HA-1251

Bridge (SHA H-94), Iron Truss Bridge, Cherry Hill Road Bridge

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 02-18-2004
Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1251

Name: Cherry Harrell, Jr.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___  Eligibility Not Recommended _____

Criteria: ___A___ B ___C___ D Considerations: ___A___ B ___C___ D ___E___ F ___G___ None

Comments: ____________________________________________________________

Reviewer, OPS: Anne E. Bruder ___________________________ Date: ___3 April 2001___
Reviewer, NR Program: Peter E. Kurtze ______________________ Date: ___3 April 2001___
SHA Bridge No.  H-94  

Bridge name  Cherry Hill Road over Deer Creek

LOCATION:
Street/Road name and number [facility carried]  Cherry Hill Road
City/town  Rocks State Park
County  Harford

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  X  Truss-Covered  Trestle  Timber-And-Concrete
Stone Arch Bridge

Metal Truss Bridge

Movable Bridge
Swing  Bascule Single Leaf  Retractile  Bascule Multiple Leaf  Pontoon
Vertical Lift

Metal Girder
Rolled Girder  X  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 ____ x

Describe Setting:
Bridge H-94 carries Cherry Hill Road over Deer Creek approximately 1.5 miles south of the town of Rocks. Cherry Hill Creek runs generally in a north/south direction in the area while Deer Creek flows to the east then south. The bridge is situated in a wooded valley next to a 4-H campsite. The area is relatively undeveloped with no residential buildings around the bridge.

Describe Superstructure and Substructure:
Bridge H-94 is a single span Pratt through truss measuring 117 feet in total length. It has 9 panels and features diagonal endposts. The top chord is a built-up section of two channels with stay bars. The bottom chord consists of two rectangular eyebars. The floor system consists of only the original floorbeams; the rest of the floor system has been replaced by a "mabey panel" pony truss which is located inside the through truss structure. The verticals consist of riveted rolled sections with welded angle additions; diagonals are paired rectangular eyebars, while the counters are cylindrical eyebars. All connections are pinned. The clear width of the roadway is 15'3". There is no sidewalk on the bridge and the truss members are protected by the new pony truss erected within the original truss. The bridge has a 90 degree alignment to the streambed. The abutments are concrete with concrete wingwalls.

Discuss Major Alterations:
Harford County records indicate the Acrow, or mabey, truss, fitting inside the original truss, was added in 1991 to supplement the load carrying capacity of the bridge. The original through truss supports only its dead load, while the added "mabey panel" truss bridge carries both its own dead load and the live loads of the bridge.

HISTORY:
WHEN was the bridge built 1885-1900
This date is: Actual ____ Estimated ____ x
Source of date: Plaque ____ Design plans ____ County bridge files/inspection form ____
Other (specify): Photographs of the bridge’s plaque survive, noting Wrought Iron Bridge Co. but no date. The appearance of the bridge is compatible with W.I.B.Co bridges of 1885-1890.

WHY was the bridge built?
To facilitate local travel needs.

WHO was the designer?
Wrought Iron Bridge Company

WHO was the builder?
The bridge was built by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond and incorporated in 1871, the company was an early and prolific wrought iron bridge builder.

The company published a 'Book of Designs' in 1874, which featured a history of wrought iron bridge building in the U.S. and Europe and a detailed record of the firm's experience. Numerous plans illustrated the variations available.
Like so many of the early bridge builders, the Wrought Iron Bridge Company was eventually bought out by the American Bridge Company. In 1901 the American Bridge Company was purchased by and became a subsidiary of United States Steel, presently known as USX. Purchased by Mr. Brock Rowley, the American Bridge Company was reorganized in early 1987 and presently operates independently with headquarters in Pittsburgh, Pennsylvania.

**WHY was the bridge altered?**
To maintain load carrying capacity.

**Was this bridge built as part of an organized bridge-building campaign?**
Bridge H-94 was not 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

**Was the bridge constructed in response to significant events in Maryland or local history?**
Bridge H-94 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. During the late nineteenth century Baltimore County and Harford County advertised and built a number of metal truss bridges.

**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

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.

Harford County Trends
Nine extant metal truss bridges were identified in Harford County as a result of SHA's 1994-1995 historic bridge survey:

H-1, single span Pratt through truss built in 1884
H-54, single span Pratt truss built c. 1889-1897
H-53, single span Pratt pony truss built c. 1885-1900
H-58, single span Pratt through truss built in 1886
H-94, single span Pratt through truss built c. 1885-1900
H-160, single span Pratt through truss built in 1883
12016, single span Pratt truss built in 1934
12033, single span Warren pony truss built c. 1930
12052, 2 Pratt spans built in 1927

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?
This metal truss bridge would have facilitated travel in this area of Harford counties.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
The bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?
This bridge is a somewhat compromised example of a Pratt through truss.

Does the bridge retain integrity of important elements described in Context Addendum?
The bridge has lost integrity of a number of its character defining elements with the introduction of the 1991 load-carrying steel pony truss. The new truss has been added in a non-intrusive way and it is clearly distinguishable from the original. It allows the truss to remain in places, and does not visibly detract significantly from the historic appearance of the truss. The bridge retains enough of its integrity to represent its type, which is a rapidly diminishing resource type.

This bridge retains integrity of location, setting, feeling and association.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
The bridge significant as a remaining example built by the Wrought Iron Bridge Company of Canton, Ohio.
Should the bridge be given further study before an evaluation of its significance is made? Bridge H-94 is listed in the Maryland Historical Trust’s Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:
County inspection/bridge files
SHA inspection/bridge files
Other (list):
County survey files of the Maryland Historical Trust


SURVEYOR:
Date bridge recorded January 1996
Name of surveyor Paula Spero/Colin Farr
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204
Phone number 410-296-1635 FAX number 410-296-1670
1 HA - 125
2 Chew Mill Road over Deep Creek
3 Harford County
4 Colin Jones
5 February 1976

CPAC Spec and Company, Towson MD 21204
Chew Mill Road over Deep Creek, east elevation

9
1 HA-1251
2 Cherry Hill Road over Deer Creek
3 Harford County
4 Camden Fall
5 February 1976
6 PAC Speer and Company, Towson, MD 21204
7 Cherry Hill Road over Deer Creek, north-east elevation
8 9
1 HA-1251
2 Cherry Hill Road over Deer Creek
3 Harford County
4 Colin Far
5 February 1996
6 PAC Spino and Company, Towson MD 21204
7 Cherry Hill Rd. over Deer Creek, North Portal
8 3 1 9
VERTICALS

1 4A-1251

2 Cherry Hill Road over Deer Creek

3 Harford County

4 Colin Farr

5 February 1996

6 PHC Spear and Company, Towson, MD 21204

7 Cherry Hill Road over Deer Creek, Huss

8 4 of 9

9
H94    TOPCHORD + ENDPOST
1 HA-1251
2 Cherry Hill Road over Deer Creek
3 Harford County
4 Colin Fair
5 February 1996
6 PAC Spew and Company, Towson MD 21204
7 Cherry Hill Rd, over Deer Creek, Topchord and endpost
8 5 of 9
H94 Upper Pin Connection

1 HA-1251
2 Cherry Hill Road over Deer Creek
3 Harford County
4 Cönín Lane
5 February 1976
6 LMC Spin and Company, Towson MD 21204
7 Cherry Hill Road over Deer Creek, upper pin connection
8 6 of 9
H.94

HUNDER DECK

1. HA. 1251

2. Cherry Hill Road over Deer Creek

3. Harford County

4. Colin Farr

5. February 1996

6. PAC Spew and Company, Towson MD 21204

7. Cherry Hill Rd. over Deer Creek.

8. 7 of 9
1. HA-125
2. H-94, Cherry Hill Road over Peer Creek
3. Harford County, MD
4. Tim Tamburina
5. July 1967
6. MD SH-25
7. North approach
8. 3 of 9
1. HA-1251
2. Hqy, cherry Hill Road over Deer Creek
3. Harford County, MD
4. Tim Tumburino
5. July 1967
6. MD 3410
7. East elevation
8. 9 of 9
The Cherry Hill Road Bridge, carrying Cherry Hill Road over Deer Creek in northeastern Harford County, is eligible for the National Register under Criterion C as a remaining example of a Pratt truss constructed by the Wrought Iron Bridge Company of Canton, Ohio. The single lane, single span, through Pratt truss was built between 1885 and 1900. Metal truss bridges were erected in large numbers in Maryland and across the country in the late 19th and early 20th centuries. Harford County embarked on an extensive program of metal truss bridge construction in the late 19th century. This bridge is one of approximately 50 metal truss bridges remaining in vehicular use in the state and one of nine extant metal truss bridges identified in Harford County through the statewide historic bridge inventory. Organized in 1864 and incorporated in 1871, the Wrought Iron Bridge Company was an early and prolific wrought iron bridge builder.

The 1991 addition of a jumper bridge within the historic truss altered the appearance and function of the historic bridge. As part of this temporary fix, the deck and stringers were removed. The original bridge presently supports only its dead load, while the jumper bridge carries both its own dead load and the live loads. Despite this alteration, the bridge retains sufficient integrity to represent its type, which is a rapidly diminishing resource type. Fortunately the jumper bridge was added in such a way that it may be removed without damage to the historic bridge.

On March 21, 1996, the interagency bridge review committee, composed of representatives of the Federal Highway Administration, State Highway Administration and Maryland Historical Trust Historical Trust evaluated the bridge and determined it to be eligible for the National Register. The interagency review committee’s finding of eligibility was subsequently endorsed by an advisory committee composed of prominent bridge engineers and historians.

Documentation on the property/district is presented in: Project File, Maryland Inventory

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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<td>Piedmont</td>
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## NAME

**HISTORIC**

IRON TRUSS BRIDGE

AND/OR COMMON

## LOCATION

**STREET & NUMBER**

Cherry Hill Road & Deer Creek

**CITY, TOWN**

Rocks

**STATE**

Maryland

**CONGRESSIONAL DISTRICT**

- VICINITY OF

- 

**COUNTY**

Harford

## CLASSIFICATION

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## OWNER OF PROPERTY

**NAME**

Harford County

**STREET & NUMBER**

**CITY, TOWN**

**STATE, zip code**

**Telephone #:**

## LOCATION OF LEGAL DESCRIPTION

**COURTHOUSE, REGISTRY OF DEEDS, ETC**

**STREET & NUMBER**

**CITY, TOWN**

**STATE**

**Liber #:**

**Folio #:**

## REPRESENTATION IN EXISTING SURVEYS

**TITLE**

**DATE**

**DEPOSITORY FOR SURVEY RECORDS**

**CITY, TOWN**

**STATE**
**DESCRIPTION**

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**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

A seven-panel Pratt through-truss with pinned connections. Major members are compound "lattice" beams.

CONTINUE ON SEPARATE SHEET IF NECESSARY
SIGNIFICANCE

PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC ARCHEOLOGY-PREHISTORIC COMMUNITY PLANNING LANDSCAPE ARCHITECTURE RELIGION
1400-1499 ARCHEOLOGY-HISTORIC CONSERVATION LAW SCIENCE
1500-1599 AGRICULTURE ECONOMICS LITERATURE SCULPTURE
1600-1699 ARCHITECTURE EDUCATION MILITARY SOCIAL/HUMANITARIAN
1700-1799 ART ENGINEERING MUSIC THEATER
1800-1899 COMMERCE EXPLORATION/SETTLEMENT PHILOSOPHY TRANSPORTATION
1900- COMMUNICATIONS INDUSTRY POLITICS/GOVERNMENT OTHER (SPECIFY)

SPECIFIC DATES c. 1900

STATEMENT OF SIGNIFICANCE

This bridge is of interest as an example of a rapidly disappearing type of bridge, the structure also performs a valid scenic function.

Recommendations:

While owned by the county, as with many other interesting bridges in the Department of Natural Resources, the DNR should go on record as supporting its maintenance, discouraging any "upgrading" of the road.

CONTINUE ON SEPARATE SHEET IF NECESSARY
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