

Easement

F-6-6

Roddy Road Bridge
Thurmont
Public

C. 1860

The Roddy Road Bridge is a small single lane single span wood truss covered bridge which crosses Owen's Creek near Thurmont. It is a single king post truss, forty feet in length resting on five steel stringers installed in the 1920's. The bridge is approximately thirty feet in length and fifteen feet wide and rests on two stone abutments.

At least fifty two such structures once graced the landscape of the state; but storms, fires and progress have claimed all but 8 in the state of Maryland. Until the introduction of the steel truss bridge in the mid-nineteenth century, most of the crossings in the county were wood truss structures after covered for protection from the elements.

Damaged by fire
and repairs

1860-1890

Easement

FOR NPS USE ONLY

RECEIVED F-6-6
DATE ENTERED 1100910517

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

Covered Bridges in Frederick County, Maryland

AND/OR COMMON

Roddy Road, Loys Station and Utica Covered Bridges

2 LOCATION

Crosses Owen's Creek above Creagerstown on Old Frederick Road (Loys Station Bridge)
Crosses Fishing Creek on Utica Road (Utica Bridge)

STREET & NUMBER

Crosses Owen's Creek on Roddy Road north of Thurmont

NOT FOR PUBLICATION

CITY, TOWN

(Roddy Road Bridge)

CONGRESSIONAL DISTRICT

Creagerstown & Thurmont

VICINITY OF

Sixth

STATE

Election Districts

COUNTY

CODE

Maryland

024

Frederick

021

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 checked="" type="checkbox"/> PARK |
| <input 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 | <input checked="" type="checkbox"/> PUBLIC ACQUISITION | <input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> Thematic Group | <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

Board of County Commissioners of Frederick County

STREET & NUMBER

Winchester Hall, 12 East Church Street

CITY, TOWN

Frederick

VICINITY OF

STATE

Maryland 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

Frederick County Roads Department

STREET & NUMBER

Montevue Lane

CITY, TOWN

Frederick

STATE

Maryland 21701

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland State Roads Bridge Inventory

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maryland Dept. of Transportation, State Highway Administration

CITY, TOWN

P. O. Box 717, 300 West Preston Street, Baltimore, Maryland 21203

DESCRIPTION

F-6-6

| | | | |
|--|---------------------------------------|---|---|
| CONDITION | | CHECK ONE | CHECK ONE |
| <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 1889 |
| <input checked="" type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | Utica Bridge |

Damaged by truck. Repaired 3/1/77

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Roddy Road Covered Bridge is a small, one-lane, single span wood truss covered bridge which crosses Owen's Creek on Roddy Road north of Thurmont in Frederick County, Maryland.

The wood bridge consists of a single king post truss forty feet in length resting on five steel stringers and two stone abutments. The deck is wooden planking, the entire structure is covered with red beveled German clapboarding, and is finished by a tin gabled roof.

The Loys Station Bridge is a one-lane, twin span, multiple king post, wood truss covered bridge which crosses Owen's Creek above Creagerstown on Old Frederick Road in Frederick County, Maryland. The wood bridge is ninety feet in length and rests on two stone abutments. The planking and clapboarding are identical to the Roddy Road Bridge.

The Utica Covered Bridge is a one-lane, twin span Burr arch truss bridge which crosses Fishing Creek on Utica Road in Utica, Frederick County, Maryland. The wood bridge, constructed of large hand hewn members, is a combination of the wooden arch and a multiple post truss pattern, called a Burr truss. The bridge, which is 101 feet in length, crosses the creek into two spans. Small painted advertisements of local merchants are still visible on the interior rafters of the bridge. The decking and clapboarding are identical to the other two structures.

The Utica Bridge originally spanned the Monocacy in the current location of the Devilbiss Bridge, but was badly damaged during the 1889 flood. The surviving half of the bridge was disassembled and moved by wagon to Utica and reassembled over Fishing Creek.

Taken from letter of Sept. 19, 1977 to Pamela James from Cherilyn Widell:

"I arrived at the date of c. 1860 for the bridges since an undocumented local source has dated the Roddy Road Bridge to 1856, the Utica Bridge is shown spanning the Monocacy on Devilbiss Road on the 1873 Titus Atlas, and a newspaper article in the Frederick Examiner dated September 13, 1854, states that iron was now being used in other parts of the country for bridge construction and soon would be used in Frederick County. By the 1870's steel truss bridges were being built instead of wood bridges as evidenced by remaining examples throughout the county.

. . . there have been numerous maintenance alterations to all three bridges. However, the Frederick County Roads Department does not keep a maintenance record of any of the bridges. The State Roads department does maintain a computer record of the Loys Station Bridge (because it is on a federally funded road). . . According to this record the bridge was "reconstructed" in 1930 although it is unknown what this entailed. A resident who lives adjacent to the Roddy Road bridge claims he helped install the steel stringers in the 1920's. Most of the clapboarding on all three bridges has been replaced according to the County Roads Department.

| 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 type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES c. 1860

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Roddy Road, Loys Station and Utica Bridges are three of only eight remaining covered bridges in the State of Maryland. At least fifty-two such structures once graced the landscape of the state; but storms, fires and progress have claimed almost all of them. Preservation of the remaining structures as examples of nineteenth century bridge engineering techniques is extremely important to the history of Frederick County and the State of Maryland.

According to Richard Allen in Covered Bridges of the Middle Atlantic States, the building of covered bridges in Maryland was limited to the western and central counties, while the limestone counties of far western Maryland erected stone bridges instead. Covered wooden bridges were present on many of the major highways, including U.S. 40 and the Jefferson and Buckeystown Pikes in Frederick County. Until the introduction of the steel truss bridge in the mid-nineteenth century, most of the crossings in the county were wood truss structures often covered for protection from the elements. At one time as many as five wooden bridges crossed the Monocacy River. In the summer of 1889 the Johnstown Flood destroyed most of these.

The three covered bridges in Frederick County are closely related in historical and architectural theme. All three are wooden covered bridges crossing small streams in agricultural settings. They are located in close proximity to each other in the northern part of the county. All were built in the second half of the nineteenth century and have been in continuous use since that time.

The three bridges provide a good comparative study of wood bridge truss techniques, as each displays a different truss design. The Utica Bridge has a Burr truss, named after Theodore Burr, who first used the design in 1813 and patented it in 1817. The Roddy Road Bridge is constructed of the single king post design, and the Loys Station Bridge is a multiple king post structure.

See Continuation Sheet #1

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY See below

UTM REFERENCES

| | | | | | | | |
|---|----------------------|----------------------|----------------------|---|----------------------|----------------------|----------------------|
| A | <input type="text"/> | <input type="text"/> | <input type="text"/> | B | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | ZONE | EASTING | NORTHING | | ZONE | EASTING | NORTHING |
| C | <input type="text"/> | <input type="text"/> | <input type="text"/> | D | <input type="text"/> | <input type="text"/> | <input type="text"/> |

VERBAL BOUNDARY DESCRIPTION

| | | | | | | | |
|-------------------|------|------|---|-----|------|-----|------|
| Roddy Road Bridge | 140' | long | x | 50' | wide | .16 | acre |
| Loys Station | 190' | | x | 50' | | .21 | acre |
| Utica Bridge | 201' | | x | 50' | | .23 | acre |

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

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

FORM PREPARED BY

NAME / TITLE

Cherilyn Widell

August 25, 1977

ORGANIZATION

Frederick County Department of Historic Preservation

DATE

STREET & NUMBER

Winchester Hall, 12 East Church Street

TELEPHONE

(301) 663-8300 Ext.266

CITY OR TOWN

Frederick,

STATE

Maryland 21701

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 ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

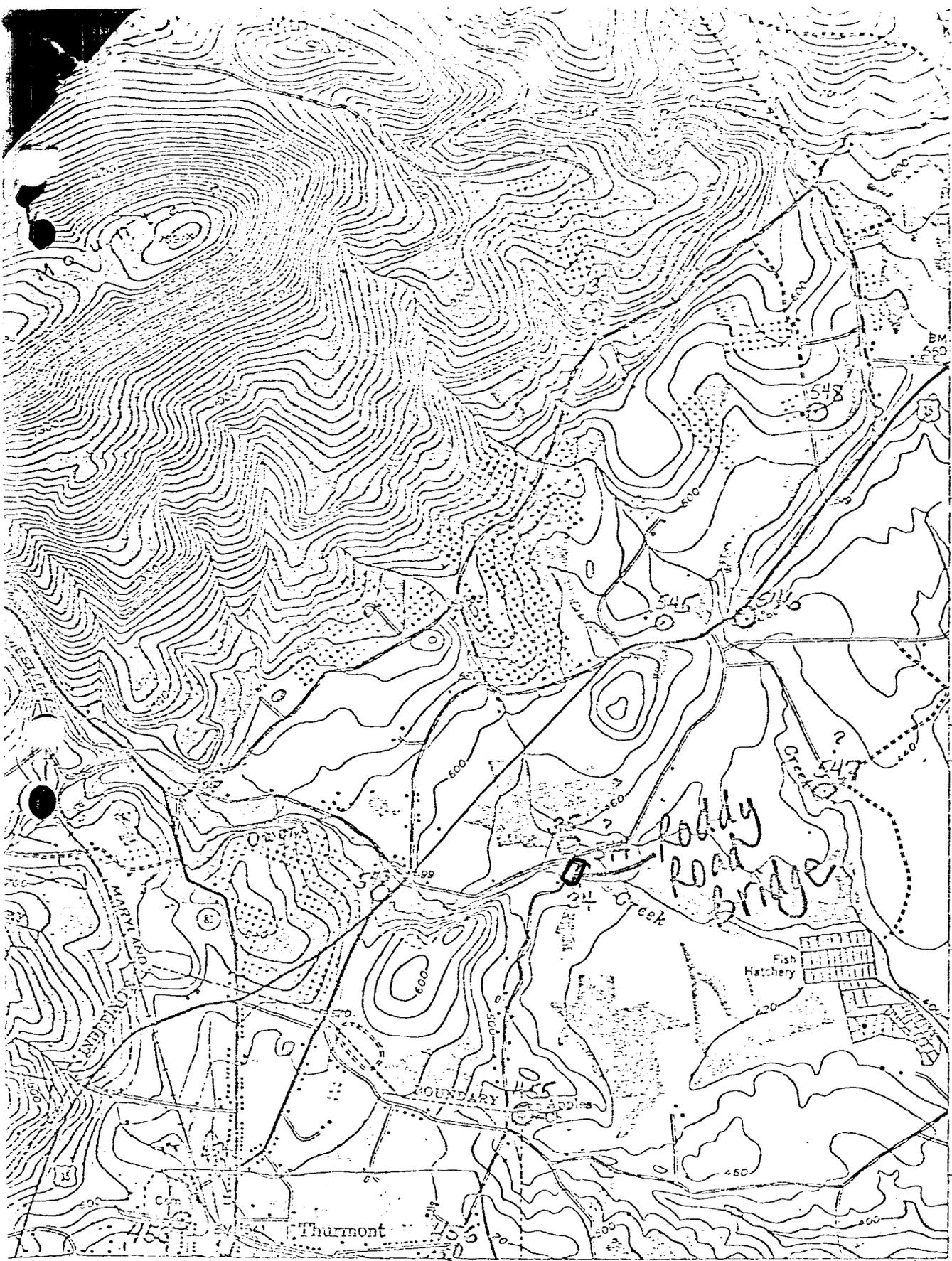
RECEIVED

DATE ENTERED

Covered Bridges in Frederick
County,
CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 1

MAJOR BIBLIOGRAPHICAL REFERENCES

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- Valentine, Jeff. Article on bridges. Frederick News-Post,
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- Titus Atlas, 1873, Frederick Examiner, September 13, 1854



ST. ANTHONY (UNINC. MD 76) 1.9 MI.
 EMMITSBURG 4.1 MI.

40'
 4393
 4392
 4391
 4390
 110 000 FEET (PA.)
 4389000 N.

25'
 TO PA. 77
 RICK 16 MI

210000 FEET (PA.)

INTERIOR GEOLOGICAL SURVEY, WASHINGTON, D.C. - 1948
 77°22'30"

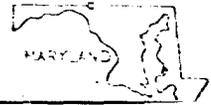
39°37'30"

1 MILE
 FEET

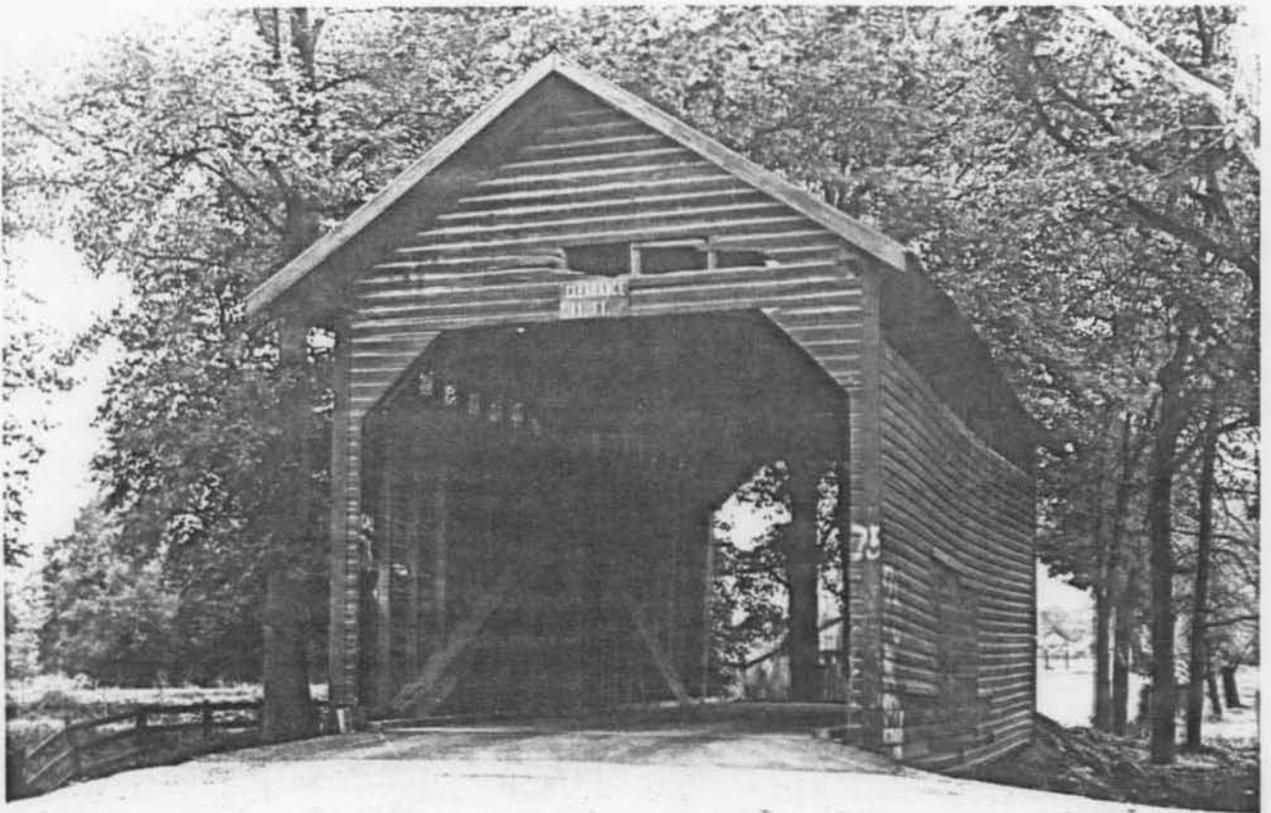
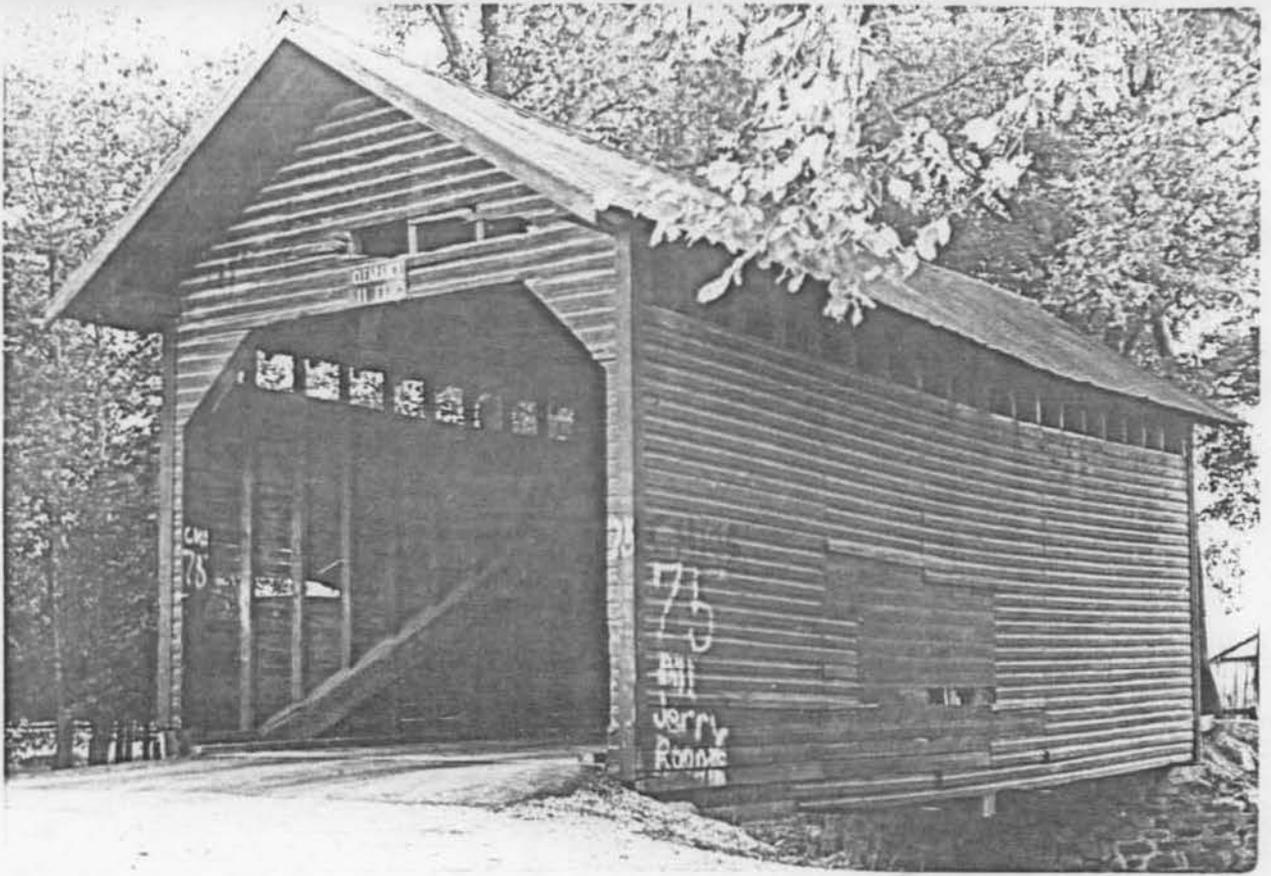
ROAD CLASSIFICATION

- Heavy-duty —————
- Medium-duty ————
- Light-duty - - - - -
- Unimproved dirt

- U.S. Route
- State Route



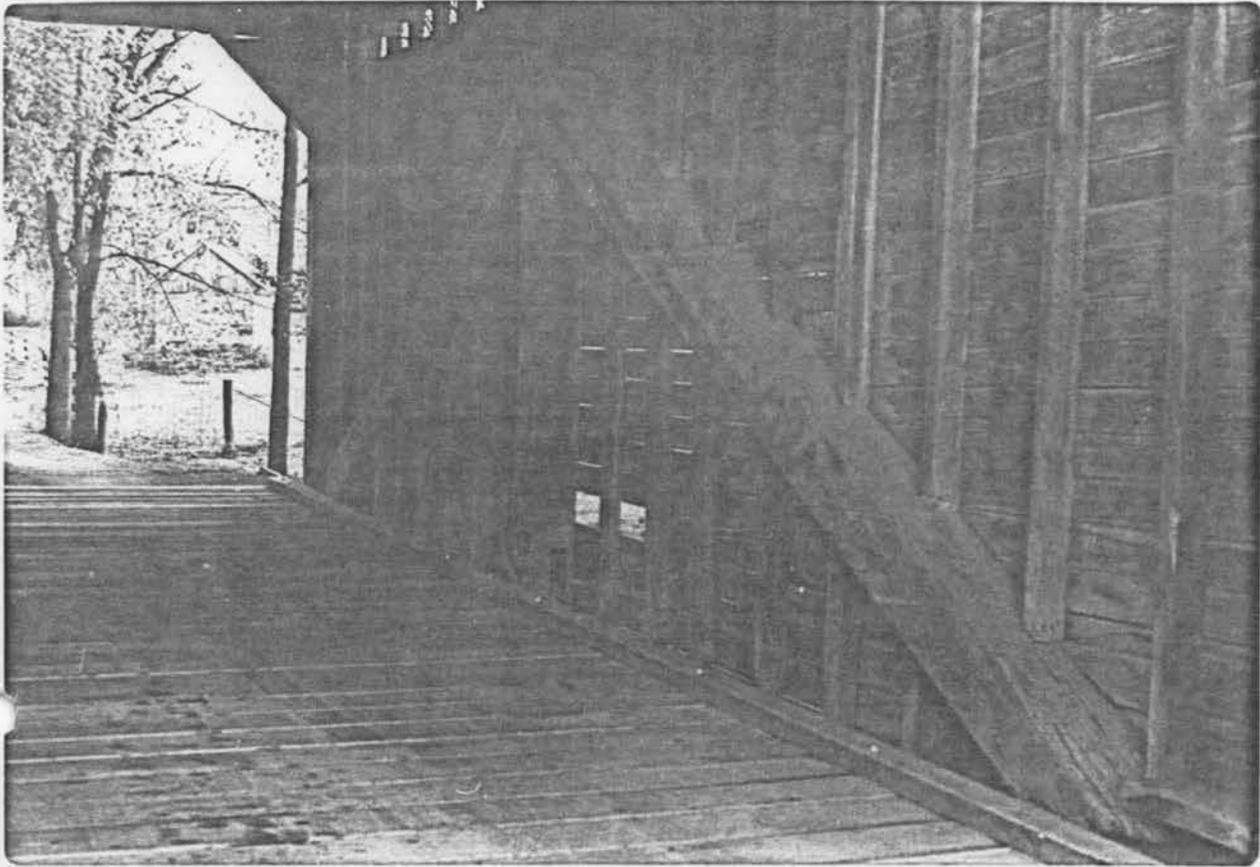
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 210000 FEET



RODDY ROAD BRIDGE

F-6-6

F-6-6



RODDY ROAD BRIDGE