

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

**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

LeGore Bridge

AND/OR COMMON

LeGore Stone Arch Bridge

2 LOCATION

STREET & NUMBER

LeGore Bridge Road over the Monacacy

River

__ NOT FOR PUBLICATION

CITY, TOWN

Woodsboro

CONGRESSIONAL DISTRICT

Sixth

VICINITY OF

STATE

Maryland

CODE

024

COUNTY

Frederick

CODE

021

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME

Frederick County Roads Board
c/o Mr. William S. Fout, County Engineer

STREET & NUMBER

Winchester Hall

CITY, TOWN

Frederick

STATE

Maryland 21701

__ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

STREET & NUMBER

CITY, TOWN

Frederick

STATE

Maryland 21701

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__ FEDERAL __ STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The LeGore Bridge carries the LeGore Bridge Road across the Monocacy River three miles north of Woodsboro in Frederick County, Maryland.

Built in the late 19th century, it is a closed spandrel filled stone arch bridge of five spans supported by stone piers. The deck consists of approximately three inches of bituminous concrete. The overall length of the structure is 248 feet with a clear roadway width of 20.7 feet between four foot high stone parapet walls. It is fifty feet high.

The bridge is currently used as a main traffic carrier. The daily traffic across it averages approximately 400 vehicles per day. The load limit of the structure is 12 tons.

8 SIGNIFICANCE

F-8-49

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	
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
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	
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 James W. LeGore

STATEMENT OF SIGNIFICANCE

The LeGore Bridge is the only five-span stone arch bridge in Frederick County. It is located strategically, being the crossing of the Monocacy River between the New Midway, Woodsboro, LeGore Quarry area on the south and the Thurmont, Rocky Ridge area on the north.

The construction of this bridge is the result of the vision of one man, James William LeGore. Using limestone and workmen from the LeGore Lime and Stone Plant, he engineered and built this very large stone bridge in the late 19th century.

LeGore was born near New Oxford in Adams County, Pennsylvania in 1854. His family moved in 1861 to Woodsboro, Frederick County where his father, John LeGore, burned lime.

LeGore's brother, John, founded a lime quarry company circa 1860 which LeGore took over in about 1880 after his brother's death. The business was incorporated in 1899 as the LeGore Combination Lime Company with James LeGore as president, Eugene Hammond, Vice President, and George R. LeGore, Secretary and Treasurer. By 1910 the company was, to quote the county history, "one of the largest enterprises of its kind in Frederick County and a leader in its line in Maryland." (p. 1480). In that year LeGore employed 100 workers and shipped the largely magnesia free lime of the area to South Carolina, North Carolina, Virginia, New Jersey, Maryland, Delaware and Pennsylvania. The plant of seventeen kilns produced 100,000 bushels of lime per month. This agricultural lime was used by farmers for many years.

In addition to his quarries and agricultural lime business, Le Gore was a member of J. W. LeGore and Company, dealers in lumber, coal, wood, plaster, cement, stone and general merchandise.

In the 1910 county history, LeGore was described as follows:

He is a self-made man in every sense of the word, beginning life without a penny. Today he is one of the wealthy, influential, and most progressive citizens of Frederick County. He is a practical man of business. He possesses great executive ability, good common sense, and is a hustler.

In the same volume, the building of the LeGore Bridge is termed a "mammoth undertaking." It was constructed at a cost of more than

See continuation sheet #1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

LeGore Bridge
Frederick County

CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 1

STATEMENT OF SIGNIFICANCE, continued

\$100,000 by a "large number of men." LeGore had even grander ideas, planning for a dam 40 feet high and an electric plant about 150 feet farther up the Monocacy. This did not come about and he lost a good deal of money because of it. (The Six Bridges Dam was later constructed by the U.S. Army Corps of Engineers in this area).

The construction of the bridge has several stories connected with it locally, as do most such undertakings. While the structure was under construction, some malcontents dynamited one of the main piers. Several years after it was completed, LeGore's son committed suicide by jumping off the bridge.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Williams, T.J.C. and Folger McKinsey, History of Frederick County, Maryland. Vol. II n.p.: L. R. Titworth & Co., 1910. p.1480.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 acre

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

njm

NAME / TITLE

William S. Fout, County Engineer/ Mrs. Charles S. V. Sanner, Trustee

ORGANIZATION

DATE

Frederick County Roads Board/Maryland Historical Trust

STREET & NUMBER

TELEPHONE

Winchester Hall/21 State Circle

(301) 269-2438

CITY OR TOWN

STATE

Frederick/Annapolis

Maryland 21701/21401

12 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

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

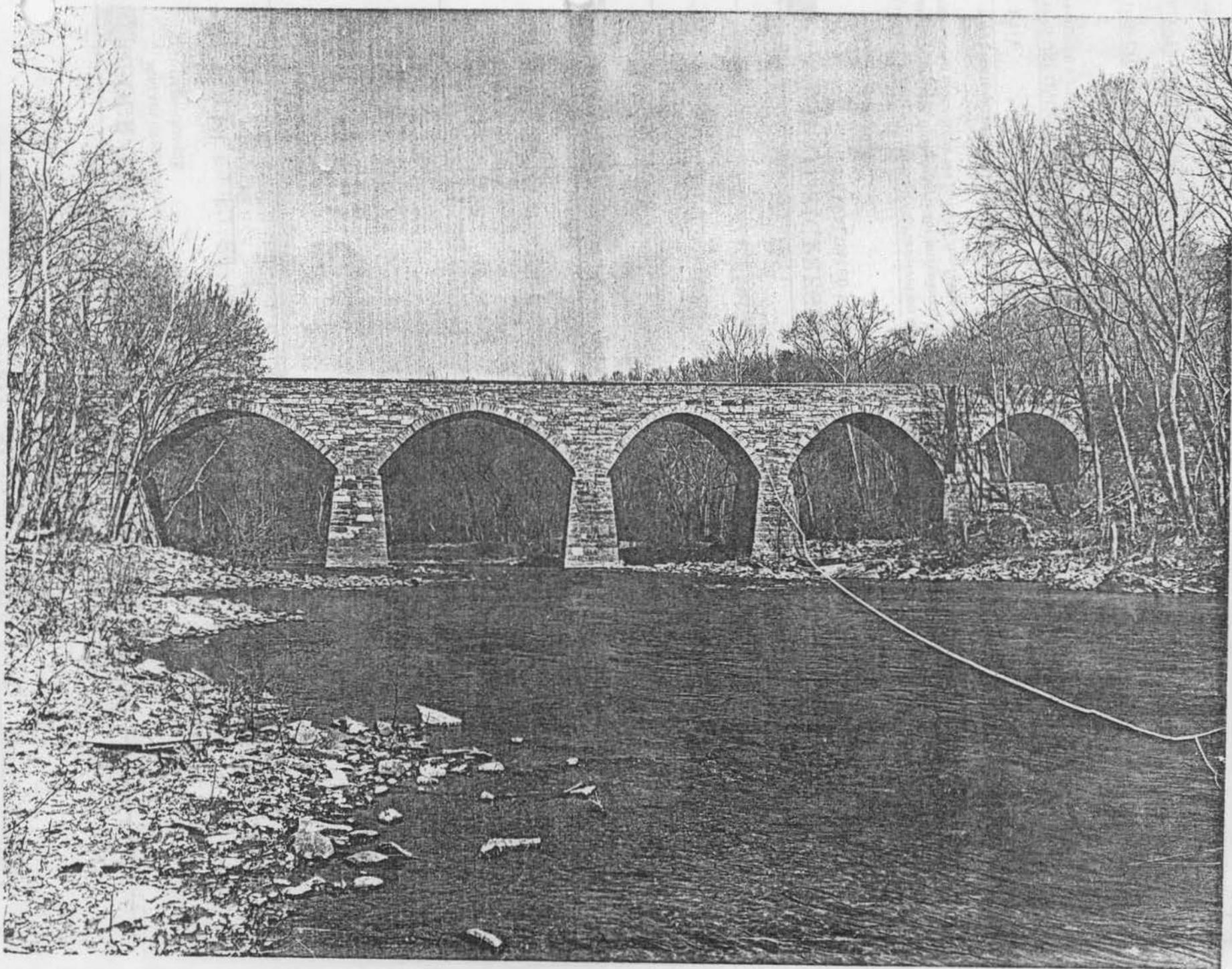
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

F-8-49



Maryland Inventory of Historic Properties
 Historic Bridge Inventory
 Maryland State Highway Administration
 Maryland Historical Trust

MHT No. F-8-49

Name and SHA No. LeGore Bridge (F0410)

Location:

Street/Road Name and Number: LeGore Bridge Road over Monocacy River

City/Town: Woodsboro vicinity

County: Frederick

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes no

NR listed district NR determined eligible district

locally designated other

Name of District _____

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle Timber-and-Concrete

Stone Arch

Metal Truss Bridge

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:**Describe Setting:**

LeGore Bridge carries LeGore Bridge Road over the Monocacy River three miles north of Woodsboro in Frederick County, Maryland. LeGore Bridge Road runs roughly north-south at this location, while the Monocacy River flows generally east-west. The bridge is situated in a mostly undeveloped and wooded area, with no significant structures nearby. A dirt access road leads down to the water from LeGore Bridge Road on the southeastern side of the bridge.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This five-span stone arch bridge is constructed of coursed limestone from the LeGore Quarry. It measures 248 feet in total length, with a clear roadway of 20 feet, 7 inches. It has four main arches and one approach, or minor arch, each of which display voussoirs of carefully cut stone of even width and size, with distinct keystones. These spans measure 52 feet, 6 inches; 46 feet, 9 inches; 62 feet, 9 inches; 54 feet; and 30 feet, 5 inches, respectively. The arches are supported by massive piers, which rise nearly half the height of the bridge when water levels are low. The approach span on the southern end of the structure contains a platform at its base. The wing walls are flared at all four sides. An inscription on the interior parapet of the bridge reads "BUILT 1905/RESTORED 1981."

Discuss major alterations:

LeGore Bridge was extensively restored in 1981. At this time the walls of the bridge were rebuilt, either with original stones that had broken off or with replacement stones from the LeGore Quarry, and the structure was given a thorough repointing. Additionally, the stone piers were wrapped with concrete collars at or below the water line.

History:

When Built: 1900, 1903, or 1905 (discrepancy), rebuilt 1981

Why Built: to facilitate access to the LeGore Stone Quarry

Who Built: James LeGore

Who Designed: unknown

Why Altered: stabilization of structure

Was this bridge built as part of an organized bridge building campaign: no

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events B Person

C Engineering/Architectural Character

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

LeGore Bridge was the brainchild of James W. LeGore, the head of LeGore Stone Quarry located approximately one mile to the south of the structure. To expedite the delivery and export of materials to and from the quarry, LeGore engineered the construction of this bridge, using his own funds and workers. (He was promised reimbursement by Frederick County, but he was later refused). Four- and six-horse teams were employed to haul the stone from the quarry to the bridge site. In total, the bridge took 4 years to build at a cost of \$100,000. There is some discrepancy as to the actual date of the bridge. Various sources list 1900, 1903, and 1905 as possible years of completion.

Stories connected with LeGore Bridge include the episode during its construction when an unidentified group dynamited one of the main piers (the bridge withstood the blast), and the sad tale several years after its completion when LeGore's son committed suicide by jumping off the bridge.

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?

LeGore Bridge is located strategically between the New Midway, Woodsboro, and the LeGore Quarry areas to the south and the Thurmont, Rocky Ridge area to the north. The opening of this thoroughfare facilitated transportation and commerce between these areas and within Frederick County as a whole.

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 and visual character of the possible district?

LeGore Bridge was listed on the National Register of Historic Places in 1978. The area surrounding the bridge may also be eligible for historic designation.

Is the bridge a significant example of its type?

LeGore Bridge is a particularly significant example of its type due to its size, its design, and its history. It is considered to be an engineering marvel.

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

LeGore Bridge possesses integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, the bridge still possesses integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. In general, the bridge is in good to excellent condition.

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

LeGore Bridge is significant as the only known example of a bridge built by James LeGore. It is also significant under Criterion C as the only five-span stone arch bridge in Frederick County, and the only bridge over the Monocacy River to remain undamaged by floods.

Should this bridge be given further study before significance analysis is made and why?

LeGore Bridge has been well documented, in both written and photographic form. It is listed in the National Register of Historic Places and in the Maryland Historical Trust's Inventory. No further study is recommended.

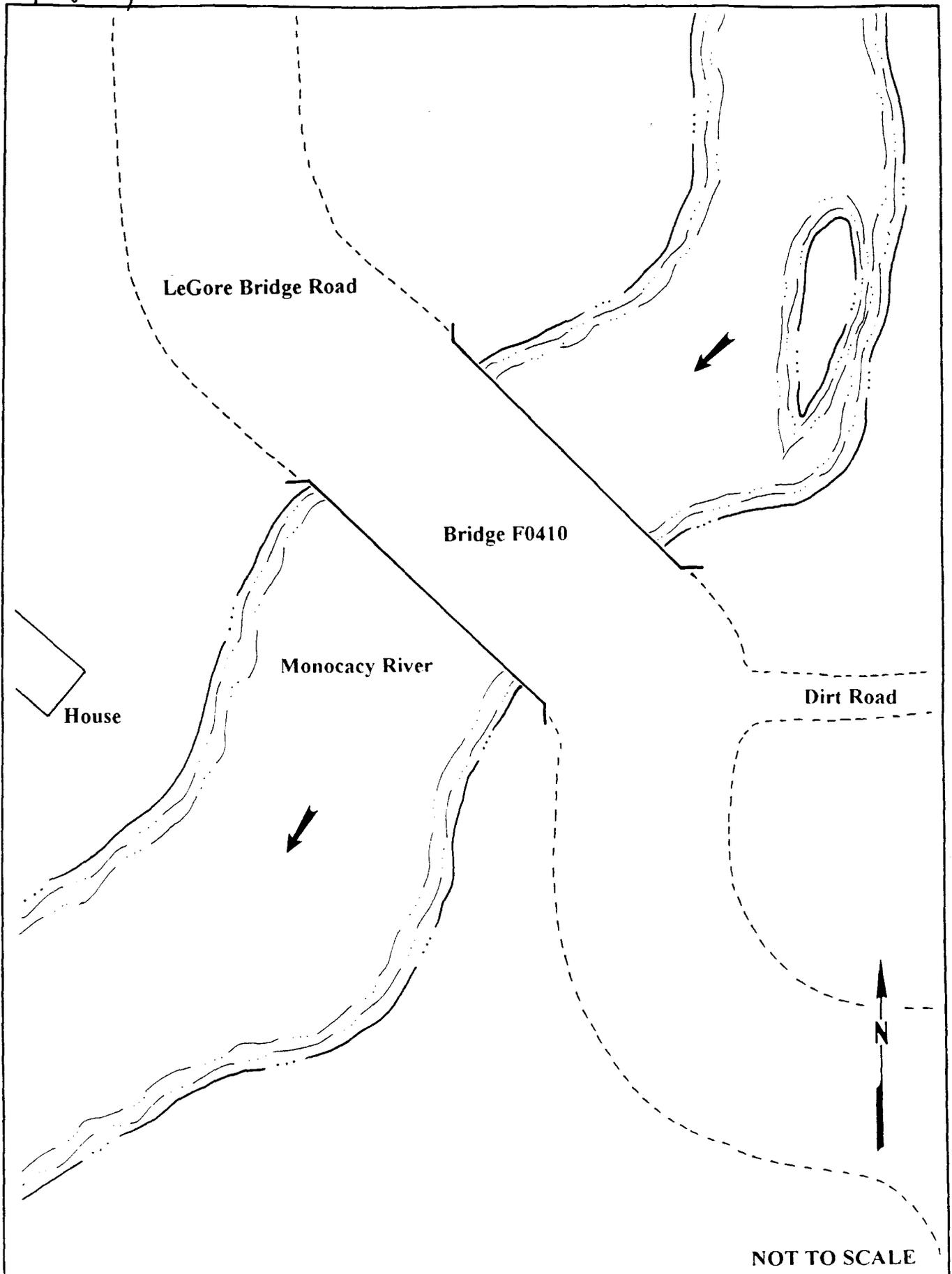
Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

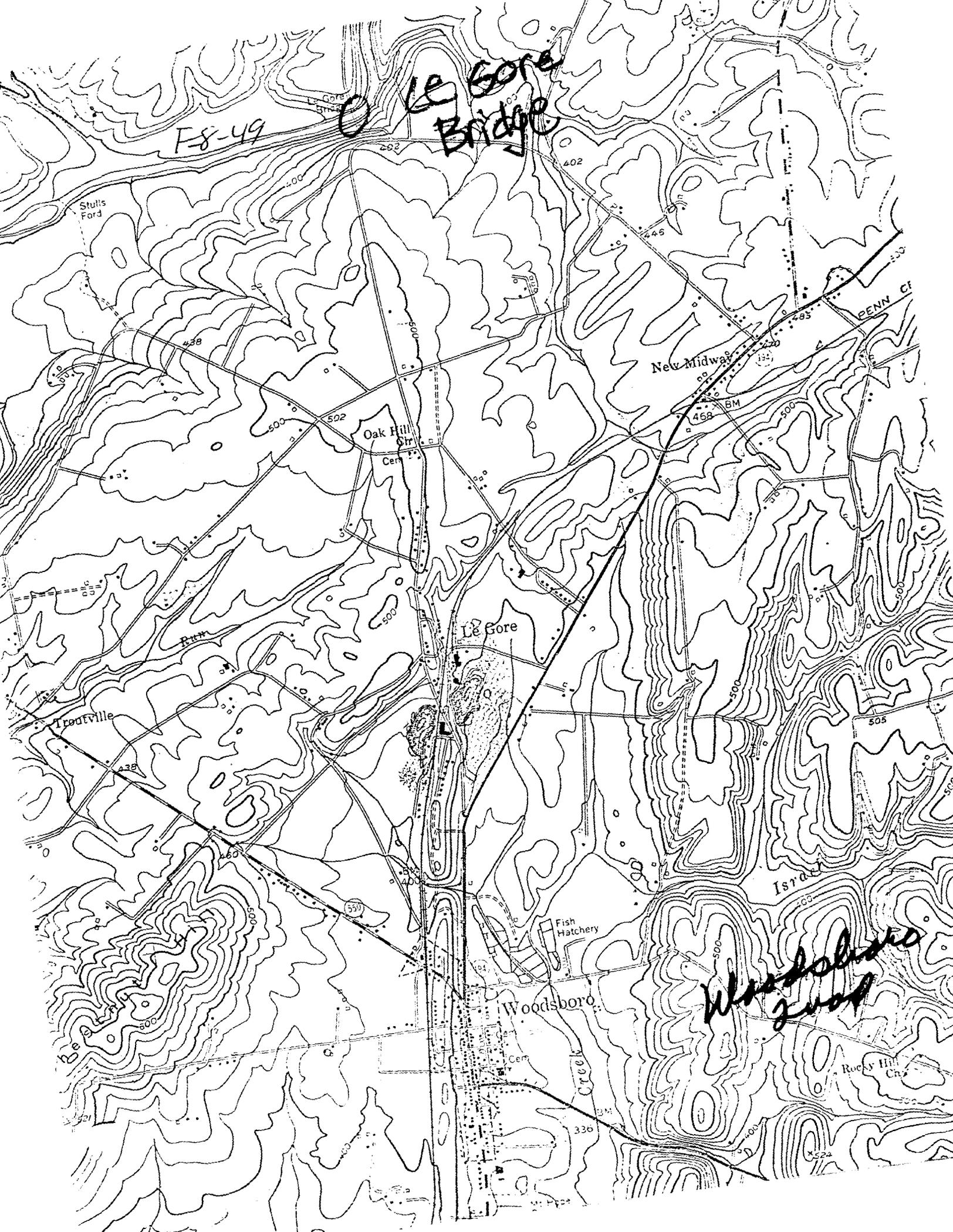
Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name:	<u>Alice Crampton/Julie Abell</u>	Date:	<u>11/29/94</u>
Organization:	<u>Parsons Engineering Science, Inc.</u>	Telephone:	<u>(703) 591-7575</u>
Address:	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		

F-8-49





F-8-49

Le Gore Bridge

Stullis Ford

New Midway

Oak Hill Cem

Le Gore

Troutville

Fish Hatchery

Woodsboro

Woodsboro just

Rocky Hill Cem



F-8-49

Le Gore Bridge (F0410)

Frederick County, Maryland

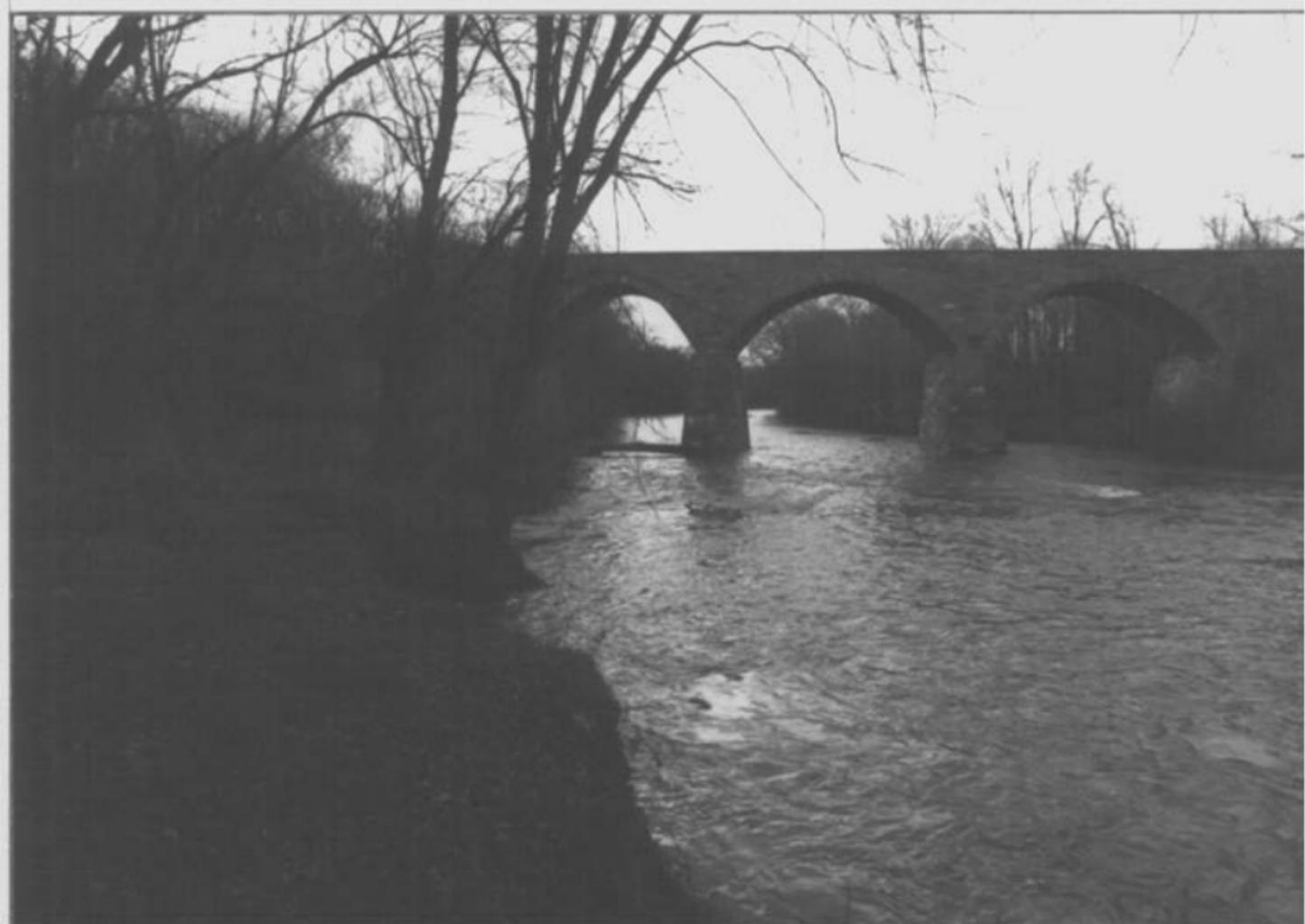
Julie Abell

11/94

Maryland State Highway Administration

East elevation

1 of 10



F-8-49

Le Gore Bridge (F0410)

Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation

2 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

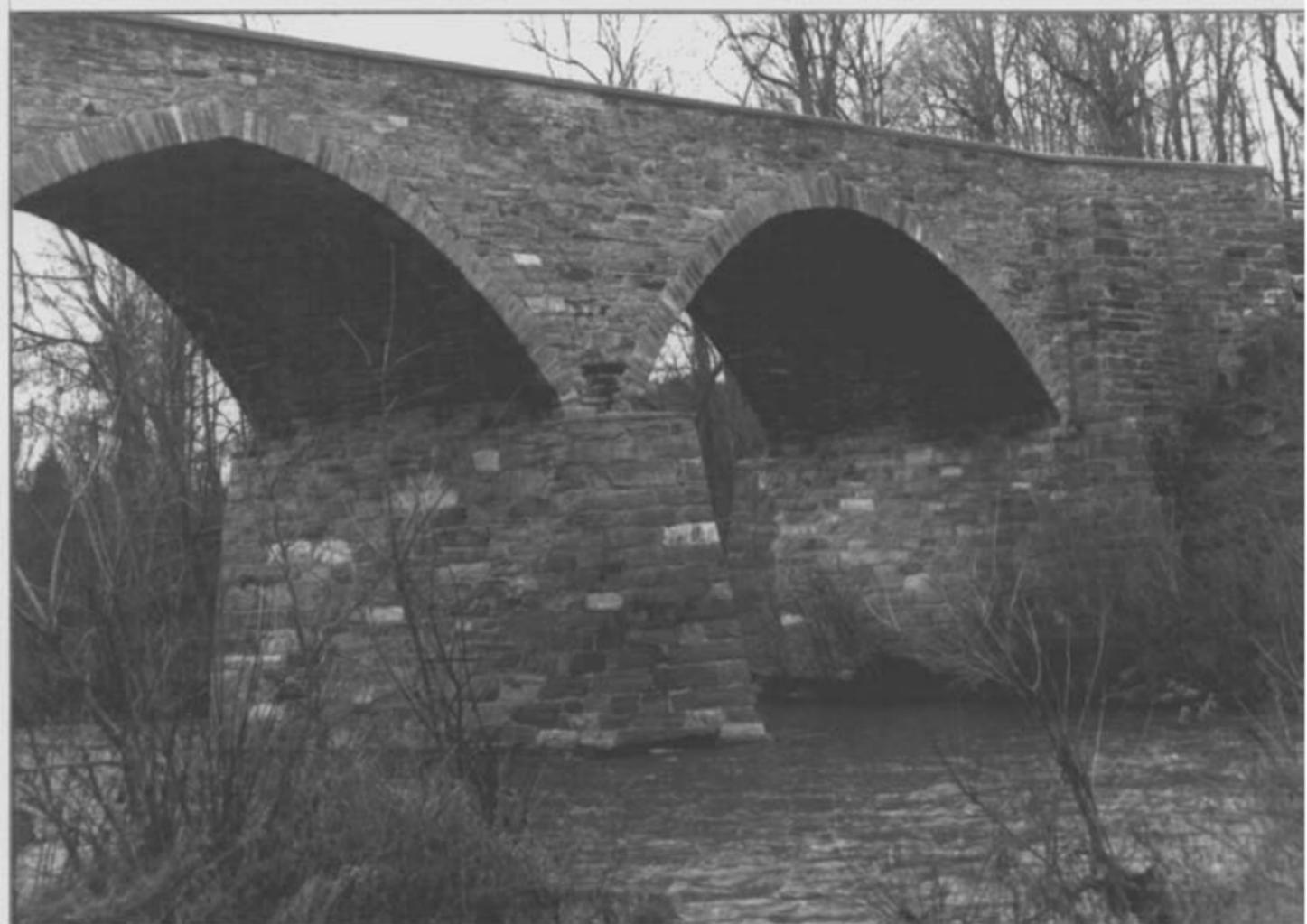
Julie Abell

11/94

Maryland State Highway Administration

East elevation, detail

3 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation, detail

4 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

West elevation

5 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

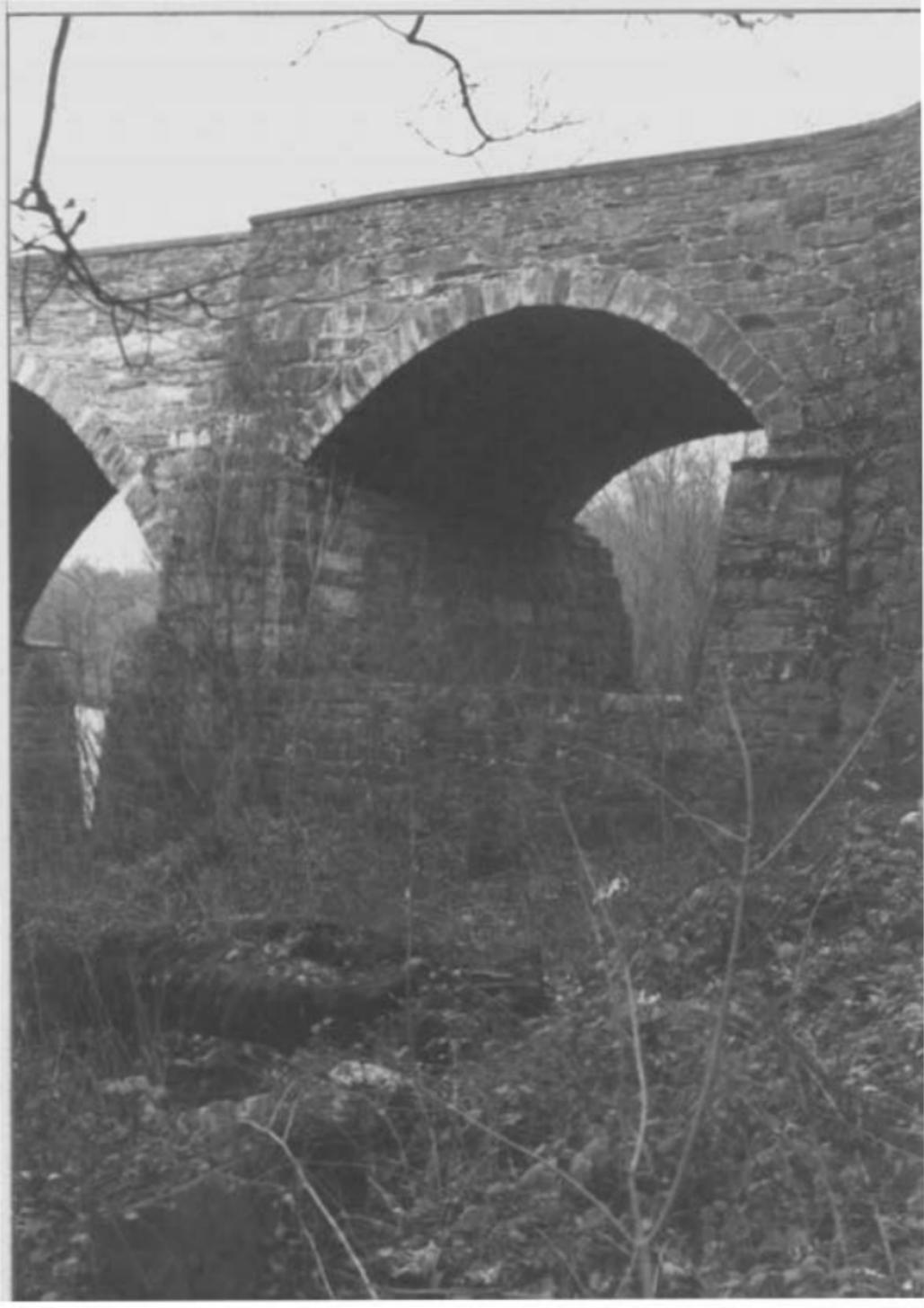
Julie Abell

11/94

Maryland State Highway Administration

West elevation, detail

6 of 10



F-8-49

LeGore Bridge (F0410)
Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

West elevation, detail

7 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

Approach looking north

8 of 10



F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

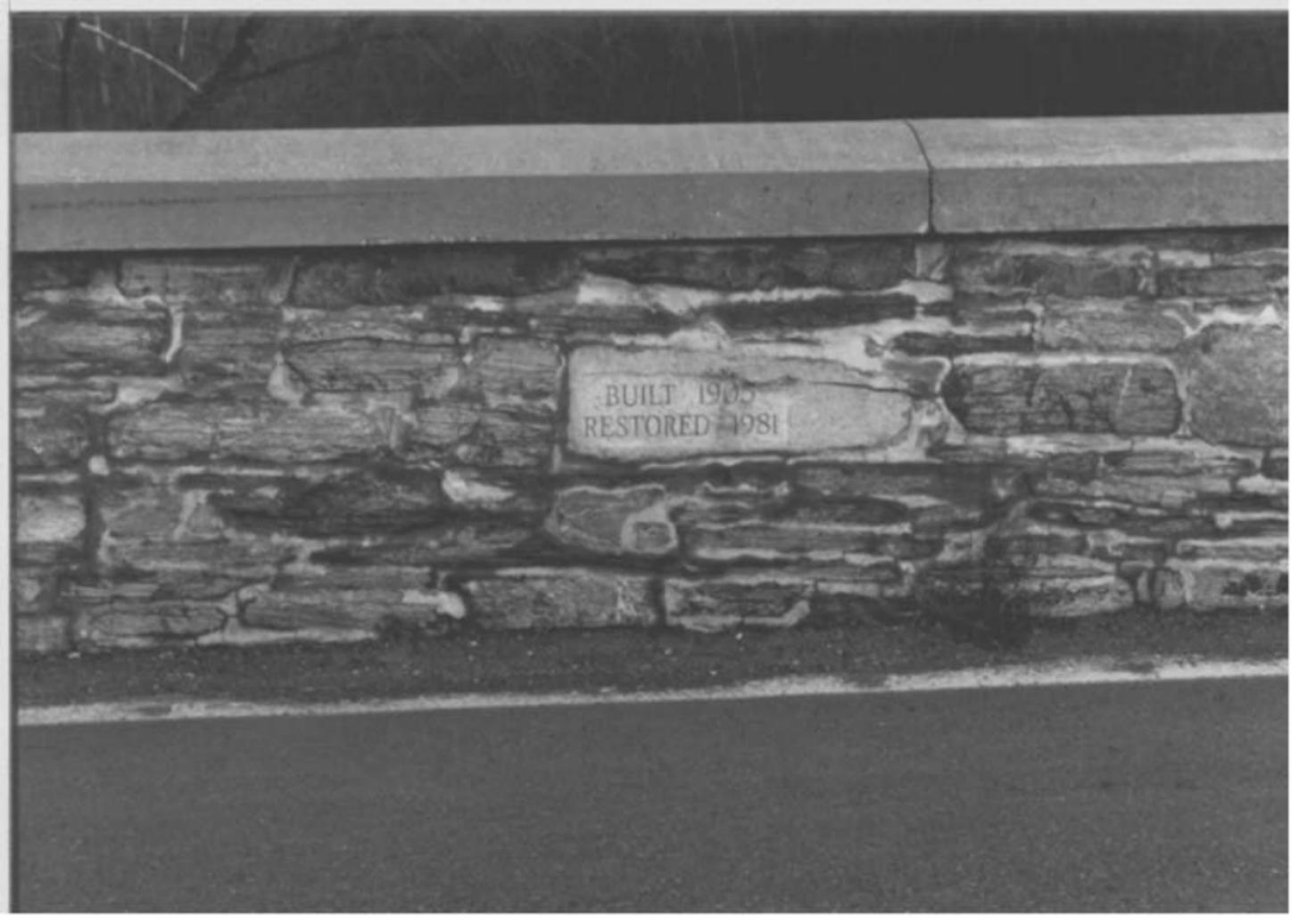
Julie Abell

11/94

Maryland State Highway Administration

Approach looking south

9 of 10

A black and white photograph of a stone wall. The wall is constructed from irregular, layered stones. A horizontal concrete ledge runs across the top of the wall. In the center of the wall, there is a rectangular plaque with the following text:

BUILT 1965
RESTORED 1981

F-8-49

LeGore Bridge (F0410)

Frederick County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Cement inscription on inner east parapet

10 of 10



F-8-49

LE GORE STONE ARCH BRIDGE

Cherilyn Widell

1979

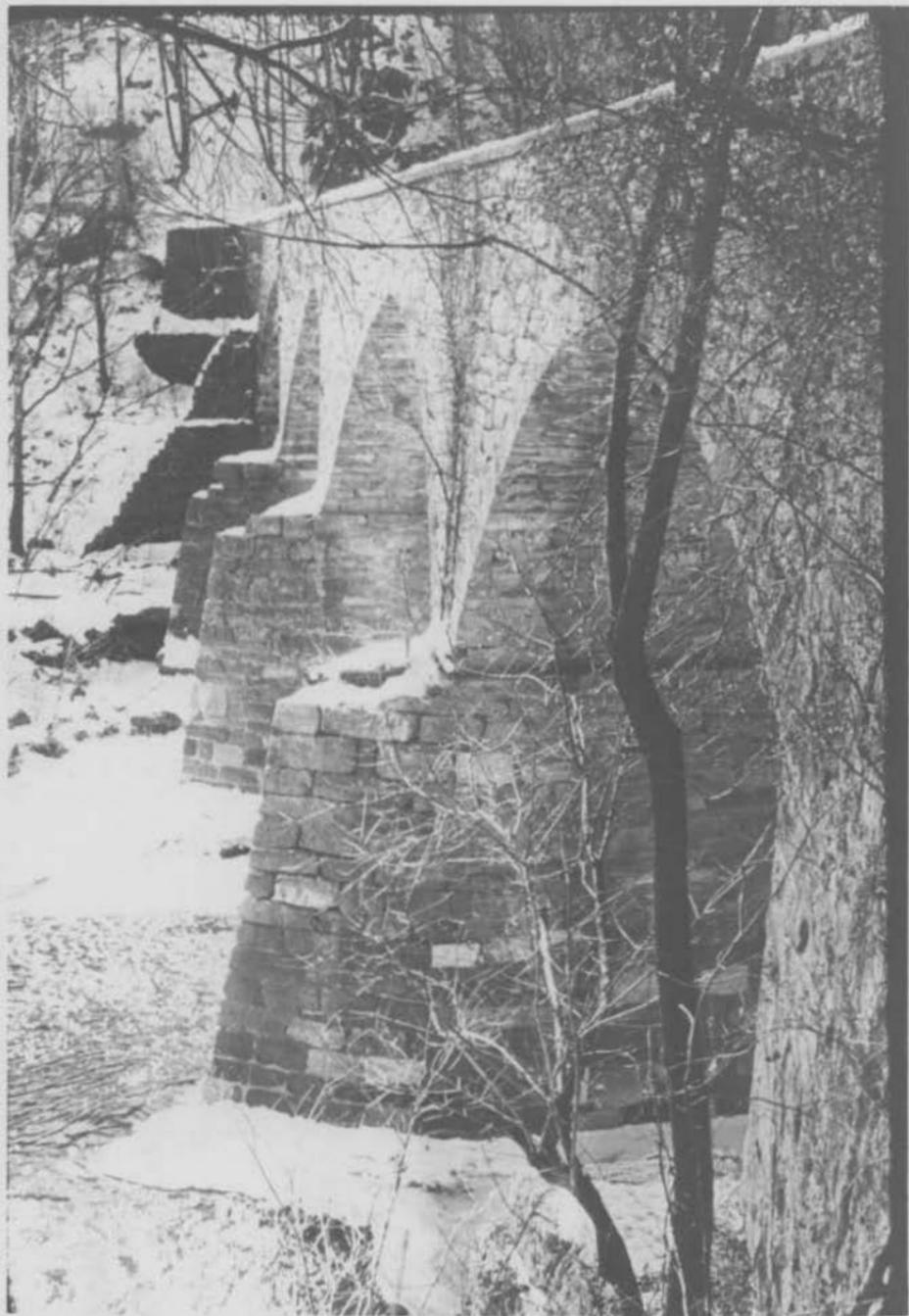


F-8-49

LEGORE STONE ARCH BRIDGE

Cheryl Lynn Widell

1979



F-8-49

LE GORE STONE ARCH BRIDGE

Cheryl W

1979



F-8-49

LEGORE STONE ARCH BRIDGE

Cherilyn Widell

1979