

G-II-C-014

1813

Casselman Bridge, National Road
Grantsville vicinity
public (restricted)

Spanning the Casselman River, the Casselamn Bridge was built in 1813 as part of this country's effort to construct a National Road. The bridge, built of ashlar stone laid irregularly, spans some 354 feet. It is approximately 30 feet high, at the chord of the arc to the waterline below, while its width, at the entrances of the bridge, is about 48 feet. At the time of its construction, it was the largest single span stone bridge in America.

The bridge, listed on the National Register of Historic Places and designated by the U.S. Department of the Interior as a National Historic Landmark in 1964, is now owned by the Department of Natural Resources, State of Maryland. It is the focal point of a public park and picnic area which surrounds it. The bridge was recently restored, using both federal and state funds, made available through the Maryland Historical Trust.

Easement G II C 014 2

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED
DRAFT

**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 Casselman Bridge, National Road

AND/OR COMMON Casselman Bridge, National Road

2 LOCATION

STREET & NUMBER One-half mile east of Grantsville, Md. on Route 40

CITY, TOWN Grantsville VICINITY OF
CONGRESSIONAL DISTRICT 6th

STATE Maryland CODE 24 COUNTY Garrett CODE 023

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 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 type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input checked="" 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Garrett County Commissioners

STREET & NUMBER Courthouse (3rd Street)

CITY, TOWN Oakland VICINITY OF STATE Maryland 21550

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Garrett County Courthouse

STREET & NUMBER 3rd Street

CITY, TOWN Oakland STATE Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey

DATE 1968 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Library of Congress/Annex, Division of Prints and Photographs

CITY, TOWN Washington STATE D.C.

DESCRIPTION

G-II-C-014

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 checked="" 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 Casselman Bridge, a large single arch structure, erected in 1813, extends some 354 feet; the bridge spans the Casselman River. Stones are laid in an irregular ashlar style. The height of the bridge is approximately 30 feet, at the chord of the arc to the waterline below, while its width, at the entrances of the bridge, is about 48 feet.

The Casselman Bridge is at present in relatively sound condition though its appearance has been slightly defaced by the growth of foliage on the bridge as well as the graffiti of tourists who visit the adjacent park. In 1911 the bridge was repaired but today remains essentially unchanged from the time of its construction. Six steel columns support the structure on either side and do not overtly detract from its appearance. The old National Road has been supplanted by the new Route 40 and in actuality no longer exists. There is, however, a small portion of the old National Road on either side of the entrances to the Casselman Bridge. The area surrounding the bridge has been made a public park and picnic tables sit in the area adjacent to the bridge. This public park is very well maintained and campers are frequent visitors throughout the summer months.

SIGNIFICANCE

G-II-C-014

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTOPIC	<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 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 checked="" 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

The National Road was the Federal Government's first experiment in public highway construction. Congress authorized the road's building in 1806 and by 1818 the road stretched from Cumberland, Maryland, to the Ohio River in what is today West Virginia. Because of the controversy regarding the propriety of the National Government's participation in public road construction the project was halted until 1828. The old National Road provided ready access to the trans-Appalachian Region and greatly stimulated its settlement and growth.

The Casselman Bridge was an integral part of the National Road. Probably the largest bridge of its type, at its completion, it possessed the largest stone arch in the United States. Built in the early 19th century, about 1813, the bridge remains a splendid paradigm of early American engineering prowess. A traveler of the period spoke of it in laudatory terms calling it simply "superb."

HISTORY

The Federal Government's decision to construct a road from Cumberland, Maryland, to the Ohio River was responsible for the erection of the Casselman Bridge. Cumberland had been chosen as the starting point for the new highway because a good road, the Frederick Pike, already ran from Baltimore to Cumberland. Construction of the National Road, or the Cumberland Road as Congress always referred to it, began in the spring of 1811 and the War Department exercised general supervision of the undertaking. Gangs of men, with their picks, shovels, oxen and horses, cleared the roadway leveled the hills and filled hollows. A path sixty-six feet wide angled its way northwest as the road moved toward the Pennsylvania border, climbing and descending one mountain after another. The actual roadway was thirty feet wide, and twenty feet of that width was covered with a layer of stones a foot to eighteen inches deep. The first ten miles had been completed by the fall of 1812, but the war of that same year delayed the building of the final fourteen and a half miles of the road to Pennsylvania.

No sooner had the Maryland section of the National Pike been completed, than a tidal wave of traffic moved across the highway. Great cargo wagons filled the road; some of them that passed over the Casselman Bridge were drawn by twelve horses and carried ten-ton loads. Smaller wagons, stage-coaches and droves of animals also crossed the bridge. Most movement on the

(Continued)

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Casselman Bridge, National Road
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

road ceased when night fell and the inns and taverns along the highway became crowded. One evening, an inn on Negro Mountain, its 2,328-foot summit being the highest mountain crossed in Maryland, not only gave hospitality to drivers and travelers but also had thirty-six horse teams in the wagon yard, a hundred mules in the barn, a thousand hogs in one enclosure and as many cattle and sheep in the adjacent fields. Traffic moved east and west over the artery with greater speed and ease than ever before, and probably numerous users of the road thought that "the goodness of God must surely have been in the Congress with the measures to finance the construction of the Cumberland Road."

The National Road in Maryland, as well as in other states through which it passed, required constant repair. In addition to the damage incurred from landslides and heavy rains, the constant movement of wagons tended to damage the pavement. Wagons that locked their wheels in descending the many hills cut deep ruts in the roads surface, for example. As a result, in the 1820's and early 1830's laborers practically rebuilt the road, especially during the later period. With the completion of the repairs undertaken in 1831, the United States turned that portion of the National Road located in Maryland over to the state.

The Casselman Bridge, like the road, continued to serve the traveler for many years after Maryland assumed control of her section of the National Road. Indeed, the bridge remained in use until 1933, when the state supplanted it with a concrete and steel structure. The Casselman Bridge now stands as a reminder of the era of the National Road in Maryland.

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DATE ENTERED

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

Casselman Bridge, National Road

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

Beginning at the northeastern end of the new Casselman Bridge on Route 40, proceed in a northerly direction staying approximately 60 feet to the east of the eastern shoreline of the Casselman River, past the eastern end of the old Casselman Bridge continuing due north for about 420 feet to the northern shoreline of the Casselman River, this forms the eastern boundary; thence northwest approximately 180 feet to the 2200' contour, this forms the northern boundary; thence proceed south-southwest along the foot of the said adjoining mountain (along contour 2200 ft.) to the northern side of Route 40, this forms the western boundary; thence east along the northern edge of Route 40 to the point of beginning, this forms the southern boundary.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

G-II-C-014

- A History of Road Building in Maryland (Baltimore, 1959).
- "Uria Brown's Journal," Maryland Historical Trust Magazine X (Sept., 1915).
- Archer B. Hulbert, The Old National Road--The Historic Highway of America in Publications, IX (1901).
- Mrs. Carrol Miller, "Romance of the National Pike," Western Pennsylvania Historical Magazine, 1-37.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A	17	659300	4395400	B	17	659000	4395860
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	17	659000	4395860	D	17	659300	4395400
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph Scott Mendinghall, Historian

ORGANIZATION

Historic Sites Survey, National Park Service

DATE

5/3/76

STREET & NUMBER

1100 L Street NW.

TELEPHONE

202-523-5464

CITY OR TOWN

Washington

STATE

D.C. 20240

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.

FEDERAL REPRESENTATIVE 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

(NATIONAL HISTORIC LANDMARKS)

((NATIONAL HISTORIC LANDMARKS))

Easement

12/11/66 0317
3001

Roberts

1966

G-II-C-023

G-55

Garrett County

- 9 -

HISTORIC SITES THAT RELATE TO NATIONAL HISTORY

The Casselman Bridge near U. S. Route 40 just east of Grantsville.

In 1964 the Department of the Interior designated this bridge a Registered National Historic Landmark. The structure is a dramatic reminder of Route 40's great days, when, as the National Pike, running between Cumberland and Wheeling, the road was the first improved path of transportation across the mountains - whether for passengers or freight. The bridge is unused at present and to reach it the traveller must turn off on a spur from Route 40. This will bring him to the Bridge's east end - the west approach is cut off. He can then walk out on the Bridge floor, if he wishes, or he can obtain a rarely lovely view from the new bridge, which is only a short distance downstream. Camera fans will probably prefer this. Casselman Bridge is photogenic as well as historic.

It was built in 1813, and, at the time, was the longest single span bridge in the country. It is a fine example of the beautiful stone work that characterizes Western Maryland. It was over its graceful arch, now quietly framed in tall forest, that there passed the turbulent march of American expansion westward - drovers, freighters, waggoners, horsemen, stagecoach passengers, pedestrians - when the frontier was the Alleghenies.

Easement
MARYLAND HISTORICAL TRUST

300
12-08-0317
-C
G-II-014
A

INVENTORY FORM FOR STATE HISTORIC SITE:

USGS Quad: Grantsville, Md.

1 NAME

HISTORIC

Casselman Bridge

AND/OR COMMON

Casselman Bridge State Park

2 LOCATION

STREET & NUMBER

U.S. Route 40, Casselman River

6

CITY, TOWN

CONGRESSIONAL DISTRICT

Grantsville

— VICINITY OF

STATE

COUNTY

Maryland

Garrett

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 checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" 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 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Maryland Department of Natural Resources Telephone #:

STREET & NUMBER

580 Taylor Avenue

CITY, TOWN

STATE, zip code

Annapolis

— VICINITY OF

Maryland 21401

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Oakland

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

G-II-C-014

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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 Casselman River Bridge is the main feature at Casselman State Park located about one-half mile east of Grantsville on old U.S. Route 40, the National Pike, in Garrett County.

The bridge is a large single arched structure built of native brownish granular stones laid in even courses. The large arch is semicircular and is lined with cut stone voussoirs. Just behind the base of the arch the abutments flair outward at an angle. A stone corbel projects from the surface of the walls at the road level for the entire length of the bridge.

The bridge was built in 1817 for the national road at a place known as "Little Crossings".

The Casselman Bridge is not owned by DNR, belonging rather to Garrett County. The State owns 0.83 acre on which stands a modern comfort station. The Casselman Bridge picnic area is also County owned land which the State maintains picnic tables.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

G-II-C-014

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 checked="" 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 checked="" 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 1817 (Bridge date) BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Although the Casselman Bridge does not actually belong to DNR, it is being included in the survey for its great architectural and historical significance, and because of the Park's location adjacent to the bridge. The bridge is important as a record of early 19th century engineering skills and as an example of stone arched bridge architecture which is particularly prominent in northern Maryland and southern Pennsylvania. The bridge is already listed on the National Register of Historic Places and for a further description that nomination form may be consulted.

The site of Casselman State Park also has historical significance. Little Crossings is said to have been a camp site of Colonel Dunbar's brigade during the Braddock campaign of 1755. Later in the 18th century, and in the early 19th century, there was a store, a tavern and a grist and sawmill. Most of these structures were owned by Jesse Tomlinson, a noted early settler of the Grantsville area.

RECOMMENDATIONS

Since DNR owns so little property at the Casselman Bridge, there are few recommendations to be made. The primary resource in the area, of course, is the bridge and DNR, wherever possible, should encourage its continued preservation and proper maintenance. The small piece of land held by DNR should be developed in a manner compatible with the historic and scenic nature of the bridge. Perhaps additional research could be done into the appearance of "Little Crossings" in the early 19th century through archeological and historical study and the information provided on plaques or signs for visitors to the grounds.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Scharf, J. Thomas. History of Western Maryland. Baltimore, Md.:
Regional Publishing Co. 1968 (originally published
Philadelphia 1882.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.83

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

Paula Stoner, Architectural Historian

November 1978

ORGANIZATION

DATE

Preservation Associates, Inc.

STREET & NUMBER

TELEPHONE

Sharpsburg

CITY OR TOWN

Maryland 21782

STATE

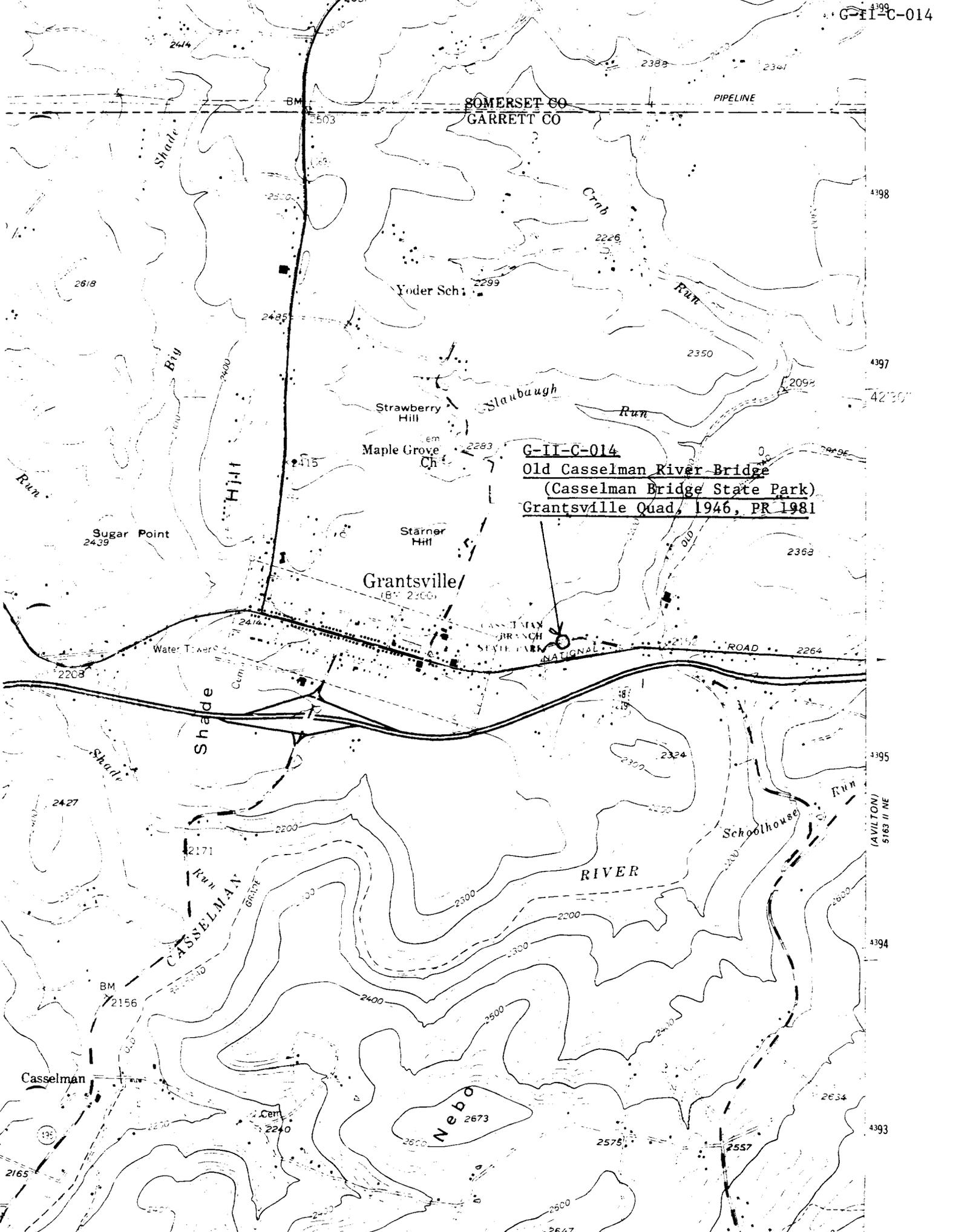
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

<p>1. STATE Maryland COUNTY Garrett County TOWN _____ STREET NO. Just west of Grantsville VICINITY near U. S. 40 ORIGINAL OWNER _____ ORIGINAL USE River crossing PRESENT OWNER County Commissioners PRESENT USE of Garrett County WALL CONSTRUCTION (unused at present) NO. OF STORIES Stone construction</p>	<p style="text-align: center;">HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY G - II-C-014</p> <p>2. NAME Casselman Bridge, National Road DATE OR PERIOD 1813 STYLE _____ ARCHITECT _____ BUILDER _____</p> <p>3. FOR LIBRARY OF CONGRESS USE</p>
<p>4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC</p> <p>"Casselman Bridge" was designated a National Historic Landmark in 1964. The arch of the Casselman Bridge represents a one-hundred-and-fifty years engineering feat. Erected in 1813, of stone, it was at that time the longest single span bridge in the country.</p> <p>For decades, through the years of the American westward expansion, it was the link in the National Pike beyond Cumberland to the Alleghenies (later Route 40) and carried hundreds of passengers.</p> <p>The arched, stone span, is framed in timbered woods above the turbulent waters of the Casselman River. Parklike woods reach to the nearby Penn Alps, Inc., craft houses where handmade products of the Allegheny region mountains people are marketed at Grantsville.</p> <p>Within yards, to the south, the newer steel span carries the heavy burden of modern Route 40.</p>	
<p>5. PHYSICAL CONDITION OF STRUCTURE Endangered Interior Exterior</p>	
<p>6. LOCATION MAP (Plan Optional)</p> <p></p>	<p>7. PHOTOGRAPH</p>
<p>8. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC.</p>	<p>9. NAME, ADDRESS AND TITLE OF RECORDER</p> <p style="text-align: center;">Orlando Ridout IV Maryland Historical Trust</p> <p>DATE OF RECORD March 1968</p>



G-II-C-014
Old Casselman River Bridge
(Casselman Bridge State Park)
Grantsville Quad, 1946, PR 1981

4398

4397

42°30'

4395

4394

4393

(AVILTON)
5163 II NE



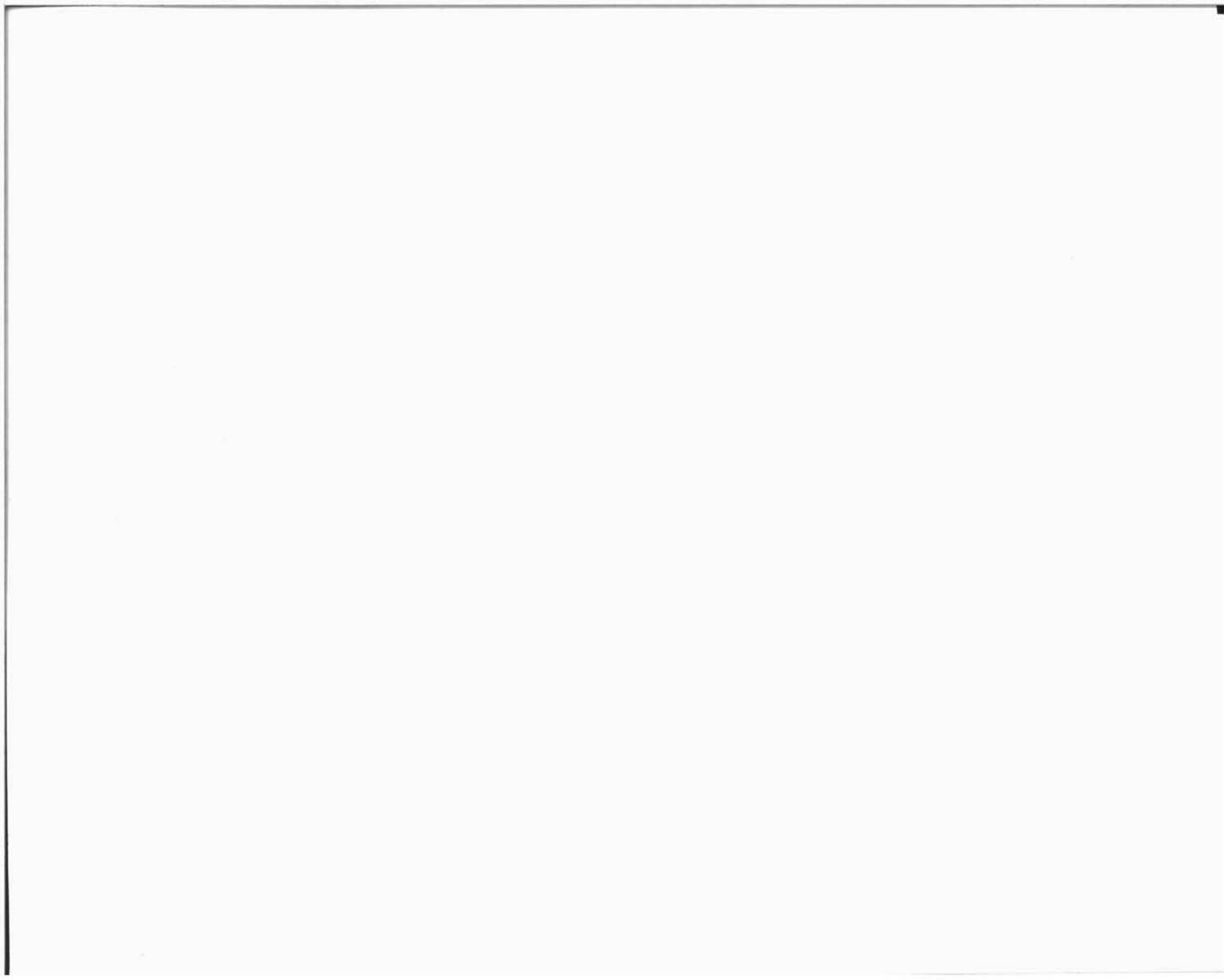
G-11 C-014
Casselman Bridge
Little Crossings
east of Grantsville
Garrett Co., Md
1974



G-11-C-014

CASSELMAN RIVER BRIDGE







~~G-II-C-23~~

G-II-C-14

Casselman Bridge

M/DOT

Hnedak/Meyer

Spring 1980



= 55

10 11 C-2000

Casselman Bridge St PL

DNR Survey

Casselman Bridge

NE View

Aug. 1973

Paula Stoner
Reservation Associates