

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_\_\_  
no

Property Name: Garrett County Bridge No. G-06400 Inventory Number: G-III-A-199  
Address: Sang Run Road over Youghiogheny River Historic district: yes  no  
City: Sang Run, MD Zip Code: \_\_\_\_\_ County: Garrett  
USGS Quadrangle(s): Sang Run  
Property Owner: Garrett County Department of Public Works Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: MD SHA  
Agency Prepared By: \_\_\_\_\_  
Preparer's Name: Geoffrey Henry URS Corporation Date Prepared: 09/10/2004  
Documentation is presented in: Project Review and Compliance files

Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended  Eligibility not recommended  
Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible:  yes  no Listed:  yes  no

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: (Please attach map and photo)

Description

The Sang Run Road Bridge (MIHP # G-III-A-199, Bridge G-06400) was built in 1955 at the site of at least two earlier bridges across the Youghiogheny River, just west of the Sang Run community. Sang Run is one of six early-nineteenth century villages established along the river in present-day Garrett County. During the nineteenth and early twentieth centuries, Sang Run consisted of a dozen residences and also supported a church, a school, and a coal mine. In the 1930s, the development of nearby Swallow Falls and Herrington Manor State Parks breathed new economic life into the surrounding community and increased automobile traffic through Sang Run. The present Sang Run Road Bridge, built in 1955, is a steel girder bridge with a floor beam and stringer system erected on the stone piers of the predecessor bridge. It is one of only two such bridges built in Garrett County during the 1948-1960 period and one of only four such bridges built in Maryland during this period.

Determination of Eligibility

The Sang Run Road Bridge (MIHP # G-III-A-199, Bridge G06400) is eligible for listing in the National Register under Criterion

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended <input checked="" 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
MHT Comments:	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>6/2/2011</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>6/3/11</u> Date

on the local level with the period of significance being 1863-1955. The bridge is associated with the historical development of the Sang Run community. Settlement at Sang Run dates from the early 1800s, with a bridge at this location crossing the Youghiogheny River first built as early as 1828. This first bridge was rebuilt in 1863, and the stone piers of this bridge probably serve to support the present bridge. The Sang Run area grew in popularity with the improvements made to Swallow Falls and Herrington Manor State Parks in the 1930s. Increased automobile traffic between US 219 and the two state parks necessitated the building of the present Sang Run Road Bridge in 1955.

The Sang Run Road Bridge is not National Register-eligible under Criterion B, as it is not associated with an individual significant on the local, state, or national level.

The Sang Run Road Bridge is National Register-eligible under Criterion C on the local level with a period of significance of 1955. The bridge is one of only two metal girder bridges in Garrett County built in the 1948-1960 period with a metal stringer and floor system. It is one of only four such bridges built statewide from this period. Additionally, the bridge design is highly unusual in that it incorporates the historic stone piers of its predecessor bridge, indicating the bridge designers' recognition of the superior workmanship and stability of these piers. The Sang Run Road Bridge retains its integrity of location, design, setting, association, materials, and feeling. Replacement of its original railings has diminished the bridge's integrity of workmanship.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA disagrees with URS' recommendation. The bridge is 17' wide, which does not meet the 9153 AASHO criteria for lane width. While the rustic piers are a context sensitive solution for the area, the superstructure has been altered and the original parapet replaced with guardrail. The bridge lacks integrity of material, design, workmanship, feeling and association that prevents it from conveying a post-World War II aesthetic. It is not eligible for inclusion in the NRHP under Criteria A, B or C.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
 Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G

MHT Comments:

\_\_\_\_\_  
 Reviewer, Office of Preservation Services

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Reviewer, National Register Program

\_\_\_\_\_  
 Date

G-III-A-199  
Sang Run Road Bridge over the Youghiogheny River  
Sang Run  
1955

Bridge No. G-06400, also known as the Sang Run Road Bridge, was built in 1955 and carries Sang Run Road across the Youghiogheny River in a rural portion of Garrett County. This is a four-span steel beam bridge with a steel grid deck supported by two concrete cantilever abutments and three stone masonry solid shaft piers with concrete aprons. Its overall length is 222'-8" with a clear roadway of 17'-0". The abutments are composed of a combination of poured concrete and sandstone, although the sandstone is barely visible. The anchor bolts for the exterior bearings are placed less than two inches from the edge of the beam seat. The three stone piers are roughly rectangular in form, and are composed of rubble blocks with a chiseled surface and laid in a somewhat irregular pattern. The south side of each pier comes to a point to minimize erosion from the flow of the river, while the north ends of the piers are rounded in profile. These masonry piers appear to have been hand dressed and show chisel marks. There are seven W24x79.5 steel beams in each span, resting on steel plates with hold-down straps at each pier. The steel grid deck is open except for the concrete filled 5.75'-wide section along the north side of the bridge that forms a pedestrian walkway. The bridge has a modern double W-beam railing in good condition that appears to have been installed within the last ten years.

The Sang Run Road Bridge (MIHP # G-III-A-199, Bridge G-06400) was built in 1955 at the site of at least two earlier bridges across the Youghiogheny River, just west of the Sang Run community. Sang Run is one of six early-nineteenth century villages established along the river in present-day Garrett County. During the nineteenth and early twentieth centuries, Sang Run consisted of a dozen residences and also supported a church, a school, and a coal mine. In the 1930s, the development of nearby Swallow Falls and Herrington Manor State Parks breathed new economic life into the surrounding community and increased automobile traffic through Sang Run. The present Sang Run Road Bridge, built in 1955, is a steel girder bridge with a floor beam and stringer system erected on the stone piers of the predecessor bridge. It is one of only two such bridges built in Garrett County during the 1948-1960 period and one of only four such bridges built in Maryland during this period.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. G-III-A-199

## 1. Name of Property (indicate preferred name)

historic Sang Run Road Bridge over the Youghiogheny River  
 other Bridge No. G-06400

## 2. Location

street and number Sang Run Road at Youghiogheny River N/A not for publication  
 city, town Oakland x vicinity  
 county Garrett

## 3. Owner of Property (give names and mailing addresses of all owners)

name Garrett County Roads Department  
 street and number 12778 Garrett Highway telephone 301-334-3988  
 city, town Oakland state MD zip code 21550

## 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio  
 city, town tax map tax parcel tax ID number

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: Statewide Inventory by SHA

## 6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<input type="checkbox"/>	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/> 1	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<input type="checkbox"/>	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/> 1	<input type="checkbox"/> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				<b>Number of Contributing Resources previously listed in the Inventory</b>	
				<u>0</u>	

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## 7. Description

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Inventory No. G-III-A-199

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. G-06400, also known as the Sang Run Road Bridge, was built in 1955 and carries Sang Run Road across the Youghiogheny River in a rural portion of Garrett County. The bridge is located in an area of hilly terrain, most of which is covered thickly with trees and other vegetation. A portion of the Garrett State Forest is located in the area south of the bridge. The bridge runs northeast-southwest along a section of Sang Run Road between White Rock Road and Oakland-Sang Run Road, and spans a natural rocky streambed.

This is a four-span steel beam bridge with a steel grid deck supported by two concrete cantilever abutments and three stone masonry solid shaft piers with concrete aprons. Its overall length is 222'-8" with a clear roadway of 17'-0". The posted structural limit is 26 tons. The abutments are composed of a combination of poured concrete and sandstone, although the sandstone is barely visible. The top of the west abutment backwall is scaled for a 1'x2' area. The anchor bolts for the exterior bearings are placed less than two inches from the edge of the beam seat. The concrete wingwalls are in good condition.

The three stone piers are roughly rectangular in form, and are composed of rubble blocks with a chiseled surface and laid in a somewhat irregular pattern. The south side of each pier comes to a point to minimize erosion from the flow of the river, while the north ends of the piers are rounded in profile. These masonry piers appear to have been hand dressed and show chisel marks. They appear to date from the nineteenth century, probably from the earlier 1863 bridge. The masonry was repointed in 1988.

There are seven W24x79.5 steel beams in each span, resting on steel plates with hold-down straps at each pier. The steel grid deck is open except for the concrete filled 5.75'-wide section along the north side of the bridge that forms a pedestrian walkway. The bridge has a modern double W-beam railing in good condition that appears to have been installed within the last ten years. The 18'-wide roadway approaches to the bridge are surfaced with asphalt pavement, and feature W-beam guardrails.

# 8. Significance

Inventory No. G-III-A-199

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates      1955      Architect/Builder      Unknown

Construction dates      1955

Evaluation for:

National Register       Maryland Register       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Statement of Significance

The Sang Run Road Bridge (MIHP # G-III-A-199, Bridge G-06400) was built in 1955 at the site of at least two earlier bridges across the Youghiogheny River, just west of the Sang Run community. Sang Run is one of six early-nineteenth century villages established along the river in present-day Garrett County. During the nineteenth and early twentieth centuries, Sang Run consisted of a dozen residences and also supported a church, a school, and a coal mine. In the 1930s, the development of nearby Swallow Falls and Herrington Manor State Parks breathed new economic life into the surrounding community and increased automobile traffic through Sang Run. The present Sang Run Road Bridge, built in 1955, is a steel girder bridge with a floor beam and stringer system erected on the stone foundations of the predecessor bridge. It is one of only two such bridges built in Garrett County during the 1948-1960 period and one of only four such bridges built in Maryland during this period.

### Historic Background and Support

Sang Run was one of six small communities—along with Friendsville, Crellin, Selbysport, Oakland, and Blooming Rose—that were settled along the Youghiogheny River in this portion of Garrett (then Allegany) County by the early 1800s.<sup>1</sup> Members of the Friend family, the area's original white settlers, discovered a hill about seven miles south of Friendsville on which ginseng, a medicinal herb, grew prolifically. They named the bluff Ginseng Hill, but the stream at its base became known simply as Sang Run. The Sang Run area was first settled by members of the Friend, Hoye, House, and Savage families, who established several profitable grain-producing farms.

Sang Run's most famous resident was the explorer Meshach Browning, who lived there in a log house with his family between 1804 and 1807. After moving to Bear Creek, Browning returned to Sang Run in 1825, where he built a grist mill. In his autobiography *Forty Years in the Life of a Hunter*, Browning stated that "Within six months I had my mill running and grinding all the grain raised in the neighborhood. This was a great convenience to the people, whose children had formerly to go ten miles to a mill, in all weathers."<sup>2</sup>

In 1828, residents of Sang Run petitioned the Allegany County Levy Court to open a road from the farm of William Hoye to the Virginia (now West Virginia) line at Pine Swamp. This road is now known as Sang Run-Hoye Road and included a bridge of unknown design across the Youghiogheny River. William Corbin surveyed the road two years later. In 1863, the Allegany County Board of Commissioners advertised for bids to construct a second wooden bridge over the river to replace the original bridge that had been destroyed by flooding.<sup>3</sup> The stone piers that support the current Sang Run Road Bridge, built in 1955, may be part of this 1863 bridge. Further research is needed to establish if there was another bridge constructed at this site between 1863 and 1955.

<sup>1</sup> *Garrett County, a History of Maryland's Tableland*, page 58.

<sup>2</sup> *Ibid*, page 28-30.

<sup>3</sup> *Ibid*, page 116.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. G-III-A-199

Name Bridge No. G-06400  
**Continuation Sheet**

Number 8 Page 1

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Throughout the nineteenth and into the early twentieth century, Sang Run was known as a particularly isolated Garrett County community, due to frequent snow drifts in the area that persisted far into the spring. The results of several local elections during this period were delayed due to the inability of obtaining timely vote totals from the Sang Run Election District. The village's isolation was alleviated by the construction of a Catholic Church at nearby Hoye, just east of Sang Run, in 1853. In 1857, a Methodist congregation was organized and a meetinghouse built at Sang Run.

Garrett County was created from the western half of Allegany County in 1872, and named for the president of the Baltimore & Ohio (B&O) Railroad, John W. Garrett. By then, the county had gained a prominent place in Maryland's economy due to its rich deposits of coal and extensive timber forests. The B&O, built through the southern portion of Garrett County in the 1850s, served as the county's principal transportation link and the preferred method of transport of the county's mined coal. A coal mine is known to have operated at Sang Run in the late 1800s, according to a 1900 USGS Quad map of the area.<sup>4</sup> According to this map, a spur line operated by the KN&BB Railroad lead south from a second northern B&O line at Krug, following the course of the river along its eastern bank, and passed through Sang Run on its way south to the B&O main line at Oakland.

Along with supporting the mining and lumbering industries, the B&O also stimulated an active summer tourist trade in southern Garrett County during the late 1800s. The railroad built hotels in Oakland and Deer Park (Grover Cleveland honeymooned in Deer Park in 1886), and the area supported additional resorts at Mountain Lake Park and Loch Lynn Heights.<sup>5</sup> The area's natural forested beauty stimulated the establishment of two state parks in the immediate Sang Run vicinity during the early 1900s: Swallow Falls and Herrington Manor State Parks.

Other than the aforementioned railroad spur line, the Sang Run area was poorly served by dependable transportation routes even into the early twentieth century. The National Road (US 40), passing several miles to the north of Sang Run, was resurfaced and improved through Garrett County in the early 1900s. In 1911, the existing road between Keyser's Ridge and Oakland, passing a few miles east of Sang Run near McHenry, was relocated and resurfaced. Initially known as State Road 37, it was designated part of US 219 in the 1930s.<sup>6</sup>

The Depression struck heavy blows to Garrett County's mining and lumbering industries, as well as its railroad resorts. In response to both high unemployment and the public desire for conservation projects in both national and state parks, the Civilian Conservation Corps (CCC) was established in March 1933 by President Franklin Roosevelt. Company 304 Camp S-59 of "Roosevelt's Tree Army" was assigned to Swallow Falls State Park between 1933 and 1940.<sup>7</sup> Barracks were erected at the park, along with a mess hall, supply buildings, and garages. In addition to forest conservation work, the CCC erected several recreational buildings, including a pavilion, a camp office, and a stone restroom. At Herrington Manor Park, workers built the earthen dam at Herrington Lake, as well as several rustic-style cabins, a stone bathhouse, and barracks. Both parks, along with the nearby Deep Creek resort begun in the 1920s, have greatly contributed to Garrett County's tourist economy.

The Sang Run Road Bridge over the Youghiogheny River serves as the northern entrance to Swallow Falls State Park. It was built in 1955 to replace an earlier bridge at this same location and its design utilized the masonry piers of this bridge, possibly dating from 1863. The new bridge, shown on a 1959 highway map of Garrett County, appears in the same location as shown in the 1900 USGS Quad map and a 1937 highway map of Garrett County.<sup>8</sup>

<sup>4</sup> US Geological Service, Accident Quadrangle.

<sup>5</sup> *Garrett County, a History of Maryland's Tableland*, page 281.

<sup>6</sup> "Garrett County History Handouts." Page 4.

<sup>7</sup> "Park Profile-Herrington Manor & Swallow Falls-Treasures of the West," page 1.

<sup>8</sup> *General Highway Map of Garrett County*, (1937) and *General Highway Map of Garrett County*, (1959).

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. G-III-A-199

Name Bridge No. G-06400  
**Continuation Sheet**

Number 8 Page 2

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The Sang Road Run Bridge is a four-span steel girder bridge with seven steel girders supporting a separate floor system of stringers and a metal grate deck. Its overall length is 222 feet, 8 inches and it has concrete abutments at either end. The stone piers have concrete aprons which are pointed on the north (upstream) end to deflect debris flowing downstream. Its only major alteration has been the replacement of its original railing with a double row of metal W-beams.<sup>9</sup> The metal grate deck is laid directly over the beams, much like the nearby Swallow Falls Road Bridge, also over the Youghiogheny River, built in 1960.

Metal girder bridges, of which the Sang Run Road Bridge is a late example, were first introduced by the nation's railroads in the 1840s. Railroad engineers used single or built-up beams, composed of rivet-connected plates for the web and angles for the flanges, to make a beam of sufficient depth to span greater distances than possible with timber beams. Metal girder bridges were easily transported by rail (and later by trucks) and assembled on-site, adding to their popularity.<sup>10</sup> Rolled steel multi-girder bridges proved ideally suited for the highway building campaigns of the twentieth century, and were much cheaper to construct than metal truss bridges.

Three main types of girder bridges were developed: the thru girder bridge, the deck girder bridge, and the girder and floor beam system bridge, of which the Sang Run Road Bridge is an example. The Sang Run Road Bridge incorporates the most important features of the deck bridge as well, as the roadway is carried above the girders.<sup>11</sup>

In many states, including Maryland, steel multi-girder bridges were the most frequently built type of highway bridges with span lengths of over 20 feet from the late 1910s through the mid-1950s. The earliest extant example in Maryland is the US 11 Bridge built over the Potomac River in 1909.<sup>12</sup> Roughly a third of the highway bridges recorded from the 1900-1930 period consisted of metal beam, metal girder, and metal stringer and girder varieties.<sup>13</sup> They continue to be built today, usually with a reinforced concrete deck.

Further research is needed to establish whether or not this bridge was built from a standardized plan and why the girder and floor beam system was used on the two bridges built in Garrett County. As it is one of only four such bridges built in Maryland, it may not have been built from a standardized plan. Maryland's bridge builders often utilized standardized specifications and plans for most metal girder bridges. Such specifications "were not a milestone in the development of bridge technology, but rather an economical and expedient engineering solution that found broad application across the nation in the early twentieth century."<sup>14</sup> By the 1930s, many were built to be encased in concrete, which decreased maintenance costs and upkeep. After 1945, many bridge builders turned to stock

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<sup>9</sup> *Bridge No. G64, Sang Run Road over Youghiogheny River*, page 10.

<sup>10</sup> *Delaware's Historic Bridges*, page 114.

<sup>11</sup> *Inventory of Maryland's Historic Bridges*, page 112.

<sup>12</sup> *Ibid.*, page 113.

<sup>13</sup> *Ibid.*, page 111.

<sup>14</sup> *Ibid.*, page 118.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. G-III-A-199

Name Bridge No. G-06400  
**Continuation Sheet**

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railings, such as W-beam and wire-rope guide railings. The trend in post World War II girder bridges has been the use of concrete to encase the metal superstructure, which increases overall durability and decreases maintenance costs.

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## 9. Major Bibliographical References

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Inventory No. G-III-A-199

See Continuation Sheet

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## 10. Geographical Data

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Acreage of surveyed property \_\_\_\_\_

Acreage of historical setting \_\_\_\_\_

Quadrangle name Sang Run, MD-WVQuadrangle scale: 1:24,000

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### Verbal boundary description and justification

The Sang Run Road Bridge carries Sang Run Road across the Youghiogheny River in Garret County. The bridge is located along the section of Sang Run Road between White Rock Road and Oakland Sang Run Road. The bridge has been associated with this site since its construction.

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## 11. Form Prepared by

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name/title	Geoffrey Henry / Roy Hampton and Amy Chase		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties 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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. G-III-A-199

Name Bridge No. G-06400  
**Continuation Sheet**

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"Garrett County History Handouts." <http://www.garretthistoricalsociety.org>.

*General Highway Map of Garrett County, (1937) and General Highway Map of Garrett County, (1959).*

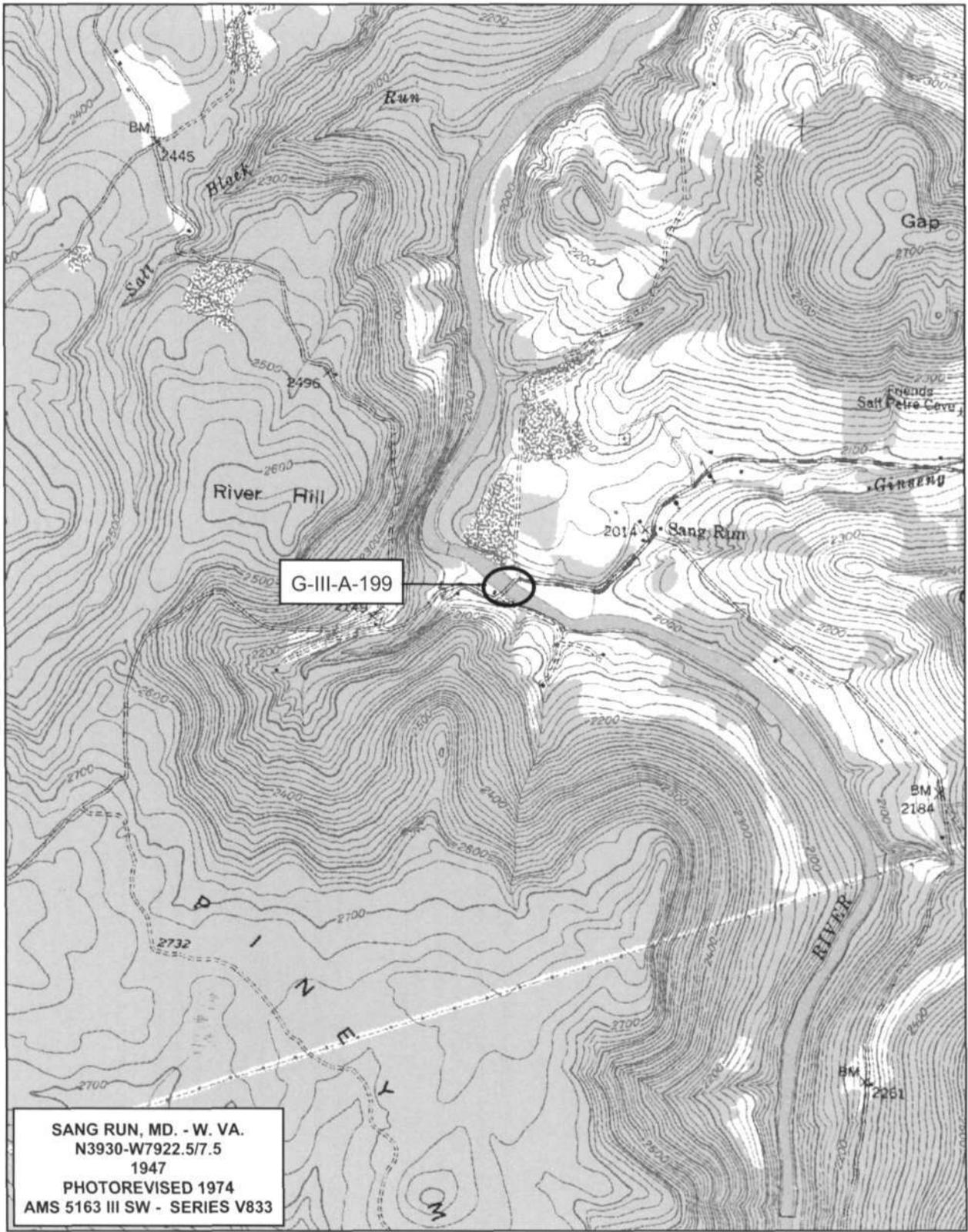
Lichtenstein Consulting Engineers. *Delaware's Historic Bridges*, 2nd ed. Lichtenstein Consulting Engineers: Paramus, NJ, 2000.

"Park Profile-Herrington Manor & Swallow Falls-Treasures of the West,"  
<http://www.dnr.state.md.us/publiclands/western/swallofalls.html>

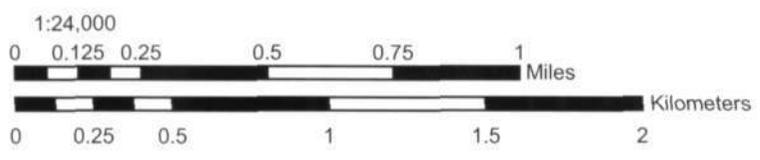
Schlosnagle, Stephen and the Garrett County Bicentennial Committee, *Garrett County, A History of Maryland's Tableland*, McLain Printing Company, Parson, WV, 1978.

Smith, Wilbur Associates *Biennial Bridge Inspection Report-Bridge No. G64, Sang Run Road over Youghiogheny River.* 1997

US Geological Service, "Accident Quadrangle," 1900.



SANG RUN, MD. - W. VA.  
 N3930-W7922.5/7.5  
 1947  
 PHOTOREVISED 1974  
 AMS 5163 III SW - SERIES V833



MIHP # G-III-A-199  
 Bridge G-06400  
 Sang Run Road over Youghiogheny River  
 Oakland Vicinity  
 Garrett County  
 Sang Run, MD.- W. VA. Quadrangle



MIHP # G-III-A-199

Bridge # G-06400, Sang Run Road over Youghiogheny River

Garrett County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD SHPO

bridge deck, looking east

1/6



MIHP # G-III-A-199

Bridge # G-06400, Sang Run Road over Youghiogheny River

Garrett County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date 6/9/03

Location of Negative: MD SHPO

South elevation, looking northwest

2/6



MIMP # G-III-A-199

Bridge # G-06400, Sang Run Road over Youghiogheny  
River  
Garrett County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date 6/9/03

Location of Negative: MD SHPC

South elevation and context, looking northwest

3/6



MIHP # 6-III-A-199

Bridge # 6-66400, Sang Run Rd over Youghiogheny River  
Garrett County, MD

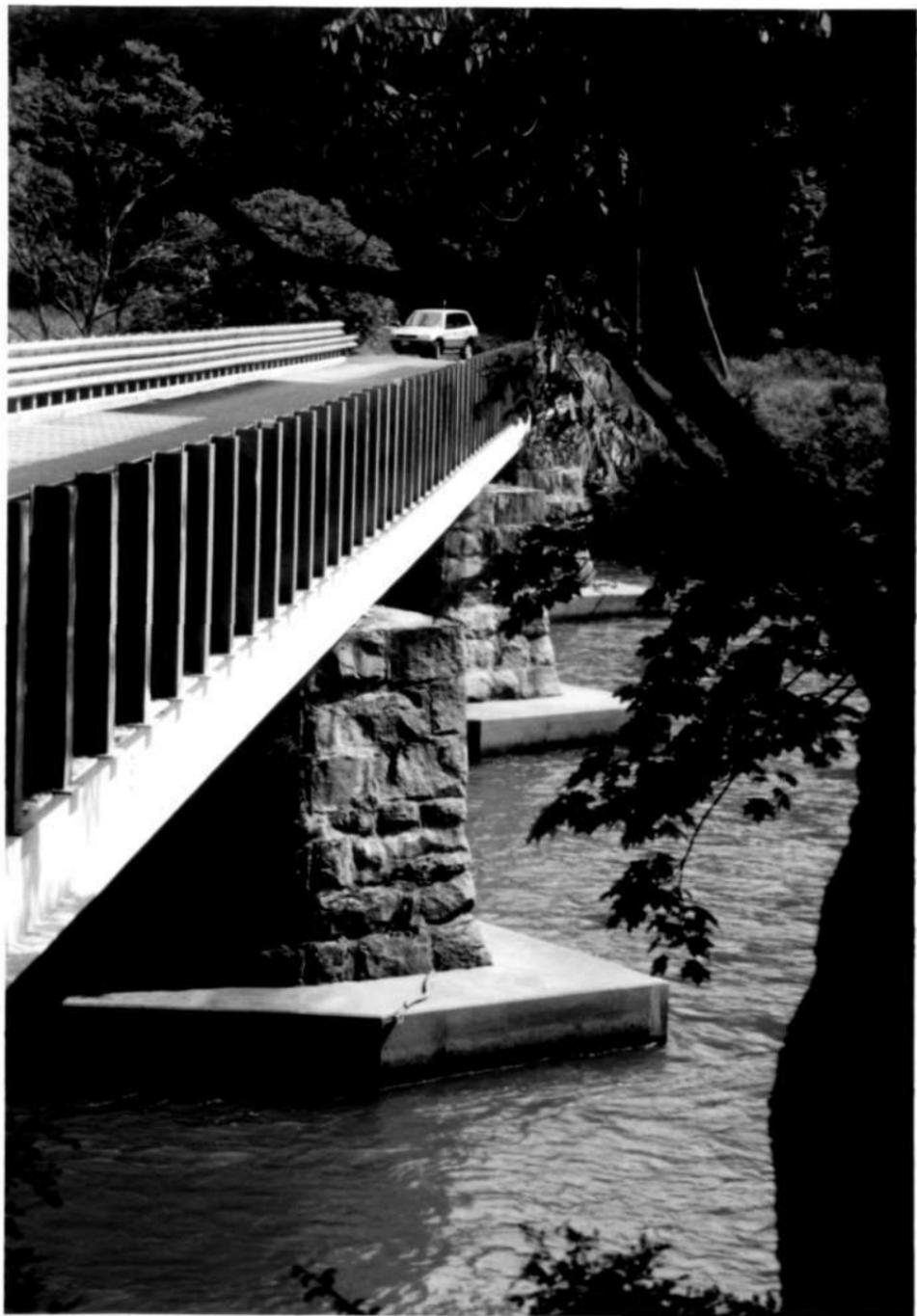
Photographer: Roy Hampton, Hardlines Design Company

Date 6/9/03

Location of Negative: MD SHPO

oblique north elevation, looking southeast

4/6



MI HP # G-III-A-199

Bridge # G-06400, Sang Run Rd over Youghiogheny River  
Garrett County, MD

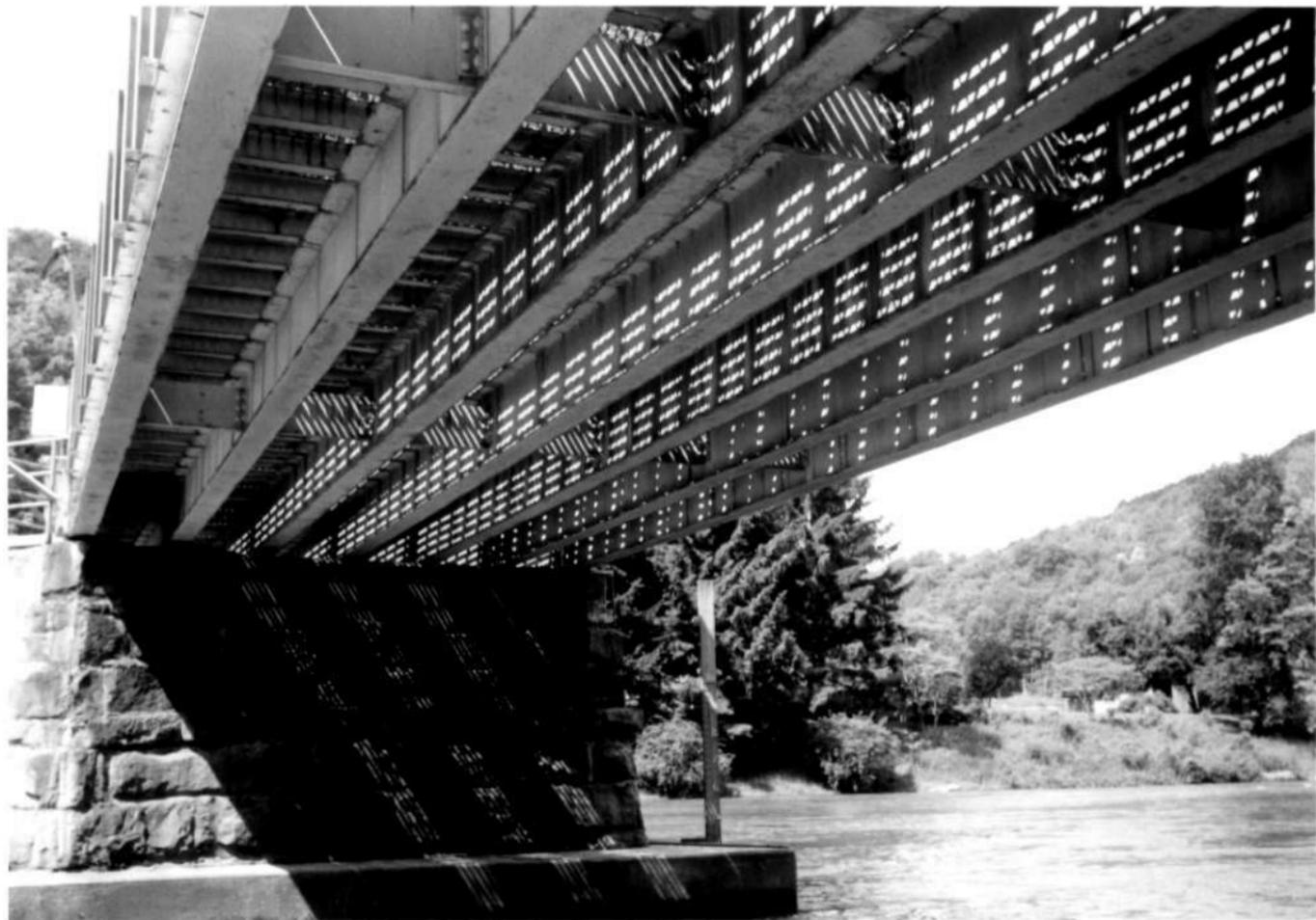
Photographer: Roy Hampton, Hardlines Design Company

Date 6/9/03

Location of Negative: MD SH&S

oblique view of south elevation, looking northeast

5/6



MHP # G-III-A-199

Bridge # G-06400, Sang Run Rd over Youghiogheny River  
Garrett County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date 6/9/03

Location of Negative: MD SHPO

underside of bridge at ~~east~~ end, looking northwest  
6/6

G-III-A-199  
Bridge G-06400  
Sang Run Road over Youghiogheny River  
Sang Run vicinity  
Sang Run Quad

