

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-4

Name: HOOVERS Mill 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>

*Just*

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

MHT No. F 6-4

SHA Bridge No. F15-11

Bridge name Hoovers Mill Road over Owens Creek

**LOCATION:**

Street/Road name and number [facility carried] Hoovers Mill Road

City/town Thurmont

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 F15-11 carries Hoovers Mill Road over Owens Creek in the vicinity of Thurmont, Frederick County. Hoovers Mill Road runs generally in an east-west direction in the area while Owens Creek flows north-south. The bridge is situated in a rural area. The area is undeveloped with farmland around the bridge.

**Describe Superstructure and Substructure:**

Bridge F15-11, constructed in 1887, is a single-span, Pratt pony truss measuring 21 meters (69 feet) in total length. It has five panels with diagonal endposts. The top chord is a built-up section of two channels with a cover plate. The bottom chord consists of eyebars connected with pins. The floor system has four steel stringers and steel floorbeams. All verticals are steel angles with lattice bars, and diagonals are threaded rods with turnbuckles. All original connections are pinned. The width of the roadway is 3.4 meters (11 feet) and the distance between the centerline of the trusses is 3.96 meters (13 feet). There is no sidewalk on the bridge and the truss members are protected by a steel angle railing. The bridge, which is aligned 90° to the streambed, is posted for 11.8 tonnes (13 tons) and has a sufficiency rating of 45.3. The abutments are parged stone with u-shaped parged stone wing walls.

**Discuss Major Alterations:**

The bridge has been repaired in the past, however, the date and extent of the repairs are not known. The bridge was last repaired in 1995. The structure received a new wood deck and the stringers and floorbeams were replaced. The inspection report from 1996 indicates the bridge is in good condition and recommends only minor repairs such as installing new riprap, repairing a washed out roadway shoulder area on the downstream side, and cleaning and repainting the truss members.

**HISTORY:**

**WHEN was the bridge built** 1887

**This date is:** Actual X Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X

**Other (specify):** An undated Maryland Historical Trust survey form indicates that state records identify the bridge as built in 1887.

**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?**

Unknown

**WHO was the builder?**

Unknown

**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 has been previously surveyed; however, the date of the survey and the agency conducting the survey are not recorded. The bridge is eligible for the National Register under Criterion C as a significant example of a metal truss bridge. The structure has good integrity and retains such character-defining elements of the type as the original truss members (top and bottom chords, verticals, and connections), masonry abutments, and wing walls. The bridge is a rare surviving example of a metal truss bridge from the late nineteenth century.

**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 Hoovers Mill Road Bridge is a Pratt truss. The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

**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 a significant example of its type, due to the early date of construction. It also possesses good integrity.

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

This bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original truss members (top and bottom chords, verticals, and connections), masonry abutments, and wing walls. Although the original floor system has been replaced, much of the original structure remains and is recognizable as an historic bridge. The bridge is a rare surviving example of a metal truss bridge from the late nineteenth century.

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

It is not known if the bridge is a significant example of the work of a manufacturer, designer, and/or engineer. No plaque on the structure indicates the construction date or manufacturer, and the county bridge files do not have any information on the designer or manufacturer of the bridge.

**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):

*Maryland Historical Trust Inventory Form for State Historic Sites Survey #F 6-4. No date.*

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

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

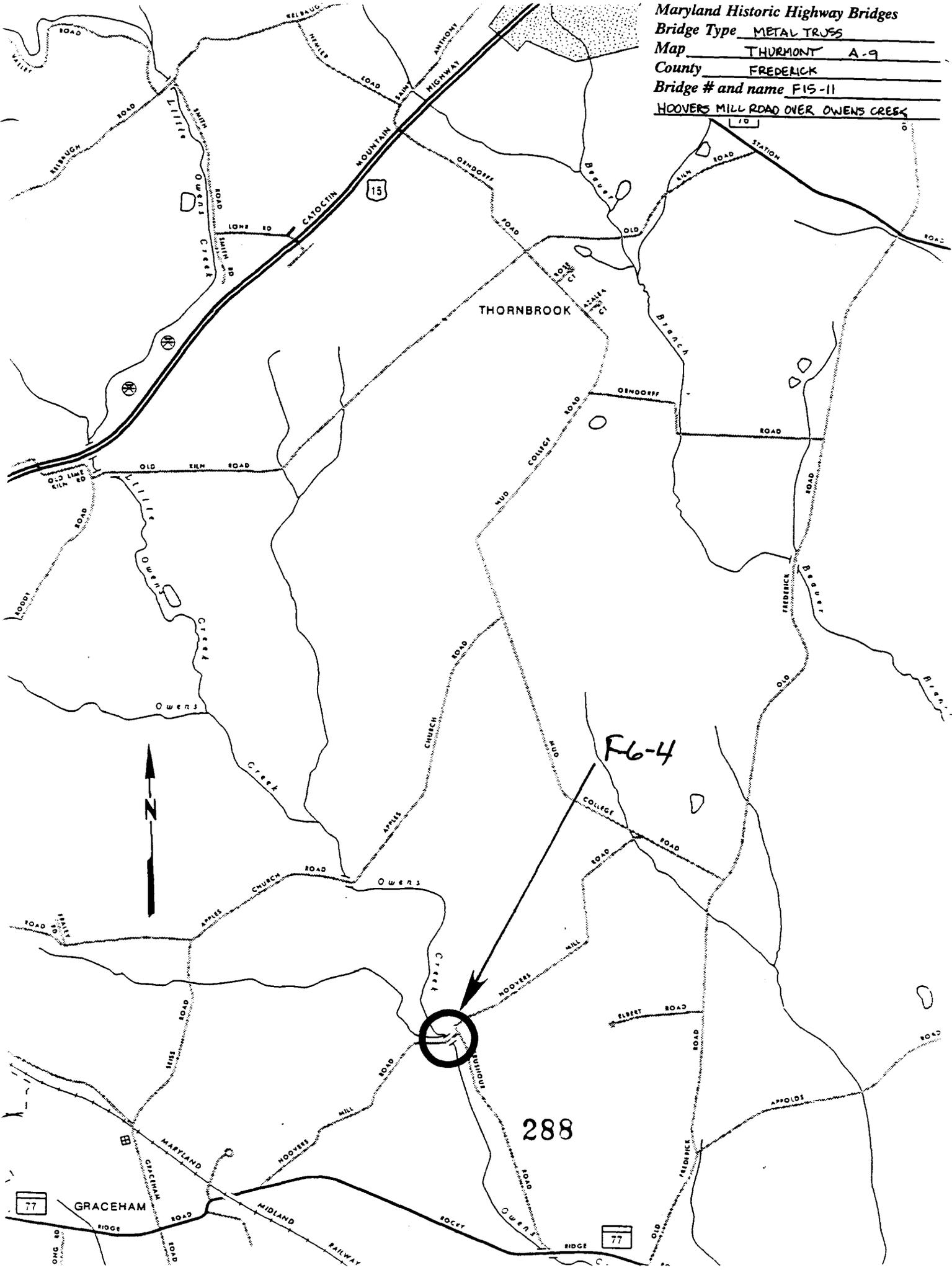
Bridge Type METAL TRUSS

Map THURMONT A-9

County FREDERICK

Bridge # and name F15-11

HOOVERS MILL ROAD OVER OWENS CREEK



F15-11

288

77

77

15

10

6





1. F.G. 11

2. F. 15-11, Hoover's Mill Road over Owens Creek

3. Frederick County, MD

4. F. 20, Millroy

5. F. 21, 200

6. F. 22, 100

7. F. 23, 100

8. F. 24, 100



1. FG-4

2. F15-11, Gordon's MIT Read out Survey Book

3. F15-12, Gordon's MIT

4. R. van der Pol

5. J. van der Pol

6. MIT 5-10

7. USA applicat

8. 10-3



1. F6-4

2. F13-117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200

3. K. ...

4. ...

5. ...

6. ...

7. ...

8. ...



1. FG-4

2. F 15-1, Hoover's P<sup>1</sup> Hood 0-6. (Hood 1000)

3. Hood, 2. Hood, 1000

4. Hood 1000

5. Hood 1000

6. Hood 1000

7. Hood 1000

8. Hood 1000





F-6-4  
Hoovers Mill Road Bridge  
Thurmont  
Public

1887

The Hoovers Mill Road Bridge is a low single span pony pratt truss bridge of Pratt design which spans Owens Creek near Graceham. The single lane bridge is set upon random stone abutments and is sixty-eight feet in length and thirteen feet, seven inches in width. Joints of the bridge are secured with pinned connections. No nameplate exists on the structure, however, state records record the bridge as having been constructed in 1887.

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.

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INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Hoovers Mill Bridge

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Hoovers Mill Road near Graceham

CITY, TOWN

Thurmont

CONGRESSIONAL DISTRICT

E.D. 15

STATE

Maryland

— VICINITY OF

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 Dept.

Telephone #:

STREET & NUMBER

Montevue Lane

CITY, TOWN

Frederick

STATE, zip code

Maryland 21701

— VICINITY OF

**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

F-6-4

# 7 DESCRIPTION

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 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 Hoovers Mill Road Bridge is a low single span pony pratt truss bridge of Pratt design which spans Owens Creek near Graceham. The single lane bridge is set upon random stone abutments and is sixty-eight feet in length and thirteen feet, seven inches in width. Joints of the bridge are secured with pinned connections.

No nameplate exists on the structure, however, state records record the bridge as having been constructed in 1887.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input 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 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

STATE COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Cherilyn Widell, Sites Analyst

ORGANIZATION

Frederick County Office of Historic Preservation

DATE

9/27/78

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.

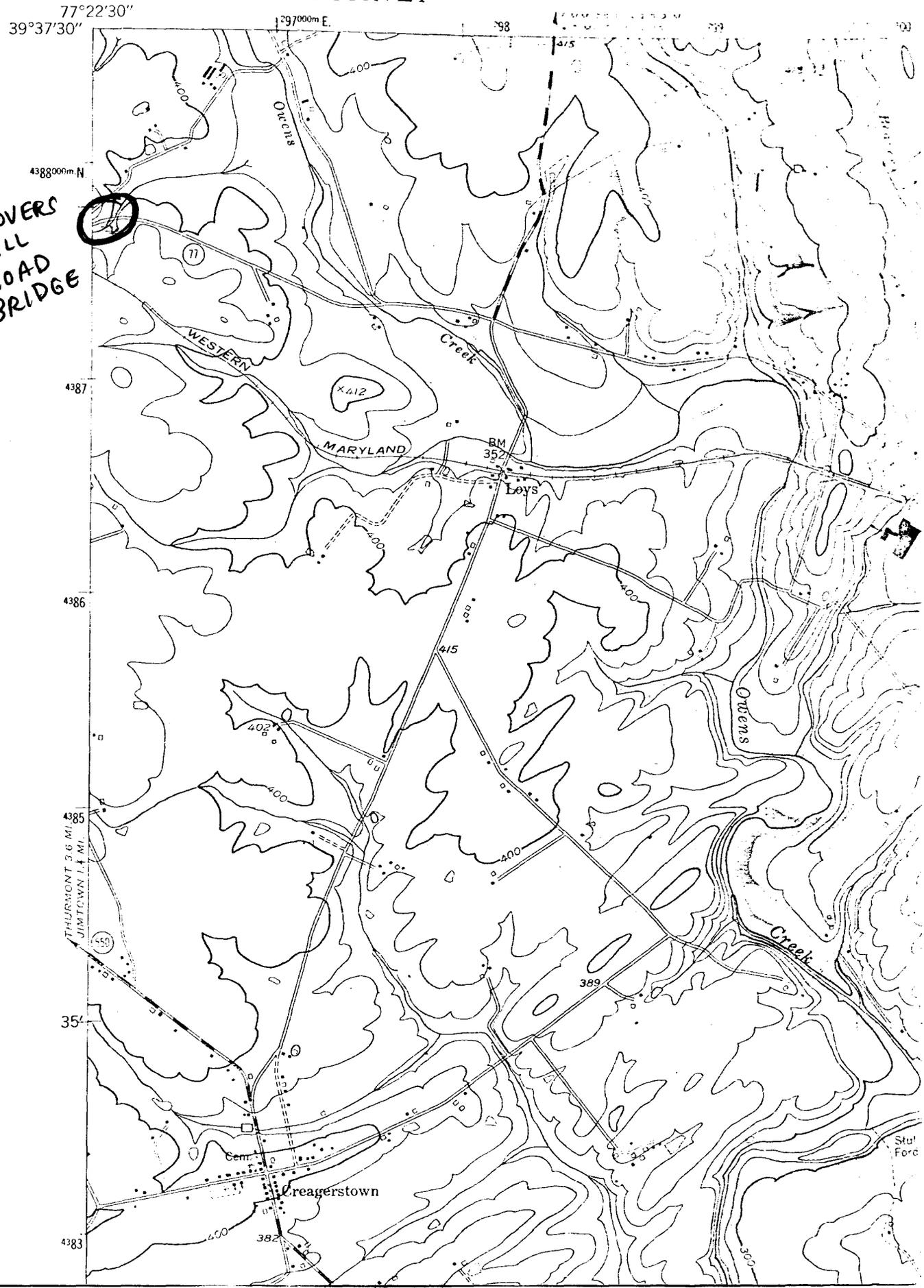
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

5583 III NW  
(BLUE RIDGE SUMMIT)

F-64 WOODSBORO  
QUADRANGLE

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY





HOOLERS MILL RD BRIDGE

F-6-4

HOOLERS MILL RD

SOUTH APPROACH

CREW 5/78