

100-37

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

Property/District Name: Stauffer Road Bridge Survey Number: F-8-4

Project: Replace Stauffer Rd Bridge over Isreal Creek 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)

Based on the available information, the Stauffer Road Bridge is eligible for the National Register of Historic Places under Criterion A. The bridge derives its significance from its association with the development of transportation in Frederick County. A pony truss bridge of Pratt design, it was erected in the first quarter of the 20th century, most likely by the York Bridge Company of York, Pennsylvania. Metal truss bridges represent an important step in engineering design and a uniquely American achievement, the result of intensive experimentation in the 19th century. These bridges were the most popular form of bridge construction in Frederick County between the 1870's and 1930's. Large numbers of these relatively easily and cheaply built structures were constructed to span small crossings, greatly facilitating vehicular movement and communication throughout the developing county. The Stauffer Road Bridge is thus an increasingly rare example of the modest sort of structure which was once a common element in the rural landscape. The bridge reflects the development of transportation in the Piedmont Region of Maryland during the State's period of Industrial/Urban dominance as identified in the Maryland Comprehensive State Historic Preservation Plan.

Documentation on the property/district is presented in: Project file, Maryland Inventory Form F-8-4

Prepared by: Cherilynn Widdel

Lauren Bowlin (Elizabeth Hannold) 6/14/90, 1/30/91, 3/24/95
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

William P. ... April 21, 1995
Reviewer, NR program Date

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, vehicular

Known Design Source: York Bridge Company (assumed)

F-8-4

Stauffer's Road Bridge
Walkersville
Public

The Stauffer's Road Bridge is a small pony pratt truss bridge which spans Israel Creek near Walkersville. The single lane bridge is set upon random stone abutments and is approximately thirty feet in length and fifteen feet wide. Joints of the bridge are secured with rivetted connections. No name plate is located on the bridge, but the structure was probably built by the York Bridge Company in early twentieth century.

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

It appears from the Frederick County Commissioners Minutes that iron truss bridges became popular in the area during the 1870's. Records show that a variety of companies, including Groton Manufacturing Company, Groton, New York; Wrought Iron Bridge Company, Canton, Ohio; King Iron Bridge Company, Cleveland, Ohio; and the Pittsburgh 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.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Stauffers Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Stauffer Road over Israel Creek

CITY, TOWN

Walkersville

___ VICINITY OF

CONGRESSIONAL DISTRICT

E.D. 13

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	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" 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 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

___ 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

F-8-4

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input 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 Stauffer's Road Bridge is a small pony pratt truss bridge which spans Israel Creek near Walkersville. The single lane bridge is set upon random stone abutments and is approximately thirty feet in length and fifteen feet wide. Joints of the bridge are secured with rivetted connections.

No name plate is located on the bridge, but the structure was probably built by the York Bridge Company in the early twentieth century.

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 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 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 _____ BUILDER/ARCHITECT New York Bridge Co.

STATEMENT OF SIGNIFICANCE

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

It appears from the Frederick County Commissioners Minutes that iron truss bridges became popular in the area during the 1870's. Records show that a variety of companies, including Groton Manufacturing Company, Groton, New York; Wrought Iron Bridge Company, Canton, Ohio; King Iron Bridge Company, Cleveland, Ohio; and the Pittsburgh 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.

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

9/26/78

STREET & NUMBER

12 East Church St., Winchester Hall

TELEPHONE

694-1063

CITY OR TOWN

Frederick

STATE

Maryland 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
 The Shaw House, 21 State Circle
 Annapolis, Maryland 21401
 (301) 267-1438

INTERIOR
DEPT

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

HANOVER PA 32 MI
WOODSBORO 25 MI

5563 III SE
(WOODSBORO)

298

299

20'

302



F-8-4
Stauffers Road Bridge
Walkersville Quad, 1953, PR 1986



STAUFFER'S ROAD BRIDGE

Stauffer Road over Israel Creek

WEST APPROACH

F-8-4

CEW 5/78



F-8-4

Stauffer Road Bridge
Stauffer Road over Israel Creek
NORTH ELEVATION

CEW 5/28