

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: 6-II-C-372

Name: Jennings Rd over South Branch of Casselman River

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.

MARYLAND HISTORICAL TRUST	
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>

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

MHT Number G-II-C-372

SHA Bridge No. G-101 Name: Jennings Road over South Branch of the Casselman River

Location:

Street/Road Name and Number: Jennings Road

City/Town: Jennings Vicinity X

County: Garrett

Ownership: State X County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: X yes no

NR listed district NR determined eligible district

X locally designated other

Name of District Jennings Historic District

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle

Timber-and-Concrete

Stone Arch

Metal Truss

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

X Concrete

X Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name _____

Describe Setting:

Bridge G-101 carries Jennings Road over the South Branch of the Casselman River in Garrett County. Jennings Road runs north-south over the northern flowing Casselman River. Jennings Road is the major corridor in the small town of Jennings, Maryland. The bridge is in the middle of the Jennings Survey District (G-II-C-71). The District is a group of worker housing built by the Jennings Brothers Railroad.

Describe Superstructure and Substructure:

Bridge G-101 is a single span filled concrete arch bridge. The length of the bridge is 46 feet with a clear span of equal distance at the spring line. The spandrel walls are approximately 5 feet wide. There is a clear roadway width of 12 feet 3 inches, and an overall width of 13 feet 7 inches. According to a 1995 inspection report, the concrete arch has heavy spalling and efflorescence on the downstream spandrel wall. The crown is approximately 2 ½ inches wide. This bridge is in satisfactory condition with a sufficiency rating of 48.1.

Bridge G-101 has its original parapets. The builders used a solid reinforced concrete panel. This type of reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and the railings. The panels are precast, and the posts and rails were built in place. The railings of the early Concrete Steel Bridge Company resemble bridges built by the Luten Bridge Company. The Concrete Steel Bridge Company principal partner P.M. Harrison was a former representative of the Luten Bridge Company.

The panels are 15 feet long and 3 feet high. Each panel has 3 incised sections. The incised sections have long incisions followed by short. The long incision is 4 feet by 18 inches. The short incision is 18 inches by 18 inches. The incisions are placed 2 feet apart. The parapets are in fair condition. There is light spalling at the curbs and no efflorescence.

Discuss Major Alterations:

There have been no alterations to this bridge.

History:

When Built: 1917

Why Built: Expansion of Garrett County infrastructure.

Who Built: Concrete Steel Bridge Company

Who Designed: Concrete Steel Bridge Company

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign? No, this bridge was not built as part of an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in February 1996.

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

Yes, as Garrett County expanded, it needed to improve its infrastructure. Although founded in 1871, Garrett County relied heavily on the railroad and the National Pike as their transportation corridors even as early the first decade of the twentieth century. As the county expanded in population and made in-roads into mineral exploration the county infrastructure needed improvement. The firm that received the contract to design and build the bridge was the Concrete Steel Bridge Company of Clarksburg, West Virginia.

The Concrete Steel Bridge Company of Clarksburg, WV was a partnership between P.M. Harrison and Frank Duff McEnteer. Mr. Harrison was the representative of the York Bridge Company in Clarksburg, WV and had direct access to the plans and patented designs of Daniel Luten. Mr. McEnteer had come to Clarksburg to build the Palace Furniture Company, a new building made of monolithic frame and "mushroom" floor system. In 1914 McEnteer was appointed to superintend the construction of the Fourth Street Bridge, designed by Luten Bridge Company, and that same year, he and Harrison incorporated their partnership into the Concrete Steel Bridge Company. By 1925, the company had 52 crews in the field and offices in Pennsylvania in Pittsburgh and Harrisburg, Huntington, West Virginia, and Knoxville, Tennessee and a subsidiary company in Jacksonville, Florida. The Companies' bridges could be found from Florida to New York. Most of the Company's contracts were for structures under 60 feet but, they did build several large spans. A 4 arch bridge with spans of 110 feet each crossed the Greenbriar at Alderson, WV. The Concrete Steel Bridge Company diversified its assets to the point of no return. An effort was made to save Clarksburg's sagging construction industry using the company assets to form the Clarksburg Supply and Equipment Company (a consolidation of the bridge company and two other firms that supplied concrete and concrete blocks). The bridge company attempted to build the large multi-span bridge at Hyner, PA, however, problems with the bridge's foundation caused cost overruns that the company could not absorb. The Concrete Steel Bridge Company liquidated in September 1931. Following the failure of his company, McEnteer joined the West Virginia Road Commission and served as district engineer from 1932 to 1938. In 1942, McEnteer joined the firm of Johnson, Piper and Drake as a project manager for the firm's Middle East contract. In 1943, he was made Chief Engineer of the Construction Division of the US Armed Forces in the Middle East stationed in Cairo. After the war, McEnteer opened a small design firm and worked as an independent consultant until his death in 1957. He designed everything from concrete slabs to coal depots. It is estimated that the time of his death, McEnteer had overseen the construction of a least a thousand bridges through his company alone. He probably built an additional five hundred as a highway engineer and independent contractor. Because McEnteer built small to medium size structures in mostly rural areas his work is not fully known. (Kemp 1990)

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes, the bridge is in the middle of the Jennings Survey District. The District is a group of approximately 30 buildings within the town of Jennings, Maryland. This town was built along the route of the Jennings Brothers Railroad, 12 miles south of Grantsville. The district included the frame structures built in the early part of the twentieth century to house the railroad's employees.

Jennings is one of the few surviving company towns in Garrett County. The towns were built to service the county's timber, coal, and railroad industries. The development of timber in northern Garrett County depended upon the construction of 2 railroads built south from Pennsylvania along the Youghiogheny and Casselman rivers in the 1890s. The first was the Confluence and Oakland Railroad, which reached Friendsville in 1889. The second was the Jennings Brothers Railroad, begun by Cortez and Worth Jennings in 1889. The route eventually ran 30 miles between Salisbury, Pennsylvania and the nearly 7000 acres of land owned by the brothers along the Casselman River south of Grantsville.

The center of the logging operations for the Jennings Brothers Company was in the town of Jennings. The town housed the loggers and the mill workers for the company's band saw operations. The Jennings Brothers Railroad also was responsible for building the local hotel, church, school, as well as the company owned store, the Jennings Supply Company. The town was maintained and cleaned by the company, but when the mill closed in 1918, the Jennings Brothers Company no longer took interest in the town.

Is the bridge a significant example of its type?

Yes, this bridge has a marble plaque that dates the bridge to 1917. The plaque also lists the builder as the Concrete Steel Bridge Company of Clarksburg, West Virginia. It is unknown how many identified structures of this company exist. In addition, the bridge was built just prior to when the town was deserted by the Jennings Brothers Company.

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

The bridge is experiencing severe deterioration and will probably have to be replaced within the next ten years. However, except for the replaced parapet, the character defining elements still exist.

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

Yes, it is important to know how many structures built by the Concrete Steel Bridge Company remain throughout the region. There are very few that can be documented with a construction marker.

Bibliography:

County inspection/bridge files _____ X _____ SHA inspection/bridge files _____

Other (list):

Frank Duff McEnteer Collection-Institute for the History of Technology and Industrial Archaeology

Kemp, Emory L. and Janet E.

1990 Frank Duff McEnteer: Builder of a Thousand Bridges.

Surveyor:

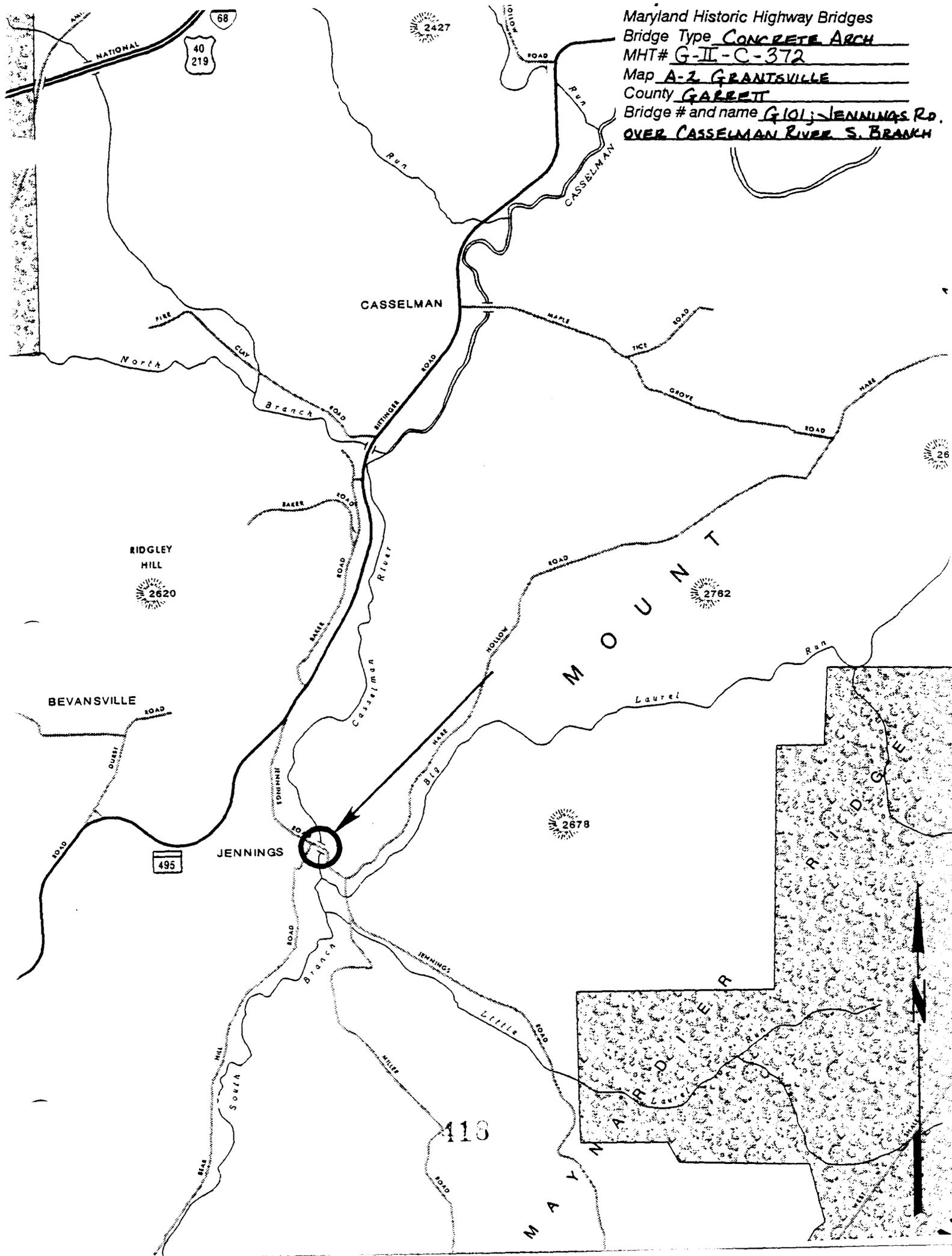
Name: Stacie Y. Webb **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# G-II-C-372
Map A-2 GRANTSVILLE
County GARRETT
Bridge # and name G101; JENNINGS RD.
OVER CASSELMAN RIVER S. BRANCH





BE# J0G10110

G-II-C-372

OVER S BRANCH CASSEMAN RIVER
GARRETT Co. Md

DAVE KING

1/26/95

SHA

WEST APPROACH

196



BRA # 25610110

G-II-C-372

OVER S BRANCH CASSELMAN RIVER

GARRETT CO. MD.

DAVE KING

1/26/95

SHA

EAST APPROACH

2016

THE CONCRETE STEEL
BRIDGE CO.

DESIGNERS AND BUILDERS
PARKS BLVD. WASHINGTON, D.C.

20610110

G-II-C-372

over S Eraser Casselman River

Garrett Co. Md.

Lave King

1/26/95

SHA

PLAQUE ON SOUTH PARAPET

3 of 6

1917

GARRETT COUNTY
COMMISSIONERS

D.M. DIXON

GEORGE W. WARRICK

A.C. SMITH

W.C. MEYER, CLERK

BR# 20610110

G-II-C-372

over S Branch Casselman River

Garrett Co. Md.

Dave King

1/26/95

SHA

PLAQUE ON NORTH PARAPET

446



BR# 20G10110

G-IT-C-372

over S Branch Casselman River

Source - Jo. rd.

Dave King

1/26/95

SHA

SOUTH ELEVATION (UPSTREAM)

5076



BC# 20610110 G-II-C-372
over S branch Casselman River
Garrett Co, Md.

Dave King

1/26/05

SHA

NORTH ELEVATION (DOWNSTREAM)

6096