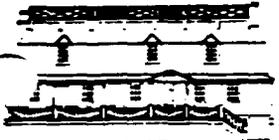


MARYLAND
HISTORICAL



TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

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

Property/District Name: Glendale Road Bridge over Deep Creek Lake Survey Number: G-111-B-83

Project: Bridge Replacement Agency: Garret Co./FERC

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)

See Attached

Documentation on the property/district is presented in: Maryland Inventory Form G-111-B-083

Prepared by: Ann Burns

Elizabeth Harrold 11/12/91
Reviewer, Office of Preservation Services Date

program concurrence: yes no not applicable
Kenneth K. [Signature] 11/12/91
Reviewer, NR program Date

gms

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, *Engineering*
- 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): Bridge

Known Design Source: McClinton - Marshall Company

Constructed in 1924 for the Youghiogheny Hydro-Electric Corporation, the double camelback truss bridge at Glendale Road over Deep Creek Lake (Maryland Inventory #G-III-B-083) is eligible for the National Register of Historic Places under Criterion A for its association with the Youghiogheny Hydroelectric Power Company project at Deep Creek Lake and under Criterion C for engineering as a representative example of an increasing rare bridge type.

In 1925 the Youghiogheny Hydroelectric Power Company completed an 86 foot high dam at Deep Creek in central Garrett County, creating a lake 12 miles long and covering approximately 4,000 acres. While the hydroelectric project was being completed, three bridges were constructed to cross the new lake. As a result of the lake and the new transportation network, vacation communities and recreation facilities grew up on the shores of the lake. The power plant, the dam and the Glendale Road Bridge are the only remaining resources associated with this massive civil engineering effort which transformed the central part of the Garrett County physically, socially and economically.

According to our inventory, the Glendale Road Bridge is one of 13 remaining truss bridges in Garrett County and the only remaining camelback. It is among the few long span camelback bridges remaining in Maryland. The camelback is a Parker truss with a top chord of five slopes. This design allowed greater standardization and better stress distribution. Throughout the late 19th and early 20th century camelback bridges were constructed for railroad and highway bridges. However, the once common landscape element is increasingly rare. Our records include 10 camelback road bridges in Maryland. Over half of these are short, single span, pony truss bridges crossing small creeks or rivers. Only three of the inventoried bridges are of comparable or larger scale than the Glendale Road Bridge: Bridge #10029/Furnace Road Bridge (F-1-132); Bridge #10025 MD 26/Monocacy River Bridge (F-3-54); US 15/Potomac River Bridge (F-2-34). All of these bridges are located in Frederick County.

The Glendale Road Bridge was built by McClintic-Marshall Company. It consists of two spans, is 300 feet in length and has horizontal substruts, an unusual feature. The 1924 Deep Creek Lake Bridge (G-III-B-028), which carried MD 219 over Deep Creek Lake, was also a double camelback bridge 300 feet in length. It was demolished c. 1980. The only other bridge which crossed Deep Creek Lake and dated from the hydroelectric construction program is the State Park Road Bridge (G-III-B-079). This Pratt through truss bridge controlled access to Thayer State Game Refuge and is thought to have been replaced in the early 1980s. The setting of the Glendale Road Bridge is relatively unspoiled creating a memorable scene.

G-III-B-083

HAER NO. MD-88

Glendale Bridge
Thayerville
Private

ca.1924

The Glendale Bridge is a camelback through truss bridge with substruts. It has a concrete substructure and a steel superstructure. The compass points of the axis are west to east. The bridge has one lane with a width of 18 feet 6 inches. All connections are riveted, and the bridge has a steel mesh deck.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

ML

1 NAME

HISTORIC

AND/OR COMMON

Glendale Bridge

2 LOCATION

STREET & NUMBER

Glendale Rd. across Deep Creek Lake between Thayerville and Narrows Hill

CITY, TOWN

Thayerville

CONGRESSIONAL DISTRICT

6th

VICINITY OF

STATE

Maryland

COUNTY

Garrett County

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

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glendale Bridge is on Glendale Road and runs across Deep Creek Lake to Narrows Hill approximately one mile E of Thayerville. The bridge marks the narrowest point of the lake.

The bridge is a camelback through truss bridge with substruts. It has a concrete substructure and a steel superstructure. The compass points of the axis are W to E. The bridge has two spans, each with an approximate length of 245 feet, making the overall length of the bridge approximately 490 feet. The bridge has one lane with a width of 18 feet 6 inches. All connections are riveted, and the bridge has a steel mesh deck.

On the SW inclined end post is a steel plate, identifying the designer/builder as the McClintic-Marshall Company of Pittsburgh. The plate gives the date 1924. The bridge is used for vehicular transport.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 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 checked="" 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

1924

BUILDER/ARCHITECT

McClintic-Marshall Co.

STATEMENT OF SIGNIFICANCE

The camel back truss bridge is a common bridge type in America. Essentially a Pratt truss with a five-slope top chord, the camel back is particularly suited to highway and railroad traffic because of the standardization of members and good stress distribution.¹ An unusual feature of this bridge is the horizontal substruts, possibly placed for greater stability. Although a common type in America, there are few metal truss bridges in Garrett County, making the Glendale Bridge of some regional importance.

The Glendale Bridge spans Deep Creek Lake, a lake created in the mid 1920's by the Youghiogheny Hydro-Electric Corporation as a source of electric power. The lake is also a popular recreation area. This bridge may have been located here to replace a crossing flooded by the creation of the lake. The bridge is currently receiving repairs to its truss expansion bearings and concrete piers.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

¹ Jackson, Donald and Comp, T. Allan, "Bridge Truss TypesL a guide to dating and identifying," History News, Vol. 32, No. 5, May 1977, Technical Leaflet 95.

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

Ann Burns, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1981

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

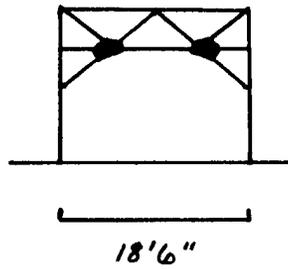
STATE

Maryland 21401

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.

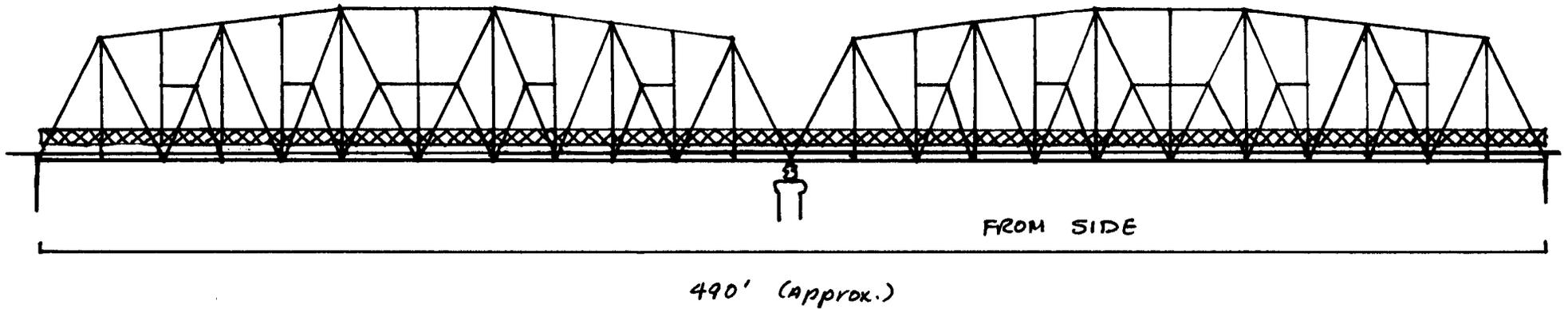
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



FROM END

HAER NO. MD-88

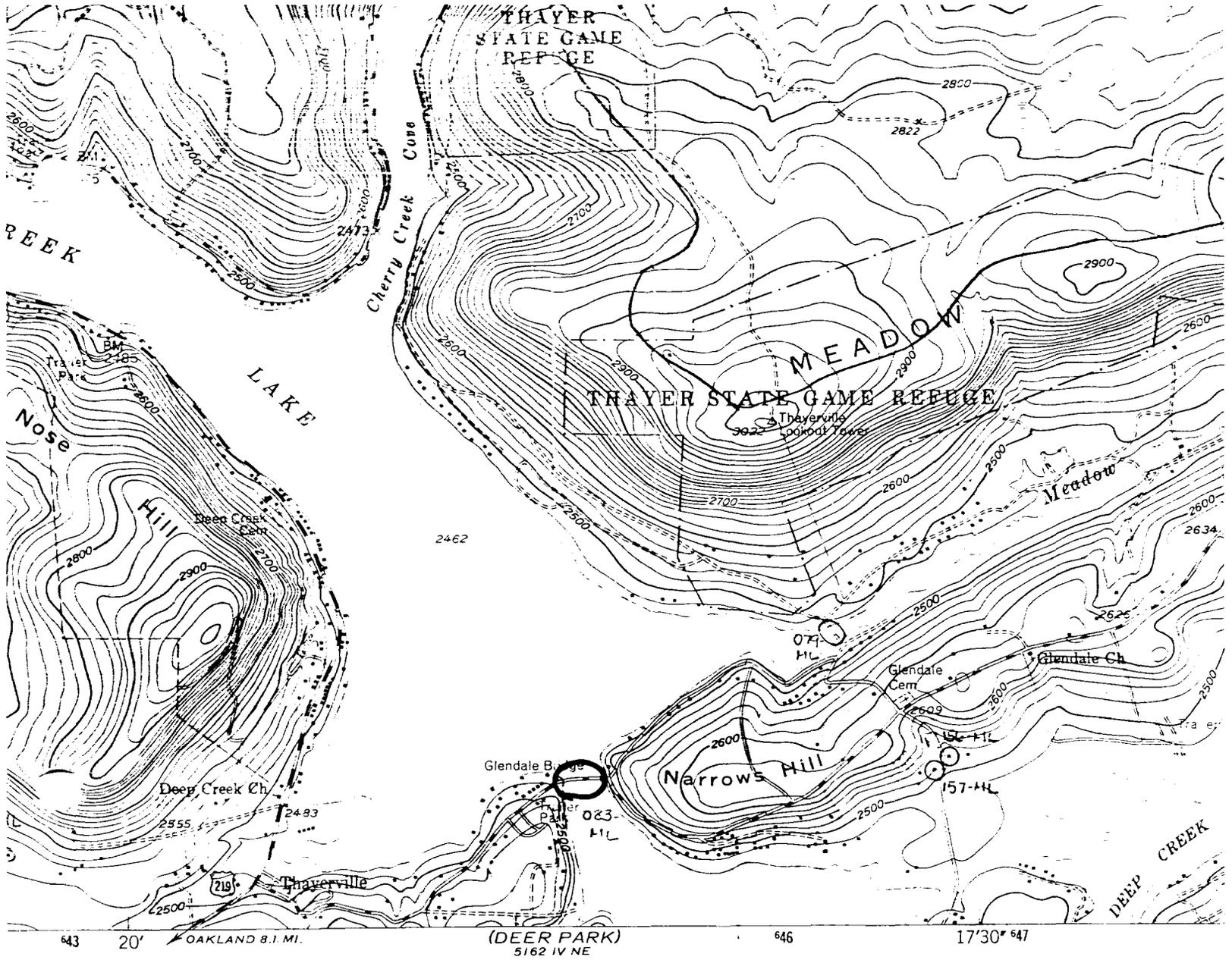


FROM SIDE

G-III-13-083

GLENDALE ROAD BRIDGE
 GLENDALE ROAD, ACROSS
 DEEP CREEK LAKE BETWEEN
 THAYERVILLE & NARROWS HILL
 GARRETT COUNTY, MARYLAND

ANN R. F. BURNS
 SURVEY DATE 2-18-81
 PLAN DRAWN 5-8-81
 NOT TO SCALE



McHenry, MD
 USGS 7.5 minute series
 Scale - 1:24,000
 1947; photorevised 1974

Site #: G-III-B-083
 Glendale Bridge
 Glendale Rd. across Deep Creek
 Lake between Thayerville and
 Narrows Hill



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

Fm. SW .



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

E span



G-III-B-083

Glendale Bridge

Garrett Co., MD

Valerie Cesna 2/18/81

Fm. W

BUILT BY

ATLANTIC-MARSHALL

COMPANY

PITTSBURGH, PA.

1924

G-III-B-083

Glendale Bridge

Garrett Co., MD

V. Cesna 2/18/81 Builder

plate, SE inclined end post