 F7-07 carries Reichs Ford Road over Bush Creek in the vicinity of Ijamsville, Frederick County. Reichs Ford Road runs generally in an east-west direction in the area while Bush Creek flows north-south. The bridge is situated in a small valley. The area is relatively undeveloped with woods and a few residential buildings around the bridge.

**Describe Superstructure and Substructure:**

Bridge F7-07, originally constructed circa 1910, is a single-span, Warren pony truss measuring 15.9 meters (52.25 feet) in total length. It has three panels with diagonal endposts. The top chord is a built-up section of two steel channels with a cover plate connected by riveted plates. The bottom chord is a built-up section of steel angles connected by riveted plates. The floor system has two steel stringers and steel floorbeams. All verticals and diagonals are built-up sections of steel angles connected by cross bars. All connections are riveted. The width of the roadway is 3.9 meters (12.91 feet) and the distance between the centerline of the trusses is 4.7 meters (15.58 feet). There is no sidewalk on the bridge and the truss members are protected by a steel guardrail. The bridge, which is aligned 90E to the streambed, is posted for 13.6 tonnes (15 tons), and has a sufficiency rating of 21.1. The abutments are stone with u-shaped concrete wing walls.

**Discuss Major Alterations:**

According to the county engineer of Frederick County, the bridge was originally built with riveted connections. The steel guardrails were added to the bridge some time after construction; however, the date is unknown. The bridge was repaired in 1994 and received new steel stringers and a new wood deck. Several truss members, including the endpost cover plates, some channels and some angles were replaced. Inspection reports from 1996 detail that the bridge is in good condition, with some corrosion of truss members and steel stringers. Two of the deck boards have been split, and there is traffic damage on the southeast endpost. The inspection report from 1996 recommends replacing the damaged deck boards, replacing some of the steel stringers and floor beams, and improving the roadway transition to the bridge.

**HISTORY:**WHEN was the bridge built c.1910This date is: Actual \_\_\_\_\_ Estimated XSource of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X

Other (specify): The date is from a plaque (no longer extant) which lists the county commissioners who served from 1909 to 1911. The information is recorded in a 1978 Maryland Historical Trust Inventory Form.

**WHY was the bridge built?**

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

**WHO was the designer?**

York Bridge Company, York, Pennsylvania

**WHO was the builder?**

York Bridge Company, York, Pennsylvania

**WHY was the bridge altered?**

The bridge was altered to ensure its structural integrity.

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

There is no evidence that the bridge was 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 \_\_\_\_\_ B- Person \_\_\_\_\_  
C- Engineering/architectural character  X

The bridge was previously surveyed by the Frederick County Office of Historic Preservation in 1978; however, no determination of eligibility was made by the Maryland Historical Trust. Subsequently, the bridge was determined eligible by the Interagency Review Committee on December 19, 1997.

**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 in the region that built truss bridges in Maryland 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.

The Reichs Ford Bridge is a Warren Truss. Patented in 1846 by British engineers James Warren and Willoughby Monzoni, the Warren truss and its variants constitute a commonly built metal truss bridge type of the nineteenth and early twentieth centuries. The original form of the Warren was purely a series of equilateral triangles in which the diagonals carried both compressive and tensile loads. Later, verticals were added but served only as bracing for the entire triangular web system between parallel top and bottom chords. Like the Pratt truss, the Warren truss was widely built throughout the United States from the middle of the nineteenth century well into the twentieth century, and spawned many variants, including a double intersection, or lattice, subtype in which two triangular truss systems are superimposed with or without verticals.

**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?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this 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 located in an area which does not appear to be eligible for historic designation.

**Is the bridge a significant example of its type?**

The bridge is lacking such character-defining features as truss members including parts of the endpost cover plates, some channels, and some angles, and the original floor system. This bridge also has had a steel guardrail installed.

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

This bridge was repaired in 1994, resulting in the loss of such character-defining elements as the truss members including parts of the endpost cover plates, some channels, and some angles, and the original floor system.

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

The bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

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

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files  X  SHA inspection/bridge files  \_\_

**Other (list):**

Frederick County Office of Historic Preservation, *Maryland Historical Trust Inventory Form for State Historic Sites Survey #F 5-7*. 1978.

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  July 1997 / revised August 1998

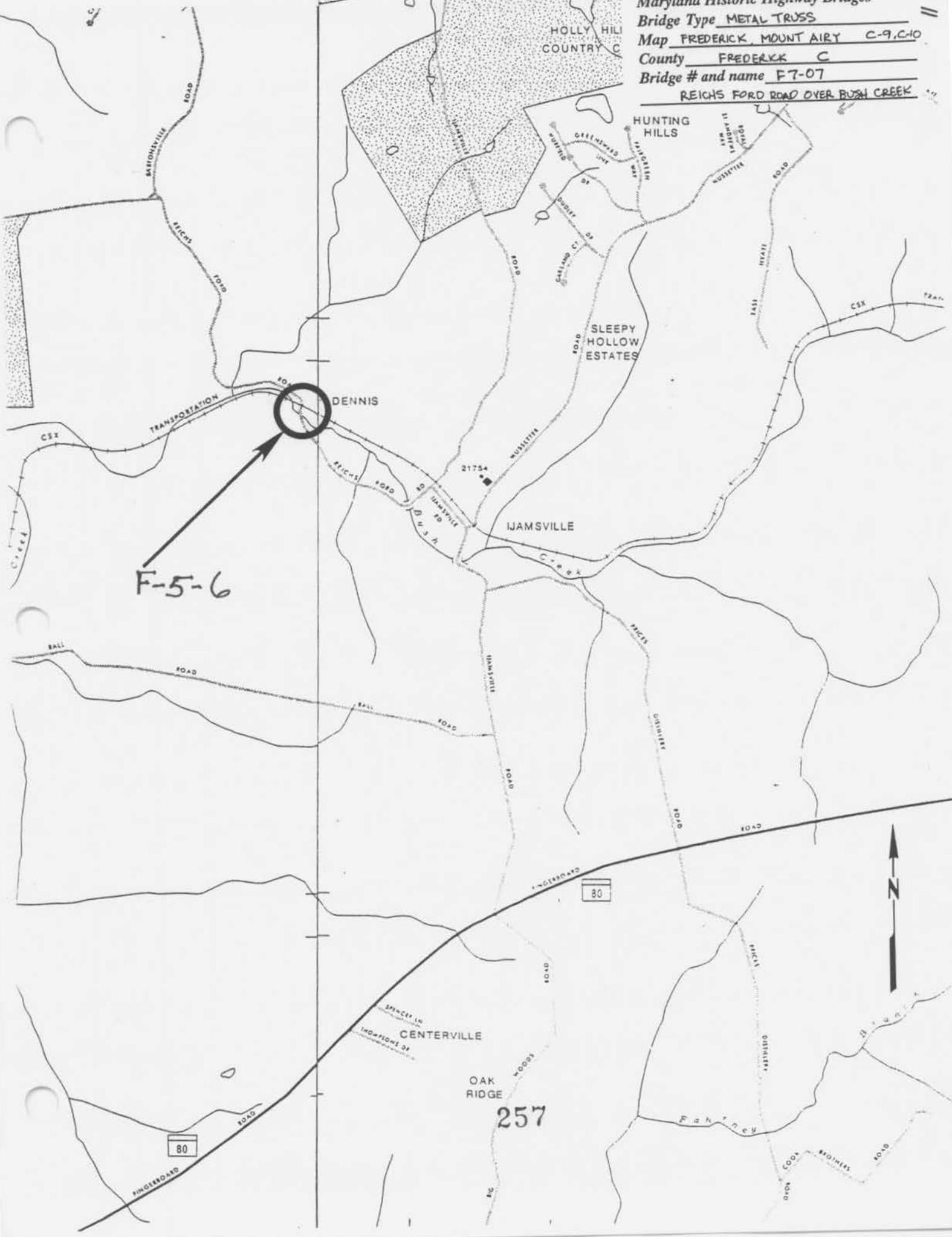
Name of surveyor  Caroline Hall/Ryan McKay

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

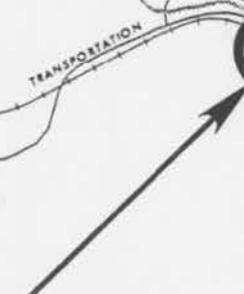
Phone number  410-296-1635

FAX number  410-296-1670

Maryland Historic Highway Bridges  
Bridge Type METAL TRUSS  
Map FREDERICK, MOUNT AIRY C-9, C-10  
County FREDERICK C  
Bridge # and name F7-07  
REICHS FORD ROAD OVER BUSH CREEK



F-5-6



80

257

80





1. F5-6
2. F707, Reich's Ford over Bush Creek
3. Frederick County, Md
4. Ryan McKinny
5. July 1999
6. MD SHPO
7. West approach
8. 1 of "



1. F5-6
2. F707, Reichs Ford over Bush Creek
3. Frederick County, MD
4. Ryan McKay
5. July 1997
6. MD 51210
7. Upstream elevation
8. 2 of 2



1. F5-6

2. F707, Reich's Field over Bush Creek

3. Frederick County, MD

4. Ryan McKay

5. July 1957

6. MD SHPO

7. East approach

8. 3 of 4



1. F5-6
2. F707, Reich's Ford over Bush Creek
3. Frederick County, MD
4. Ryan McKay
5. July 1997
6. MD SHPO
7. Detail of upstream truss
8. 4 of 4

F-5-6

Reich's Ford Road Bridge No. 7-07  
Ijamsville vicinity  
Public

Ca. 1909-1911

The Reich's Ford Road Bridge was built about 1909-1911 probably by the York Bridge Company of Pennsylvania. A similar bridge located about 1/4 mile east of this bridge was replaced in the 1980's, but had a plaque dated 1905 with the York Bridge Co. identified as the manufacturer. It is probable that Bridge No. 7-07 was also built by York. Its date is estimated from the plaque (now missing) which had the names of the County Commissioners serving between 1909-1911. The bridge is a single span Pratt pony steel truss structure with pinned connections, a replaced wood deck, and steel guard rails added in the 1980's. The bridge is highly significant as one of a dwindling number of small steel truss bridges built during the period about 1880-1920.

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY  
OF HISTORIC PROPERTIES

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic Reich's Ford Road Bridge No. 07-07

and/or common

## 2. Location

street & number Reich's Ford Road at Bush Creek  not for publicationcity, town Ijamsville  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	<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 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 Board of County Commissioners

street &amp; number 12 E. Church Street telephone no.:

city, town Frederick state and zip code MD 21702

## 5. Location of Legal Description

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

street &amp; number 100 W. Patrick Street folio

city, town Frederick state MD 21701

## 6. Representation in Existing Historical Surveys

title MHT Inventory of Historic Properties F-5-6

date 1977  federal  state  county  local

depository for survey records Md. SHPO

city, town Crownsville state Md.

# 7. Description

Survey No. F-5-6

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<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 Reich's Ford Road Bridge No. 7-07 is a single span steel pony Pratt truss bridge erected about 1909-1911 over Bush Creek about 1 mile west of Ijamsville, Frederick County, Maryland. The bridge is similar to a second Reich's Ford Road Bridge (No. 7-06; F-5-7) located about 1/4 mile east of the subject bridge which was replaced in the 1980's. The replaced bridge had a plaque giving its date as 1905 and the manufacturer as the York Bridge Company, York, Pennsylvania. Bridge No. 7-07 originally had a plaque listing the County Commissioners who served during the period 1909-1911; this was the source of the date. Bridge No. 7-07 is presumably also a product of the York Bridge Co.

The bridge has an overall length of about 54 feet and is about 14 feet wide. The three chords are approximately 7 feet in height and have pinned connections. Steel guard rails have been installed on the inner sides of the trusses, extending beyond the ends to the road approaches on each side of the bridge. These were put in place during the 1980's. In the 1977 original survey of this bridge, photos show that the plaque listing the County Commissioners of the 1909-1911 period was on the inclined end post at the southwest corner of the structure. The plaque was missing when the bridge was photographed for this survey. Further technical information and dimensions are retained in the Frederick County Department of Public Works, Highway Engineering Section.

# 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** C. 1909-1911      **Builder/Architect** York Bridge Co., probable builder

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 Reich's Ford Road Bridge No. 7-07 is one of a dwindling group of small steel truss bridges built in Frederick County during the period about 1880-1920. Most of the bridges are pony Pratt truss types with short spans, similar to the subject bridge. Although the plaque originally placed on the structure is missing, and it apparently listed only the County Commissioners serving at the construction date, the date is estimated as 1909-1911. The manufacturer was probably the York Bridge Company of Pennsylvania, which built a similar bridge about 1/4 mile east of No. 7-07, which has been replaced. As these small bridges are gradually being replaced in response to increasing development in the county, those remaining in place become more significant. Bridge No. 7-07 has been altered in its substructure and decking, and steel guard rails partially obscure the trusses; however, its significance remains high because of the increasing scarcity of the type.



F-5-4

Reich's Ford Road Bridge  
Ijamsville  
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: York Bridge Co., York, Pa., probable builder &  
designer

F-5-6

Reich's Ford Road Bridge  
Ijamsville  
Public

C. 1909-1911

The Reich's Ford Road Bridge over Bush Creek is a simple one span pony pratt steel truss bridge, fifty feet, nine inches in length and fourteen feet wide with rivetted connections. No manufacturers plaque is located on the bridge, however a plaque listed the county commissioners in office at the time of its construction date the bridge at 1909-1911.

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INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Reich's Ford Bridge #71 over Bush Creek

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Reich's Ford Road over Bush Creek

CITY, TOWN

Ijamsville

— VICINITY OF

CONGRESSIONAL DISTRICT

6th E.D. 9

STATE

Maryland

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	<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 Frederick County Roads Board

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**

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

**CHECK ONE**

UNALTERED  
 ALTERED

**CHECK ONE**

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

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**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Reich's Ford Road Bridge over Bush Creek is a simple one span pony pratt steel truss bridge, fifty feet, nine inches in length and fourteen feet wide with rivetted connections. No manufacturers plaque is located on the bridge, however a plaque listed the county commissioners in office at the time of its construction, date the bridge at 1909-1911.

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CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
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			

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SPECIFIC DATES    C. 1909-1911                                    BUILDER/ARCHITECT    York Bridge Co, York, Pa.

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STATEMENT OF SIGNIFICANCE

The Reich's Ford Road Bridge is similar to many iron truss bridges located in Frederick County which were built by the York Bridge Company in the first part of the twentieth century. The York Bridge Company of York, Pennsylvania was in business between 1902 and 1917 and advertised in Polk's York City Directory as "bridge builders of iron and steel structural work."

The following county commissioners, who served between 1909 and 1911, are listed on the bridge: W. H. Hogarth, L. G. Dinterman, J. Stewart Annan, C. W. Zimmerman, C. W. Johnson and M. D. Sharp, Clerk.

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**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Polk's York City Directory, 1900-1920.

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

STATE COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Cherilyn Widell, Sites Analyst

ORGANIZATION

Frederick County Office of Historic Preservation

DATE

9/29/78

STREET & NUMBER

12 East Church St., Winchester Hall

TELEPHONE

694-1063

CITY OR TOWN

Frederick

STATE

Maryland

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

UNITED STATES  
DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS

URBANA  
QUADRANGLE

5562 IV NE  
(WALKERSVILLE)

20'

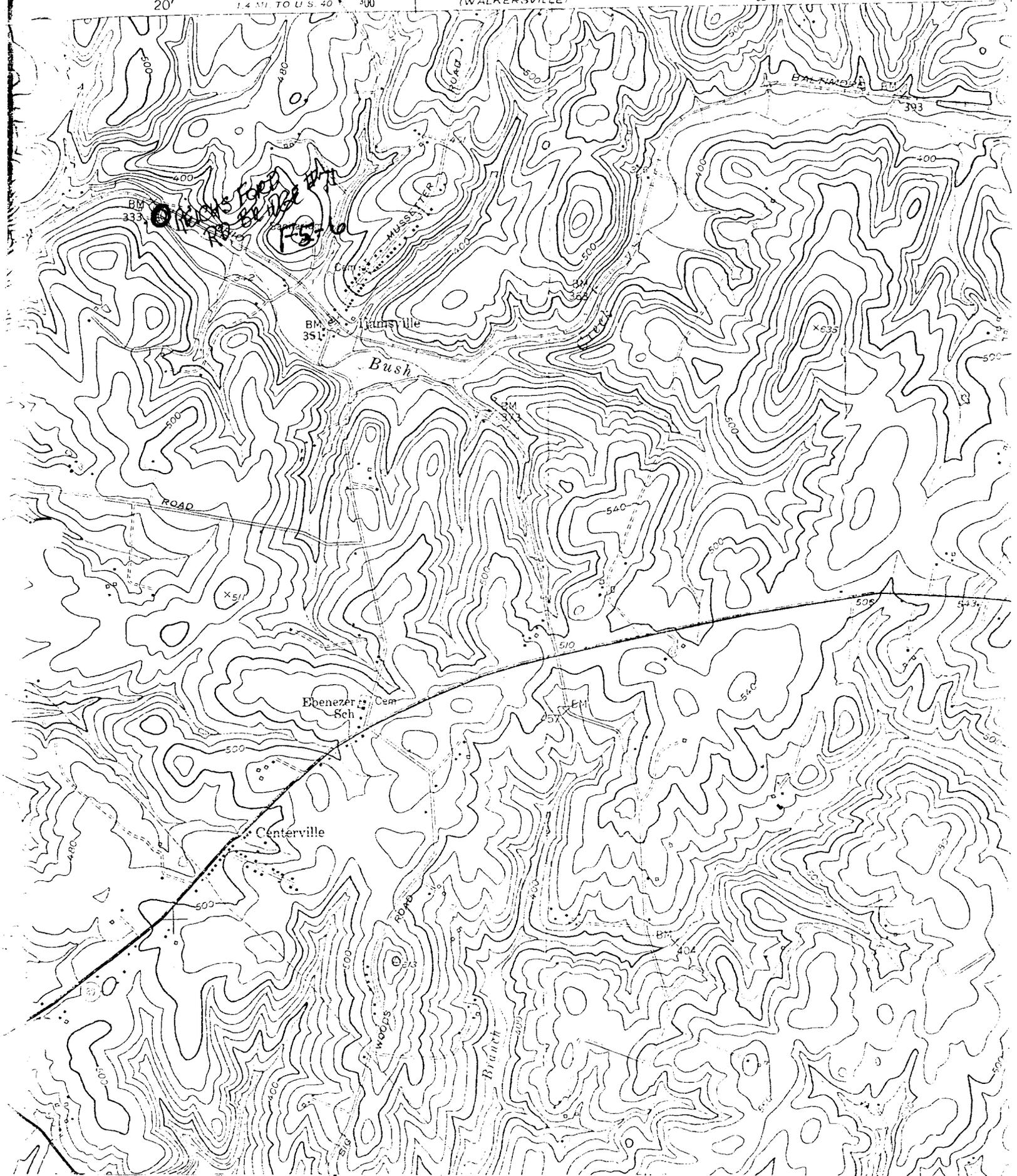
1.4 MI TO U.S. 40

300

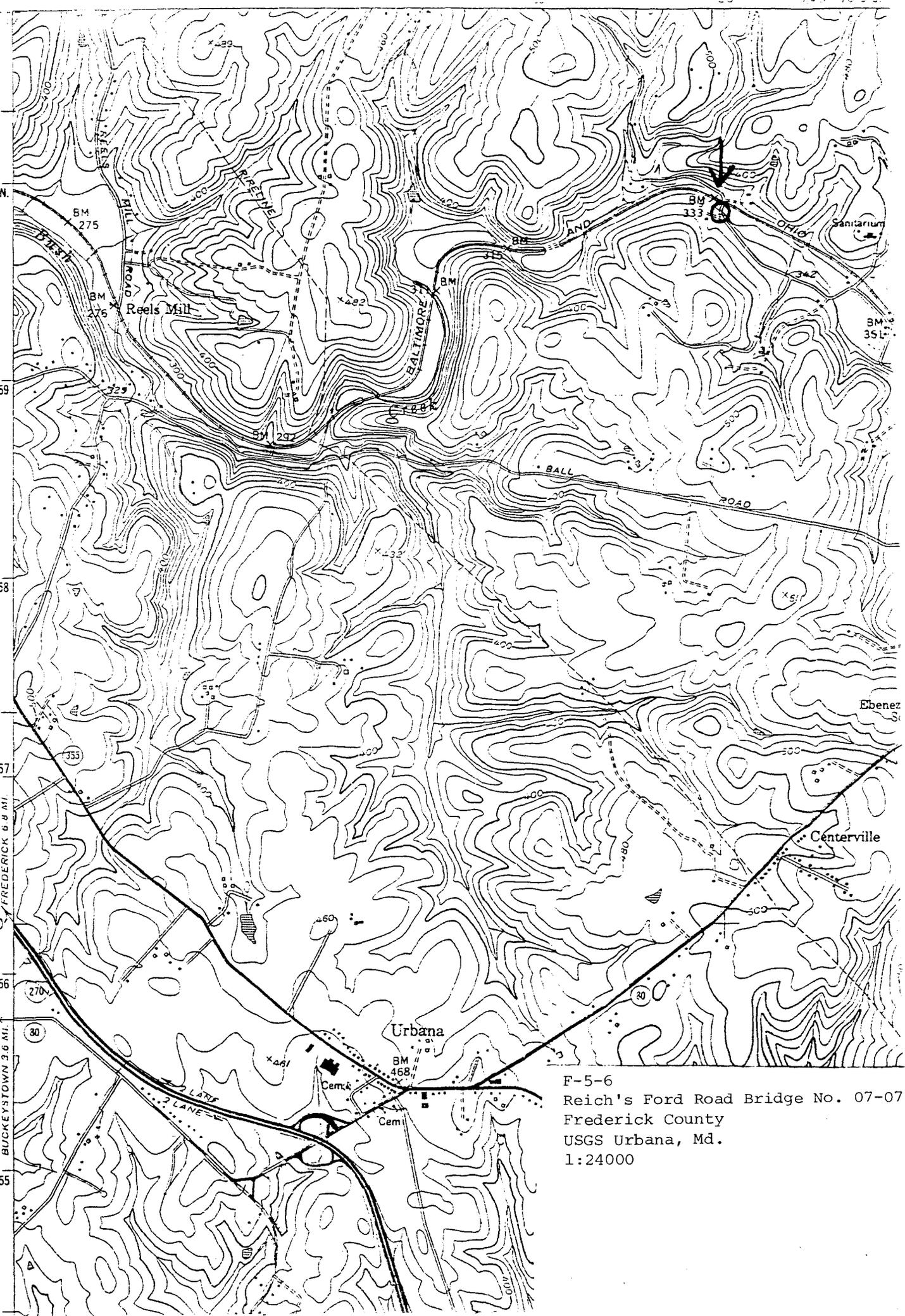
302

17°30'

303



4350000m.N  
4359  
4358  
4357  
20'  
4356  
355



F-5-6  
 Reich's Ford Road Bridge No. 07-07  
 Frederick County  
 USGS Urbana, Md.  
 1:24000



WARNING  
WEIGHT NOT TO  
EXCEED 6000 LBS  
SPEED NOT TO  
EXCEED 15 MPH

F-5-6

Reich's Ford Road Bridge

Frederick County

Photo: Janet Davis

October 1993

Neg. loc.: Md. SHPO, Crownsville Md.

View from south

1/2



WARNING  
WEIGHT NOT TO EXCEED  
6 000 POUNDS  
SPEED NOT TO EXCEED  
15 MI PER HOUR

F-5-6

Reich's Ford Food Bridge

Frederick County

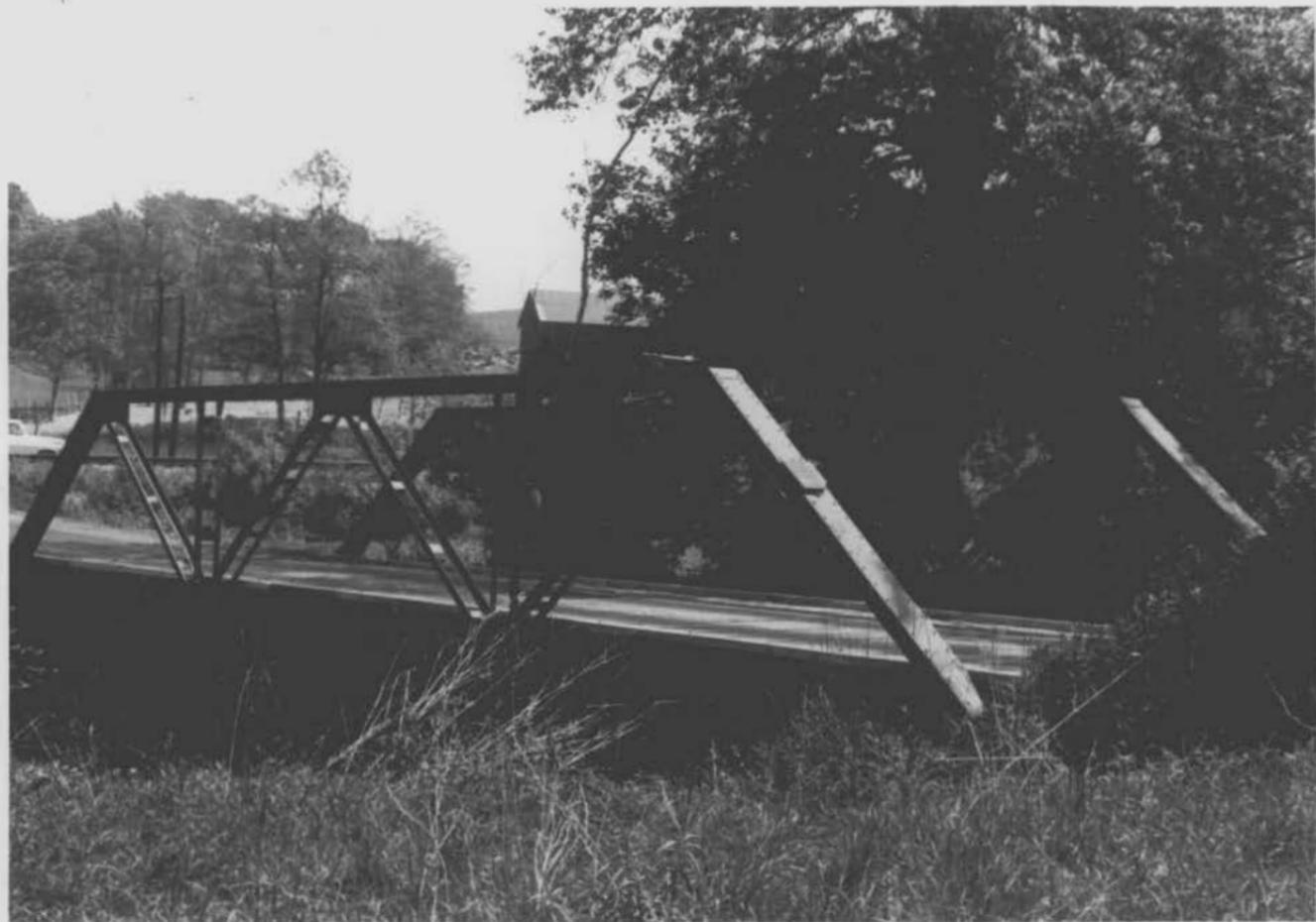
Photo: Janet Davis

October 1993

Neg. loc.: Md. SHPO, Crownsville, Md.

View from north

2/2



Reich's Ford Bridge over Bush Creek  
Reich's Ford Road west of Ijamsville  
Southwest view

F-5-6  
4/77  
CEW