

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes no

Property Name: Garrett County Road Bridge No. G-03 Inventory Number: G-V-B-180

Address: Corona-Bay ard Road over N. Branch Potomac Ri City: _____ Zip Code: _____

County: Garrett USGS Topographic Map: Gorman

Owner: _____ Is the property being evaluated a district? yes no

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: Replacement of Bridge Agency: Garrett County (using Federal funds)

Site visit by MHT staff: no yes Name: _____ Date: _____

Is the property is located within a historic district? yes no

If the property is within a district District Inventory Number: _____
NR-listed district yes Eligible district yes Name of District: _____
Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

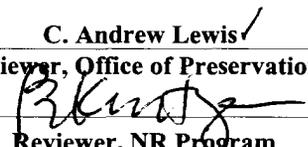
Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in: MHT Library

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Garrett County Road Bridge No. G-03 is a three-span bridge with an 1896 steel Pratt truss center span. It is eligible for listing in the National Register of Historic Places under Criterion C as a significant example of a metal truss bridge. The structure has a high degree of integrity and retains such character-defining elements of the type as the endposts, bottom chords, top chords, verticals and diagonals. In addition, the structure retains the integrity of the stone masonry abutments and double-column steel, concrete-filled cylinder bents. For more information on the bridge, please refer to the Maryland Inventory of Historic Properties Form.

Prepared by: C. Andrew Lewis Date Prepared: 07/05/2002

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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
MHT Comments	
<u>C. Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>July 05, 2002</u> Date
 Reviewer, NR Program	<u>7/5/02</u> Date

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. G-V-B-180

SHA Bridge No. G-03 Bridge name Garrett County Bridge G-03

LOCATION:

Street/Road name and number [facility carried] Corona-Bayard Road over North Branch Potomac River

City/town Gorman, MD

Vicinity X

County Garrett

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district _____ National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge X

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:Setting: Urban Small town Rural **Describe Setting:**

Bridge No. G-03 carries the Corona-Bayard Road over the North branch of the Potomac River between Garrett County, Maryland, and Grant County, West Virginia. The bridge is oriented in a north-south direction and the Potomac flows from west to east. The bridge is located on the western edge of the town of Bayard, West Virginia, approximately 2 miles upstream from U.S. Route 50 at Gorman, Maryland. The south bank of the Potomac adjacent to the bridge is occupied by a CSX secondary rail line and small yard, and West Virginia Route 90. The north bank is occupied by a sparse scattering of single family homes and woods.

Describe Superstructure and Substructure:

Bridge G-03 is a three span bridge consisting of a metal truss span and two steel beam spans, measuring 124'-3" in total length. The center span is a steel pin-connected Pratt through truss. It has five panels with diagonal endposts. The top chord is a built up section of channels, plates and lacing bars. All verticals are built-up members of channels and lacing bars and diagonals are eyebars. All connections are pinned. The truss span is flanked by two simple steel beam approach spans measuring 16'-5" long each. The bridge has two full height stone masonry abutments with reinforced concrete bridge seats and backwalls. The south abutment has wingwalls on either side; the north abutment does not have wingwalls. There are two full height double-column steel-encased concrete-filled cylinder bents that are connected at the top by a steel I-beam which also acts as a floorbeam. The bridge has an overall length of 124'-3" out to out of the backwalls and a 14'-0" wide open steel grid deck.

The bridge has a clear roadway width of 13'-2" and was used as a one-lane structure due to its narrow roadway clearance. The original minimum vertical restriction was 13'-7", however, vertical clearance restriction devices were added to both ends of the bridge at some time prior to 1984 limiting the vertical clearance to 8'-6". There are no sidewalks or curbs. The railings consist of flexbeam type attached to each outside stringer by T-beam posts and I-beam brackets along all spans. The bridge is located in a tangent section of roadway and is not skewed. The approach spans at each end of the structure are on an approximate 3% vertical grade. There are no identifying plaques or markers on the bridge. The bridge was closed to all vehicular traffic in 1988 due to its dilapidated structural condition and is currently only open for pedestrian traffic.

According to the February 18, 2000 inspection report, the overall physical condition of the structure is officially rated Critical as a vehicular bridge. All inspections since April 14, 1988, have referred to the 1988 report in regards to the details of the structural condition. In that report, the following deterioration was noted:

1. The structure has fracture critical members.
2. The stringers in all spans exhibited moderate to severe losses due to deterioration.
3. The steel grid deck exhibited serious losses at random areas throughout all the spans.
4. Many of the stringer weld attachments to the floorbeams on the main span are broken and heavily rusted.
5. The bearing areas of the end posts exhibit serious losses from deterioration.
6. Both of the steel bent supporting columns are tipped and vertically misarranged.
7. All of the vertical channels near the lower pins on the main span exhibited severe losses in the webs and plates.
8. A splice in truss member U3-U4 @ U3 exhibited severe losses along the splice area.

Overall structural deterioration was so serious and extensive that repairs were not considered practical or economical. No repairs have been made since that inspection report was filed in 1988.

Discuss Major Alterations:

New stringers and the steel grid deck were added in 1961 and strengthening repairs were made to the structure in 1982, and on unspecified dates between 1982 and 1988. According to an agreement dated November 25, 1935, between the State Roads Commission of West Virginia, and the State Roads Commission of Maryland, the state of Maryland agreed to "reconstruct" the bridge at Bayard in order to safeguard the traffic thereon. No evidence has been discovered to date that describes what constituted the reconstruction.

HISTORY:

WHEN was the bridge built: _____ 1896 _____

This date is: Actual Estimated _____

Source of date: Plaque _____ Design plans _____

County bridge files/inspection form **SHA bridge files/inspection form** _____

Other (specify): _____

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network.

WHO was the designer?

Unknown.

WHO was the builder?

According to the April 14, 1988 Bridge Inspection Report the bridge was built by The Wrought Iron Bridge Company of Ohio. To date this is the only reference found to this builder.

WHY was the bridge altered?

The bridge was altered to ensure structural integrity.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____
C- Engineering/architectural character

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of a metal truss bridge. The structure has a high degree of integrity and retains such character-defining elements of the type as the endposts, bottom chords, top chords, verticals, and diagonals. In addition, the structure retains the integrity of the stone masonry abutments, and double-column steel, concrete-filled cylinder bents.

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

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes riveted. By 1920, the truss type exhibited more heavily configured members and riveted connections.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century. Frederick County erected numerous truss spans during that time. Records indicate that in the early twentieth century the York Bridge Company built a number of metal trusses there, primarily Pratt but also Warren and Parker trusses. In the same county, King Iron Bridge Manufacturing Company erected several bowstring pony truss bridges.

The Pratt Truss

The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Pratt trusses were

initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

The majority of Maryland's surviving metal truss bridges are Pratt through and pony trusses, including both pin-connected and riveted examples. Known early examples described in existing Maryland Historical Trust historic resource survey forms include the Four Points Bridge over Tom's Creek in Frederick County (MHT F-6-9; pin-connected through truss built 1876 by Wrought Iron Bridge Company of Canton, Ohio) and the Gapland Road Bridge in the same county (MHT F-2-3; pin-connected pony truss built 1879).

Major subtypes of the Pratt design included:

Double Intersection Pratt Truss (Whipple, Whipple-Murphy, or Linville)

This subtype was patented in 1847 by Squire Whipple and modified in 1863 through addition of crossed diagonals by Lehigh Valley Railroad Chief Engineer John W. Murphy. Prevalent through late nineteenth and early twentieth century. The Double Intersection Pratt bridge is characterized by additional diagonals extending across two panels of the basic Pratt truss. This subtype was widely used for long-span railroad bridges. The only known previously surveyed Maryland example of a Double Intersection Pratt is the Poffenberger Road Bridge (MHT F-2-5 and HAER No. MD-35) in Frederick County, a pin-connected version.

Pratt Half-Hip Truss

The Pratt Half-Hip subtype was developed during the latter part of the nineteenth century. Characterized by inclined end posts that do not extend the length of a full panel, this subtype became popular in the United States from the 1890s into the early twentieth century. Research has uncovered one previously identified Maryland example, a half-hipped, pin-connected pony truss built at an undetermined, early twentieth century date by the Smith Bridge Company to carry Newcomer Road over Beaver Creek in Washington County (MHT-WA-II-475).

Parker Truss

The Parker truss was developed by C.H. Parker in a series of patents he filed between 1868 and 1871. Characterized by Pratt design but with an inclined top chord, the Parker truss was popular for longer spans well into the twentieth century. Maryland examples located through research include the Bullfrog Road Bridge over the Monocacy in Frederick County (MHT-F-6-8, a riveted through bridge built 1908 by York Bridge Company) and several spans constructed by the State Roads Commission during the 1930s.

Baltimore (Petit) Truss

Developed in 1871 by engineers of the Baltimore and Ohio and Pennsylvania Railroad, the Baltimore (Petit) truss subtype was popular into the early twentieth century. The Baltimore (Petit) truss was characterized by Pratt design featuring additional, auxiliary sub-struts or sub-ties linking the chords and the diagonal and vertical members. Maryland examples located through research include Bridge 1679, a steel bridge taking the Western Maryland Railroad over the National Road at Cumberland (MHT-AL-V-B-151, built 1912) and the Old Post Road Bridge near Havre de Grace (MHT-H-12073, built of steel in 1905 by American Bridge Company).

Pennsylvania (Petit) Truss

The Pennsylvania (Petit) truss was introduced during the mid-1870s as a variant of the Parker truss. Like the Baltimore (Petit) design, the Pennsylvania (Petit) was characterized by the addition of sub-struts (to resist stresses) or sub-ties (to transmit stresses) to a demonstrably useful form (the Parker). Pennsylvania (Petit) trusses were erected well into the twentieth century. A known, significant

Maryland example is the 1924 Glendale Road Bridge in Garrett County, comprising two spans built by McClintic-Marshall during the construction of Deep Creek Lake (HAER No. MD-88).

Bridge G-03

Bridge G-03 is located on the southwest side of the town of Bayard, West Virginia. The bridge spans the North Branch of the Potomac River on the Corona-Bayard Road. Bayard is located in the North Branch Valley, approximately 62 miles west of Cumberland by rail (Salamon and Hopkins 1991: 96). The North Branch Valley is a region of timber resources, coal deposits, and agriculture that has seen decades of exploitation during which the town of Bayard and its adjacent transportation network played an integral part.

Little is known about the Native American habitation in the North Branch Valley prior to the arrival of Europeans, as only a few archaeological sites have been discovered. The northeast-southwest orientation of the Allegheny mountains and valleys provided a natural thoroughfare for native inhabitants. One such path, the North Branch Trail, followed the North Branch of the Potomac River up the valley through present-day Bayard to the river's source where the trail crossed Backbone Mountain. There the pathway joined the Seneca Trail, a major north-south thoroughfare running from present-day Buffalo, New York, to what is today the state of Georgia (Guide 1984: 16).

The Indian trails provided the newly arrived Europeans with access into the mountains of Western Maryland. Among the first explorers to visit the North Branch Valley was a group of commissioners under the leadership of Colonel William Mayo. They were given the task of locating the "first fountain" of the Potomac River which was designated by King Charles I in his Charter of 1632 to mark the southern and western borders of Maryland. The lands belonging to the colony of Virginia and those deeded to Lord Fairfax were also tied to this spring. During a second expedition to confirm the location chosen by the first expedition, Thomas Lewis described the region as "Exceedingly well timbered with such as very large Spruce Pines, great multitudes of Beach and Sugartrees, Cherry Trees—the most and finest I ever saw—some 3 or 4 feet in diameter, 30 or 40 feet without a branch," and "some few oaks, chestnuts and locusts" (Guide 1984: 20). George Washington also explored the valley on his way back from an expedition to Ohio in 1786. He returned to Mount Vernon by way of the North Branch Valley while searching for a water-highway route through the mountains of Virginia that would ultimately connect with the Ohio River (Guide 1984: 20-22).

There was little settlement of the region prior to the mid-nineteenth century. Most early settlers migrated to the fertile tableland located on the west side of Backbone Mountain. George Wilson settled just south of present-day Bayard on the Virginia (now West Virginia) side of the Potomac around 1860. Towards the end of the decade, he began to produce barrel staves that he transported by team and wagon to Oakland (Schlonagle 1978: 268). Wilson was typical of the few settlers that choose to make the North Branch Valley their homes up until the later decades of the nineteenth century (Schlonagle 1978: passim). The B&O Railroad had avoided the upper valley during its construction west from Cumberland in the early 1850s, ascending Backbone Mountain by way of the Savage River towards Oakland. However, it was not long before Henry Gassaway Davis, a senator from West Virginia, began building the West Virginia Central and Pittsburg Railroad west, with the intention of tapping the vast natural resources of the North Branch Valley and the Blackwater River Valley on the western slope (Guide 1984: 16).

Construction of the railroad began in 1880, and reached the Bayard area in 1883 (Cook and Zimmerman 1981: 46). According to a promotional booklet printed by the West Virginia Central in 1899, the railroad "penetrated a country which was unsettled, undeveloped, and practically untrod...there was no town or hamlet, and settlers were not near enough to be neighborly" (Griffin 1992: 1). Once the West Virginia Central arrived, a town was quickly established and named after Thomas Bayard, a senator from Delaware who owned stock in the railroad (Guide 1984: 36-37). The 1899 promotional booklet, extolled

the virtues of the town of Bayard and included a rendering of a "Birds-Eye View of Bayard, West Virginia, The Coming Commercial Center of a Vast Region." Noted as "one of the most busy industrial towns in that part of the state," the town boasted of a large saw mill and a tanyard. However, it was the rich coal deposits that were "destined to make Bayard the largest and chief industrial center of that country" (Griffin 1992: 80).

Bayard is located approximately two miles south of Gorman, Maryland, where present-day U.S. Route 50 crosses the Potomac River. Originally known as McCullough's Pack Horse Path, the road was constructed by the Northwestern Turnpike Road Company in 1837 to connect Winchester with Parkersburg on the Ohio River (Guide 1984: 18, 23-24). With the vast amount of industrialization that occurred along the West Virginia side of the Potomac River during the last two decades of the nineteenth century, road travel between Bayard and the Northwestern Turnpike at Gorman was probably crowded. It is highly improbable that there was a river ford at Bayard as the riverbed contains large boulders and is susceptible to intense flash flooding. No information has been uncovered that confirms or denies the existence of a bridge at Bayard prior to 1896, when the present bridge was built (West Virginia Department of Highways n.d.: photocopy).

The bridge is located on the south side of Bayard on the Corona-Bayard Road. Corona was located north of Bayard on Backbone Mountain. By utilizing the Corona-Bayard Road, one could travel across the Potomac River into Maryland and proceed north to access the Northwestern Turnpike bypassing Gorman. A steel Pratt through truss of a type patented prior to the invention of the automobile, the bridge was designed for pedestrian and wagon traffic. The bridge served Bayard for 92 years before significant deterioration forced its closure to vehicular traffic (West Virginia Department of Highways n.d.: photocopy). During that period Bayard grew into a prosperous lumber and mining town with a population of 1,074 in 1920 (The Garrett County Historical Society 1998: 7). As the automobile replaced horses and trucks replaced wagons, both the railroad and trucks hauled coal through Bayard throughout the twentieth century. However, the economics of the North Branch Valley changed dramatically after years of clearcutting the virgin forests and as the demand for coal steadily declined. Today, with the exception of a few nearby mining operations, nothing is left of the industry that once surrounded Bayard (Guide 1984: 40-41; Schlonagle 1978: 342-343).

Large trucks still haul coal and other stone products along the West Virginia side of the Potomac River and the railroad, currently owned by CSX Corporation, maintains a diminished presence. Local residents complain that they would still be able to drive their cars across the bridge had it not been for the coal haulers who kept removing every impediment the state erected to keep heavy trucks off the bridge. Finally, on July 8, 1988, Maryland and West Virginia jointly closed the bridge by welding a steel barrier directly to the deck (West Virginia Department of Highways n.d.: photocopy). A recent (June 2000) visit to the bridge confirmed that pedestrians and bike riders continue to use the bridge. The town of Bayard is included in The Garrett County Historical Society's book *Ghost Towns of the Upper Potomac* as one of the towns that is but a "ghost" of what it once was. The Pratt truss located there is one of the few structures that has survived from Bayard's glory days and the days preceding the automobile when the railroad was the primary method of travel within the North Branch Valley.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

G-V-B-180

Salamon, Steven J., and William E. Hopkins.

1991 *The Western Maryland Railway in the Diesel Era*. Silver Spring, Old Line Graphics.

Schlonagle, Stephen.

1978 *Garrett County, A history of Maryland's Tableland*. Oakland, Garrett County Historical Society, Inc.

The Garrett County Historical Society.

1998 *Ghost towns of the Upper Potomac*. Parsons, W. Va., McClain Printing Company.

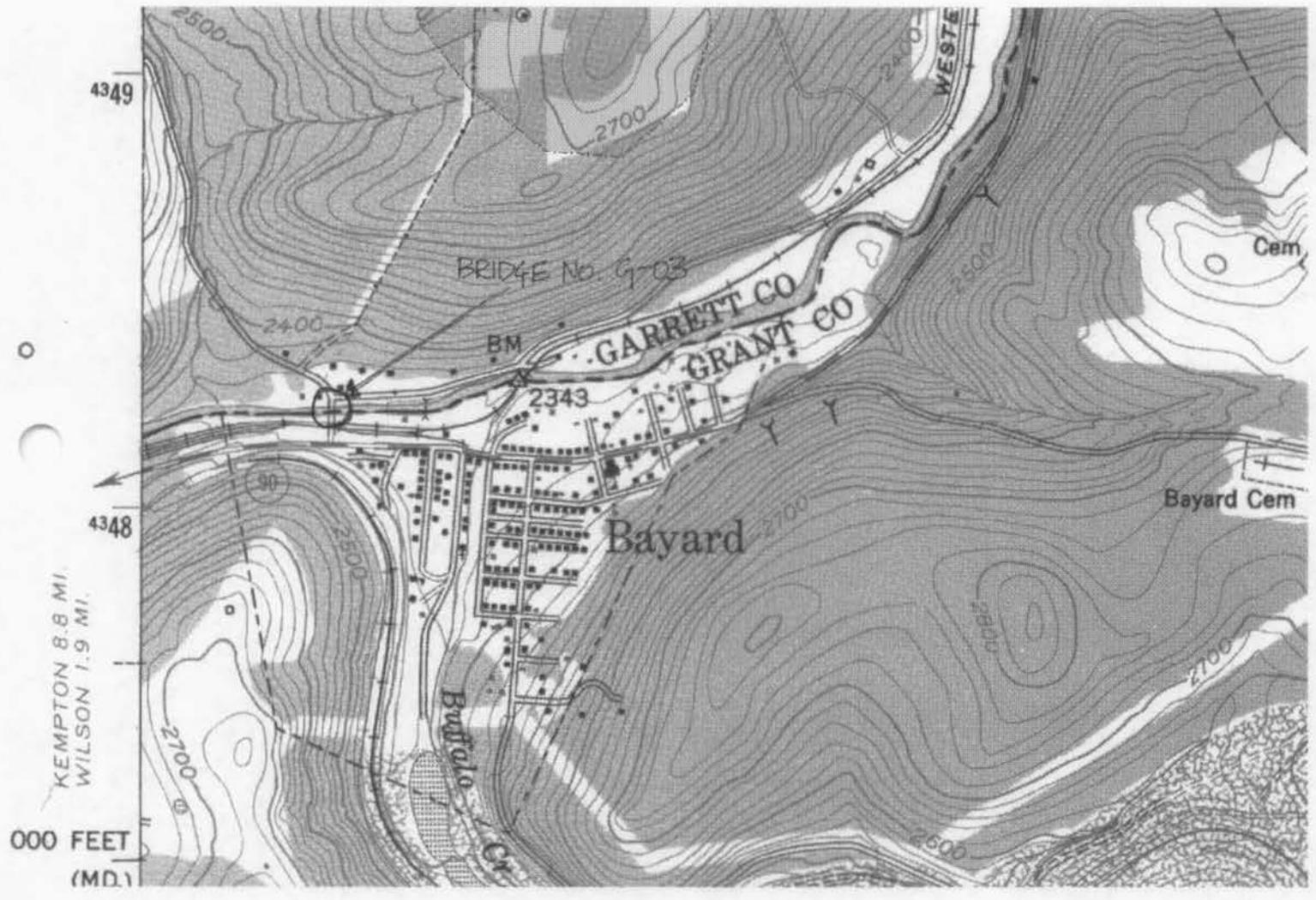
West Virginia Department of Highways.

n.d. "Media Release." Burlington, W. Va., Office of the District Engineer, Fifth District, photocopy.

SURVEYOR:

Date bridge recorded 06/27/00
Name(s) of surveyor Paula A. C. Spero/James H. Bailey
Organization/Address KCI Technologies, Inc., 10 North Park Drive
Hunt Valley, MD 21030-1846
Phone number (410) 316-7953 **FAX number** (410) 316-7972

GARRETT COUNTY ROAD BRIDGE NUMBER G-03
MIHP NUMBER G-V-B-180
GORMAN QUAD



CAPSULE SUMMARY SHEET

Survey No.: G-V-B-180

Construction Date: 1896

Name: Garrett County Bridge G-03

Location: Corona-Bayard Road over North Branch Potomac River

Public Ownership / Present Use: Closed / Status: Unoccupied / Condition: Deteriorated / Unrestricted Pedestrian Access (no vehicles)

Description:

Bridge No. G-03 is a three span bridge consisting of a metal truss span and two steel beam spans, that carries the Corona-Bayard Road over the North Branch of the Potomac River between Garrett County, Maryland, and Grant County, West Virginia approximately 2 miles upstream from U.S. Route 50 at Gorman, Maryland. The center span is a steel pin-connected Pratt through truss flanked by two simple steel beam approach spans. The substructure consists of stone masonry abutments with wingwalls on the south abutment and two full height double-column steel-encased concrete-filled cylinder bents. The bridge has an overall length of 124'-3" out to out of the backwalls and a 14'-0" wide open steel grid deck with a clear roadway width of 13'-2". The bridge was closed to all vehicular traffic in 1988 due to its dilapidated structural condition and is currently only open for pedestrian traffic.

The overall physical condition of the structure is officially rated Critical as a vehicular bridge. The bridge has fractured critical members, moderate to severe deterioration in the stringers and the steel grid deck of all spans. Many of the stringer weld attachments to the floorbeams on the main span are broken and heavily rusted and the bearing areas of the end posts exhibit serious deterioration. Both of the steel bent supporting columns are tipped and vertically misarranged and the vertical channels near the lower pins on the main span have deterioration in the webs and plates.

Significance:

Bridge G-03 is a significant example of a steel pin-connected Pratt through truss bridge. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension and verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Originally built for horse and wagon traffic in 1896, bridge G-03 continued in use throughout most of the twentieth century as motorized vehicles became larger and heavier. The structure has a high degree of integrity and retains such character-defining elements of the type as the endposts, bottom chords, top chords, verticals, and diagonals. In addition, the structure retains the integrity of the portal strut and bracing, stone masonry abutments, and double-column steel, concrete-filled cylinder bents. Although deteriorated, the integrity of these elements has not been compromised.

Maryland Historical Trust

Maryland Inventory of Historic Properties

DOE yes no

1. Name

historic Garrett County Road Bridge No. G-03 / Corona-Bayard Road over North Branch Potomac River

and/or common

2. Location

street & number: Corona-Bayard Road over North Branch Potomac River

not for publication

city, town vicinity of Gorman

congressional district

state Maryland

county Garrett

3. Classification

Category

- district
 building(s)
 structure
 site
 object

Ownership

- public
 private
 both

Public Acquisition

- in process
 being considered
 not applicable

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: closed

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

name Garrett County Roads Department

street & number: 12778 Garrett Highway

telephone no.: 301-334-3988

city, town Oakland

state and zip code: MD
21550

5. Location of Legal Description

courthouse, registry of deeds, etc. Garrett County Courthouse

liber:

street & number 203 South 4th Street

folio:

city, town Oakland

state Maryland

6. Representation in Existing Historical Surveys

title N/A

date

federal state county local

depository for survey records

city, town

state

7. Description

Survey No.G-V-B-180

Condition

excellent
 good

deteriorated
 ruins

Check one

unaltered
 altered

Check one

original site
 moved

date of move

Resource Count: 1

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

Garrett County Bridge No. G-03 is a three-span bridge with an 1896 steel Pratt truss center span. It carries the Corona-Bayard Road over the North branch of the Potomac River between Garrett County, Maryland, and Grant County, West Virginia. The bridge is oriented in a north-south direction and the Potomac flows from west to east. The bridge is located on the western edge of the town of Bayard, West Virginia, approximately 2 miles upstream from U.S Routs 50 at Gorman, Maryland. The south bank of the Potomac adjacent to the bridge is occupied by a CSX secondary rail line and small yard, and West Virginia Route 90. The north bank is occupied by a sparse scattering of single family homes and woods.

Bridge G-03 is a three span bridge consisting of a metal truss span and two steel beam spans, measuring 124'-3" in total length. The center span is a steel pin-connected Pratt through truss. It has five panels with diagonal endposts. The top chord is a built up section of channels, plates and lacing bars. All verticals are built-up members of channels and lacing bars and diagonals are eyebars. All connections are pinned. The truss span is flanked by two simple steel beam approach spans measuring 16'-5" long each. The bridge has two full height stone masonry abutments with reinforced concrete bridge seats and backwalls. The south abutment has wingwalls on either side; the north abutment does not have wingwalls. There are two full height double-column steel-encased concrete-filled cylinder bents that are connected at the top by a steel I-beam which also acts as a floorbeam. The bridge has an overall length of 124'-3" out to out of the backwalls and a 14'-0" wide open steel grid deck.

The bridge has a clear roadway width of 13'-2" and was used as a one-lane structure due to its narrow roadway clearance. The original minimum vertical restriction was 13'-7", however, vertical clearance restriction devices were added to both ends of the bridge at some time prior to 1984 limiting the vertical clearance to 8'-6". There are no sidewalks or curbs. The railings consist of flexbeam type attached to each outside stringer by T-beam posts and I-beam brackets along all spans. The bridge is located in a tangent section of roadway and is not skewed. The approach spans at each end of the structure are on an approximate 3% vertical grade. There are no identifying plaques or markers on the bridge.

The bridge was closed to all vehicular traffic in 1988 due to its dilapidated structural condition and is currently only open for pedestrian traffic. According to the February 18, 2000 inspection report, the overall physical condition of the structure is officially rated Critical as a vehicular bridge. Overall structural deterioration was so serious and extensive that repairs were not considered practical or economical. No repairs have been made since that inspection report was filed in 1988.

New stringers and the steel grid deck were added in 1961 and strengthening repairs were made to the structure in 1982, and on unspecified dates between 1982 and 1988. Also, according to an agreement dated November 25, 1935, between the State Roads Commission of West Virginia, and the State Roads Commission of Maryland, the state of Maryland agreed to "reconstruct" the bridge at Bayard in order to safeguard the traffic thereon. No evidence has been discovered to date that describes what constituted the reconstruction.

8. Significance

Survey no.: G-V-B-180

Period	Areas of Significance – Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archaeology-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
X 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	X 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: 1896

Builder/Architect: Unknown

check: Applicable Criteria: A B X C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national X state X local

Prepare both a summary paragraph of significance and a general statement of history and support

Garrett County Bridge G-03 is a surviving example of a late nineteenth century Pratt through-truss bridge. According to Garrett County Roads Department Inspection Records, Bridge G-03 was built in 1896. It is unknown who designed the bridge although one inspection report attributes the bridge to the Wrought Iron Bridge Company of Ohio. There is no evidence that the bridge was built as part of an organized bridge building campaign or that the construction of this bridge had a significant impact on the growth and development of this area. The bridge was probably built in response to a need for a more efficient transportation network in the wake of the growing industrialization and habitation of the North Branch valley in the 1890s.

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes riveted. By 1920, the truss type exhibited more heavily configured members and riveted connections.

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

8. Significance (Continued)

Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century. Frederick County erected numerous truss spans during that time. Records indicate that in the early twentieth century the York Bridge Company built a number of metal trusses there, primarily Pratt but also Warren and Parker trusses. In the same county, King Iron Bridge Manufacturing Company erected several bowstring pony truss bridges.

The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries.

The majority of Maryland's surviving metal truss bridges are Pratt through and pony trusses, including both pin-connected and riveted examples. Known early examples described in existing Maryland Historical Trust historic resource survey forms include the Four Points Bridge over Tom's Creek in Frederick County (MHT F-6-9; pin-connected through truss built 1876 by Wrought Iron Bridge Company of Canton, Ohio) and the Gapland Road Bridge in the same county (MHT F-2-3; pin-connected pony truss built 1879).

Bridge G-03 is located on the southwest side of the town of Bayard, West Virginia. The bridge spans the North Branch of the Potomac River on the Corona-Bayard Road. Bayard is located in the North Branch Valley, approximately 62 miles west of Cumberland by rail (Salamon and Hopkins 1991: 96). The North Branch Valley is a region of timber resources, coal deposits, and agriculture that has seen decades of exploitation during which the town of Bayard and its adjacent transportation network played an integral part.

Little is known about the Native American habitation in the North Branch Valley prior to the arrival of Europeans as only a few archaeological sites have been discovered. The northeast-southwest orientation of the Allegheny mountains and valleys provided a natural thoroughfare for native inhabitants. One such path, the North Branch Trail, followed the North Branch of the Potomac River up the valley through present-day Bayard to the river's source where the trail crossed Backbone Mountain. There the pathway joined the Seneca Trail, a major north-south thoroughfare running from present-day Buffalo, New York, to what is today the state of Georgia (Guide 1984: 16).

The Indian trails provided the newly arrived Europeans with access into the mountains of Western Maryland. Among the first explorers to visit the North Branch Valley was a group of commissioners under the leadership of Colonel William Mayo. They were given the task of locating the "first fountain" of the Potomac River which was designated by King Charles I in his Charter of 1632 to mark the southern and western borders of Maryland. The lands belonging to the colony of Virginia and those deeded to Lord Fairfax were also tied to this spring. During a second expedition to confirm the location chosen by the first expedition, Thomas Lewis described the region as "Exceedingly well timbered with such as very large Spruce Pines, great multitudes of Beach and Sugartrees, Cherry Trees—the most and finest I ever saw—

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

8. Significance (Continued)

some 3 or 4 feet in diameter, 30 or 40 feet without a branch," and "some few oaks, chestnuts and locusts" (Guide 1984: 20). George Washington also explored the valley on his way back from an expedition to Ohio in 1786. He returned to Mount Vernon by way of the North Branch Valley while searching for a water-highway route through the mountains of Virginia that would ultimately connect with the Ohio River (Guide 1984: 20-22).

There was little settlement of the region prior to the mid-nineteenth century. Most early settlers migrated to the fertile tableland located on the west side of Backbone Mountain. George Wilson settled just south of present-day Bayard on the Virginia (now West Virginia) side of the Potomac around 1860. Towards the end of the decade, he began to produce barrel staves that he transported by team and wagon to Oakland (Schlonagle 1978: 268). Wilson was typical of the few settlers that choose to make the North Branch Valley their homes up until the later decades of the nineteenth century (Schlonagle 1978: passim). The B&O Railroad had avoided the upper valley during its construction west from

Cumberland in the early 1850s, ascending Backbone Mountain by way of the Savage River towards Oakland. However, it was not long before Henry Gassaway Davis, a senator from West Virginia, began building the West Virginia Central and Pittsburg Railroad west, with the intention of tapping the vast natural resources of the North Branch Valley and the Blackwater River Valley on the western slope (Guide 1984: 16).

Construction of the railroad began in 1880, reaching the Bayard area in 1883 (Cook and Zimmerman 1981: 46). According to a promotional booklet printed by the West Virginia Central in 1899, the railroad "penetrated a country which was unsettled, undeveloped, and practically untrod....there was no town or hamlet, and settlers were not near enough to be neighborly" (Griffin 1992: 1). Once the West Virginia Central arrived, a town was quickly established and named after Thomas Bayard, a senator from Delaware who owned stock in the railroad (Guide 1984: 36-37). The 1899 promotional booklet, extolled the virtues of the town of Bayard and included a rendering of a "Birds-Eye View of Bayard, West Virginia, The Coming Commercial Center of a Vast Region." Noted as "one of the most busy industrial towns in that part of the state," the town boasted of a large saw mill and a tanyard. However, it was the rich coal deposits that were "destined to make Bayard the largest and chief industrial center of that country" (Griffin 1992: 80).

Bayard is located approximately two miles south of Gorman where present-day U.S. Route 50 crosses the Potomac River. Originally known as McCullough's Pack Horse Path, the road was constructed by the Northwestern Turnpike Road Company in 1837 to connect Winchester with Parkersburg on the Ohio River (Guide 1984: 18, 23-24). With the vast amount of industrialization that occurred along the West Virginia side of the Potomac River during the last two decades of the nineteenth century, road travel between Bayard and the Northwestern Turnpike at Gorman was probably crowded. It is highly improbable that there was a river ford at Bayard as the riverbed contains large boulders and is susceptible to intense flash flooding. No information has been uncovered that confirms or denies the existence of a bridge at Bayard prior to 1896, when the present bridge was built (West Virginia Department of Highways n.d.: photocopy).

The bridge is located on the south side of Bayard on the Corona-Bayard Road. Corona was located north of Bayard on Backbone Mountain. By utilizing the Corona-Bayard Road, one could travel across the Potomac River into Maryland and proceed north to access the Northwestern Turnpike bypassing Gorman. A steel Pratt through truss of a type patented prior to the invention of the automobile, the bridge was designed for pedestrian and wagon traffic. The bridge served Bayard for 92 years before significant deterioration forced its closure to vehicular traffic (West Virginia Department of Highways n.d.: photocopy). During that period Bayard grew into a prosperous lumber and mining town with a population of 1,074 in 1920 (The Garrett County Historical Society 1998: 7). As the automobile replaced horses and trucks replaced wagons, both the railroad and trucks hauled coal through Bayard throughout the twentieth century. However, the economics of the North Branch Valley changed dramatically after years of clearcutting the virgin forests and as the demand for coal steadily declined. Today, with the exception of a few nearby mining operations, nothing is left of the industry that once surrounded Bayard (Guide 1984: 40-41; Schlonagle 1978: 342-343).

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

8. Significance (Continued)

Large trucks still haul coal and other stone products along the West Virginia side of the Potomac River and the railroad, currently owned by CSX Corporation, maintains a diminished presence. Local residents complain that they would still be able to drive their cars across the bridge had it not been for the coal haulers who kept removing every impediment the state erected to keep heavy trucks off the bridge. Finally, on July 8, 1988, Maryland and West Virginia jointly closed the bridge by welding a steel barrier directly to the deck (West Virginia Department of Highways n.d.: photocopy). A recent (June 2000) visit to the bridge confirmed that pedestrians and bike riders continue to use the bridge. The town of Bayard is included in The Garrett County Historical Society's book *Ghost Towns of the Upper Potomac* as one of the towns that is but a "ghost" of what it once was. The Pratt truss located there is one of the few structures that has survived from Bayard's glory days and the days preceding the automobile when the railroad was the primary method of travel within the North Branch Valley.

CONTINUATION SHEET

**MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM**

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

8. Significance (Continued)

National Register Evaluation:

Garrett County Bridge G-03 is eligible for the National Register of Historic Places under Criterion C, as a significant example of a metal truss bridge. The structure has a high degree of integrity and retains such character-defining elements of the type as the endposts, bottom chords, top chords, verticals, and diagonals. In addition, the structure retains the integrity of the stone masonry abutments, and double-column steel, concrete-filled cylinder bents.

MARYLAND HISTORICAL TRUST

Eligibility recommended

Eligibility Not Recommended:

Comments:

Reviewer, OPS:

Date:

Reviewer, NR Program:

Date:

9. Major Bibliographical References

Survey No. G-V-B-180

See Continuation Sheet

10. Geographical Data

Acreage of nominated property

Quadrangle name Gorman

Quadrangle scale 1 inch = 2000 feet

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	West Virginia	code	county	Grant	code
-------	---------------	------	--------	-------	------

state		code	county		code
-------	--	------	--------	--	------

11. Form Prepared By

name/title Paula A. C. Spero/ James H. Bailey

organization KCI Technologies, Inc.

date June 30, 2000

street & number 10 North Park Drive

telephone 410-316-7800

city or town Hunt Valley

state/zip Maryland, 21030

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 purposed only and do not constitute any infringement of individual

Return to:

Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

9. Major Bibliographical References (Continued)

Cook, Roger, and Karl Zimmerman.

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P. A. C. Spero & Company and Louis Berger & Associates.

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The Garrett County Historical Society.

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n.d. "Media Release." Burlington, W. Va., Office of the District Engineer, Fifth District, photocopy.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

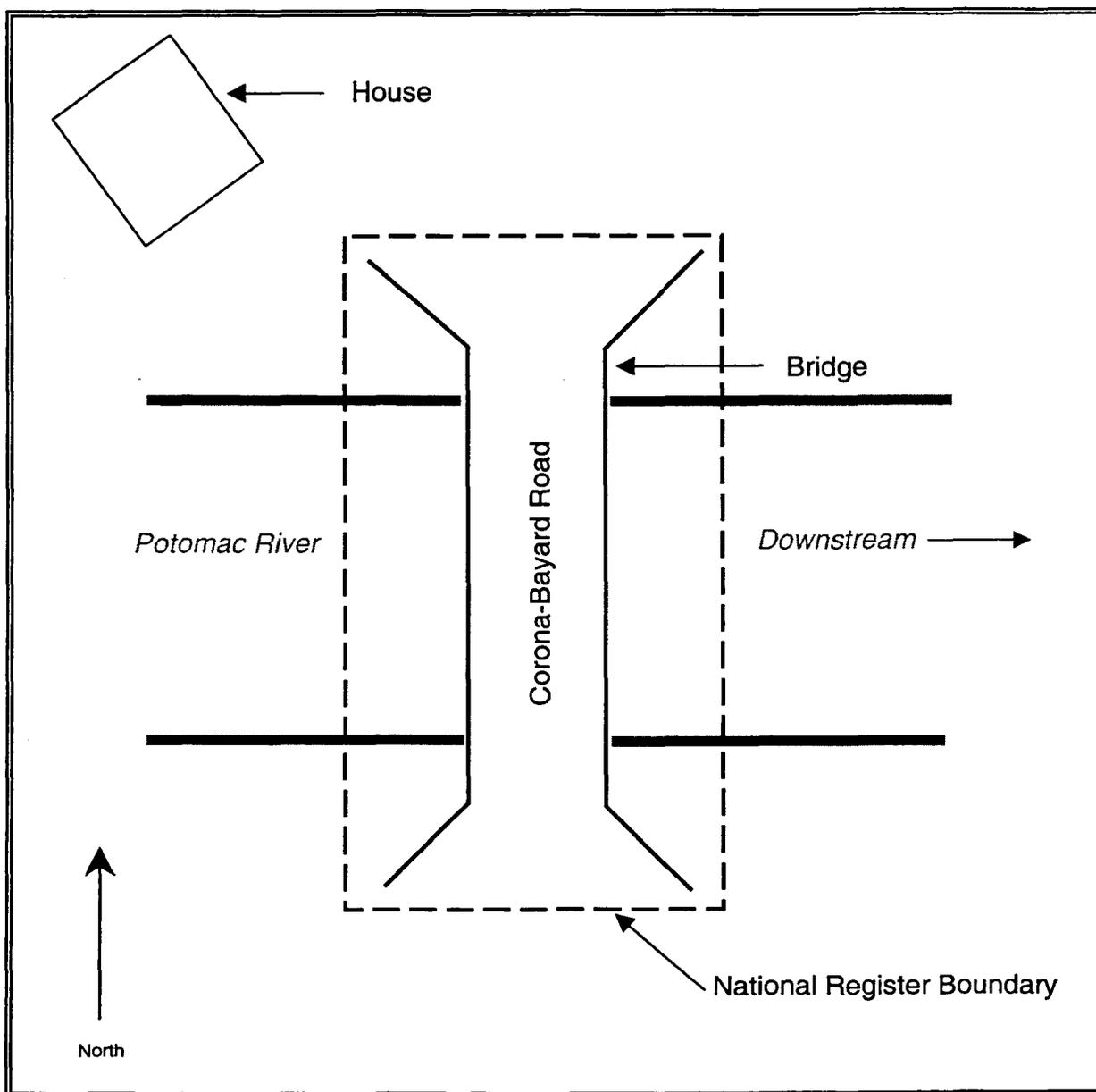
RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

10. Geographical Data(Continued)

Resource Sketch Map/National Register Boundary Map:



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

10. Geographical Data (Continued)

Verbal Boundary Description and Justification:

The National Register boundary for Garrett County Bridge No. G-03 consists of the rectangular area that begins at the back of the south abutment and wingwalls, and includes the southern steel beam approach span, the center Pratt through truss span, the northern steel beam approach span, and the north abutment to its back side.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Garrett County Bridge No. G-03

SURVEY NO.: G-V-B-180

ADDRESS: Corona-Bayard Road over North Branch Potomac River, Garrett County, Maryland

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION DATA

Geographic Organization:

Western Maryland

Chronological/Development Period Theme(s):

Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Theme(s):

Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form):

Structure

Historic Environment (urban, suburban, village, or rural):

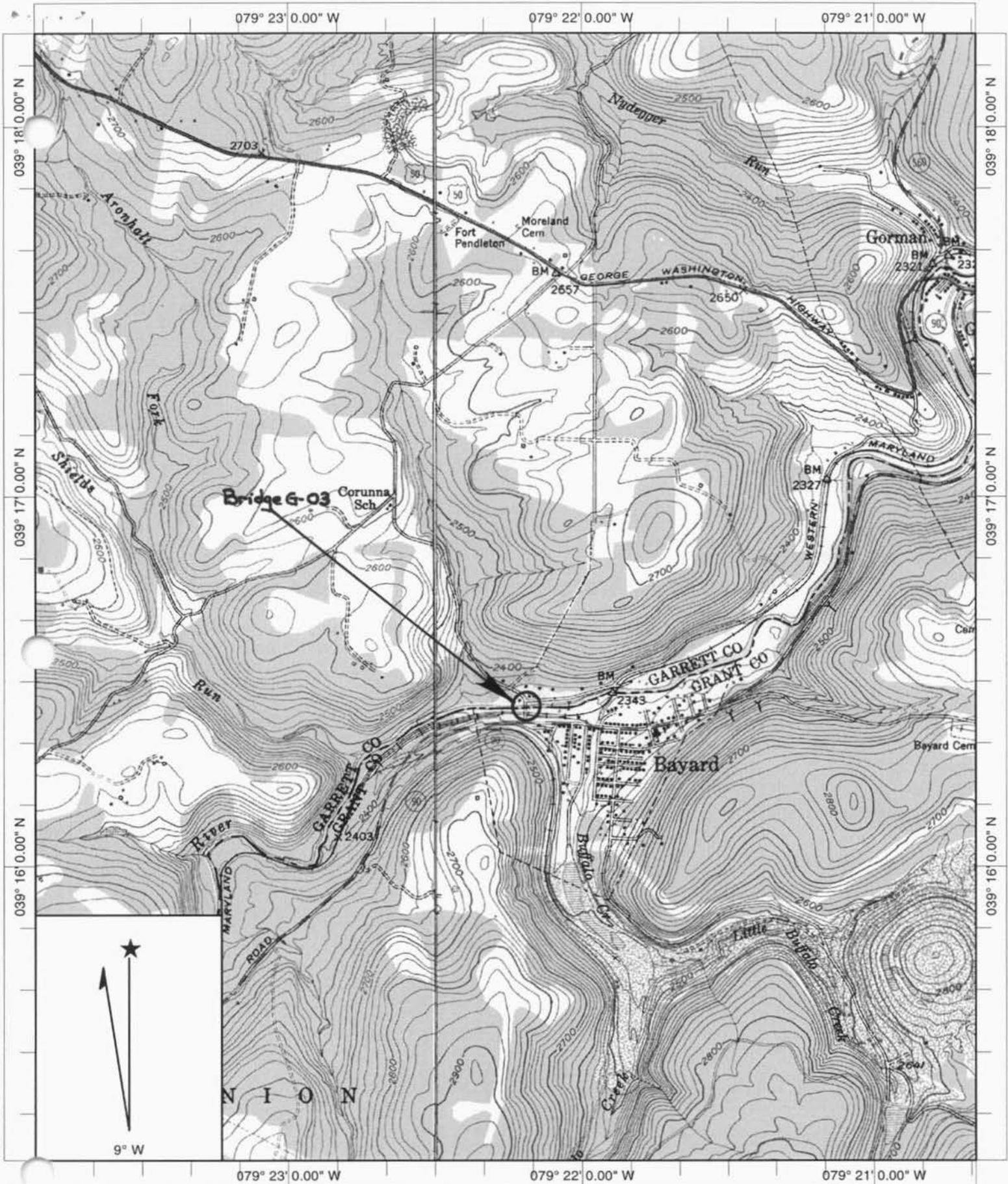
Rural

Historic Function(s) and Use(s):

Vehicular Bridge

Known Design Source (write none if unknown):

None



Name: GORMAN
 Date: 6/30/2000
 Scale: 1 inch equals 2000 feet

Location: 039° 16' 43.8" N 079° 22' 15.4" W
 Caption: Bridge G03, Coronal-Bayard Road over North Branch Potomac River

G-V-B-180



G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MD SHPO

Context view looking N across CSX R.R.

25.06.00 FotoImage

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G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MD SHPD

Context view looking east (downstream).

v.3M NHNH -- 25.06.00 Fc1.0Image

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BRIDGE
CLOSED

W-V-B-180

Bridge 9-03

Garrett County - MD

Jim Bailey

6/00

MD SHPO

South elevation from CSX R.R.

JPG NNNN-- 25.06.00 Photo Image

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G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

2001 11/18/01 - 22.06.00 FOTOLMAGE

SW elevation from CSX R.R.



G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MD SHPO

W elevation. looking downstream.

03M NNNH— 25.06.00 FotoImage



BRIDGE
CLOSED

G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MD SHPO

N Elevation looking towards West Virginia.

0321 NNNN--> 25.06.00 FotoImage

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G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

NW Corner + W interior

8 of 16



BRIDGE
CLOSED

G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MD SHPO

NE Corner + E interior

320 NNNN --- 25.06.00 PhotoImage

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G-V-B-180

Bridge G-03

Garrett County - MD

Jim Bailey

6/00

MO SHPO

SE corner + E interior.

33401 NHHH— 25,98,00 FotoImage

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G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

SE top cord and diagonal brace detail.

432M NNNN-- 25.06.00 FotoImage

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G-V-3-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

W elevation beams + stringers.

AS2M NNNN--- 25.06.00 FotoImage

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G-V-B-180

Bridge G-03

Garrett County-MD

Jim Builey

6/00

MD SHPO

Underside looking N.



G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

South bank concrete-filled cylinder bents,
looking SW.

14 of 16



G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

- S abutment + SE wingwall.

55301 RNNR-- 25.06.00 PhotoImage

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G-V-B-180

Bridge G-03

Garrett County-MD

Jim Bailey

6/00

MD SHPO

Private residence located NW of bridge.

Bridge can be seen to left.

ADRI NINNI-- 25.06.00 F000 Image