

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Casselman Bridge, National Road

AND/OR COMMON Casselman Bridge, National Road

2 LOCATION

STREET & NUMBER One-half mile east of Grantsville, Md. on Route 40

CITY, TOWN Grantsville __ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT 6th

STATE Maryland VICINITY OF CODE 24 COUNTY Garrett CODE 023

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 checked="" type="checkbox"/> PARK
<input 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	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input checked="" 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Garrett County Commissioners

STREET & NUMBER Courthouse (3rd Street)

CITY, TOWN Oakland STATE Maryland 21550
VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Garrett County Courthouse

STREET & NUMBER 3rd Street

CITY, TOWN Oakland STATE Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey

DATE 1968 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Library of Congress/Annex, Division of Prints and Photographs

CITY, TOWN Washington STATE D.C.



DESCRIPTION

G-II-C-014

CONDITION

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED |
| <input checked="" type="checkbox"/> GOOD | <input type="checkbox"/> RUINS |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED |

CHECK ONE

- | |
|---|
| <input type="checkbox"/> UNALTERED |
| <input checked="" type="checkbox"/> ALTERED |

CHECK ONE

- | | |
|---|------------|
| <input checked="" type="checkbox"/> ORIGINAL SITE | DATE _____ |
| <input type="checkbox"/> MOVED | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Casselman Bridge, a large single arch structure, erected in 1813, extends some 354 feet; the bridge spans the Casselman River. Stones are laid in an irregular ashlar style. The height of the bridge is approximately 30 feet, at the chord of the arc to the waterline below, while its width, at the entrances of the bridge, is about 48 feet.

The Casselman Bridge is at present in relatively sound condition though its appearance has been slightly defaced by the growth of foliage on the bridge as well as the graffiti of tourists who visit the adjacent park. In 1911 the bridge was repaired but today remains essentially unchanged from the time of its construction. Six steel columns support the structure on either side and do not overtly detract from its appearance. The old National Road has been supplanted by the new Route 40 and in actuality no longer exists. There is, however, a small portion of the old National Road on either side of the entrances to the Casselman Bridge. The area surrounding the bridge has been made a public park and picnic tables sit in the area adjacent to the bridge. This public park is very well maintained and campers are frequent visitors throughout the summer months.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTOPIC	<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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The National Road was the Federal Government's first experiment in public highway construction. Congress authorized the road's building in 1806 and by 1818 the road stretched from Cumberland, Maryland, to the Ohio River in what is today West Virginia. Because of the controversy regarding the propriety of the National Government's participation in public road construction the project was halted until 1828. The old National Road provided ready access to the trans-Appalachian Region and greatly stimulated its settlement and growth.

The Casselman Bridge was an integral part of the National Road. Probably the largest bridge of its type, at its completion, it possessed the largest stone arch in the United States. Built in the early 19th century, about 1813, the bridge remains a splendid paradigm of early American engineering prowess. A traveler of the period spoke of it in laudatory terms calling it simply "superb."

HISTORY

The Federal Government's decision to construct a road from Cumberland, Maryland, to the Ohio River was responsible for the erection of the Casselman Bridge. Cumberland had been chosen as the starting point for the new highway because a good road, the Frederick Pike, already ran from Baltimore to Cumberland. Construction of the National Road, or the Cumberland Road as Congress always referred to it, began in the spring of 1811 and the War Department exercised general supervision of the undertaking. Gangs of men, with their picks, shovels, oxen and horses, cleared the roadway leveled the hills and filled hollows. A path sixty-six feet wide angled its way northwest as the road moved toward the Pennsylvania border, climbing and descending one mountain after another. The actual roadway was thirty feet wide, and twenty feet of that width was covered with a layer of stones a foot to eighteen inches deep. The first ten miles had been completed by the fall of 1812, but the war of that same year delayed the building of the final fourteen and a half miles of the road to Pennsylvania.

No sooner had the Maryland section of the National Pike been completed, than a tidal wave of traffic moved across the highway. Great cargo wagons filled the road; some of them that passed over the Casselman Bridge were drawn by twelve horses and carried ten-ton loads. Smaller wagons, stage-coaches and droves of animals also crossed the bridge. Most movement on the

(Continued)

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Casselman Bridge, National Road
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road ceased when night fell and the inns and taverns along the highway became crowded. One evening, an inn on Negro Mountain, its 2,328-foot summit being the highest mountain crossed in Maryland, not only gave hospitality to drivers and travelers but also had thirty-six horse teams in the wagon yard, a hundred mules in the barn, a thousand hogs in one enclosure and as many cattle and sheep in the adjacent fields. Traffic moved east and west over the artery with greater speed and ease than ever before, and probably numerous users of the road thought that "the goodness of God must surely have been in the Congress with the measures to finance the construction of the Cumberland Road."

The National Road in Maryland, as well as in other states through which it passed, required constant repair. In addition to the damage incurred from landslides and heavy rains, the constant movement of wagons tended to damage the pavement. Wagons that locked their wheels in descending the many hills cut deep ruts in the roads surface, for example. As a result, in the 1820's and early 1830's laborers practically rebuilt the road, especially during the later period. With the completion of the repairs undertaken in 1831, the United States turned that portion of the National Road located in Maryland over to the state.

The Casselman Bridge, like the road, continued to serve the traveler for many years after Maryland assumed control of her section of the National Road. Indeed, the bridge remained in use until 1933, when the state supplanted it with a concrete and steel structure. The Casselman Bridge now stands as a reminder of the era of the National Road in Maryland.

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Beginning at the northeastern end of the new Casselman Bridge on Route 40, proceed in a northerly direction staying approximately 60 feet to the east of the eastern shoreline of the Casselman River, past the eastern end of the old Casselman Bridge continuing due north for about 420 feet to the northern shoreline of the Casselman River, this forms the eastern boundary; thence northwest approximately 180 feet to the 2200' contour, this forms the northern boundary; thence proceed south-southwest along the foot of the said adjoining mountain (along contour 2200 ft.) to the northern side of Route 40, this forms the western boundary; thence east along the northern edge of Route 40 to the point of beginning, this forms the southern boundary.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

A History of Road Building in Maryland (Baltimore, 1959).
 "Uria Brown's Journal," Maryland Historical Trust Magazine X (Sept., 1915).
 Archer B. Hulbert, The Old National Road--The Historic Highway of America
 in Publications, IX (1901).
 Mrs. Carrol Miller, "Romance of the National Pike," Western Pennsylvania
 Historical Magazine, 1-37.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A	17	659300	4395400	B	17	659000	4395860
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	17	659000	4395860	D	17	659300	4395400

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph Scott Mendinghall, Historian

ORGANIZATION

Historic Sites Survey, National Park Service

DATE

5/3/76

STREET & NUMBER

1100 L Street NW.

TELEPHONE

202-523-5464

CITY OR TOWN

Washington

STATE

D.C. 20240

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____ STATE _____ LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

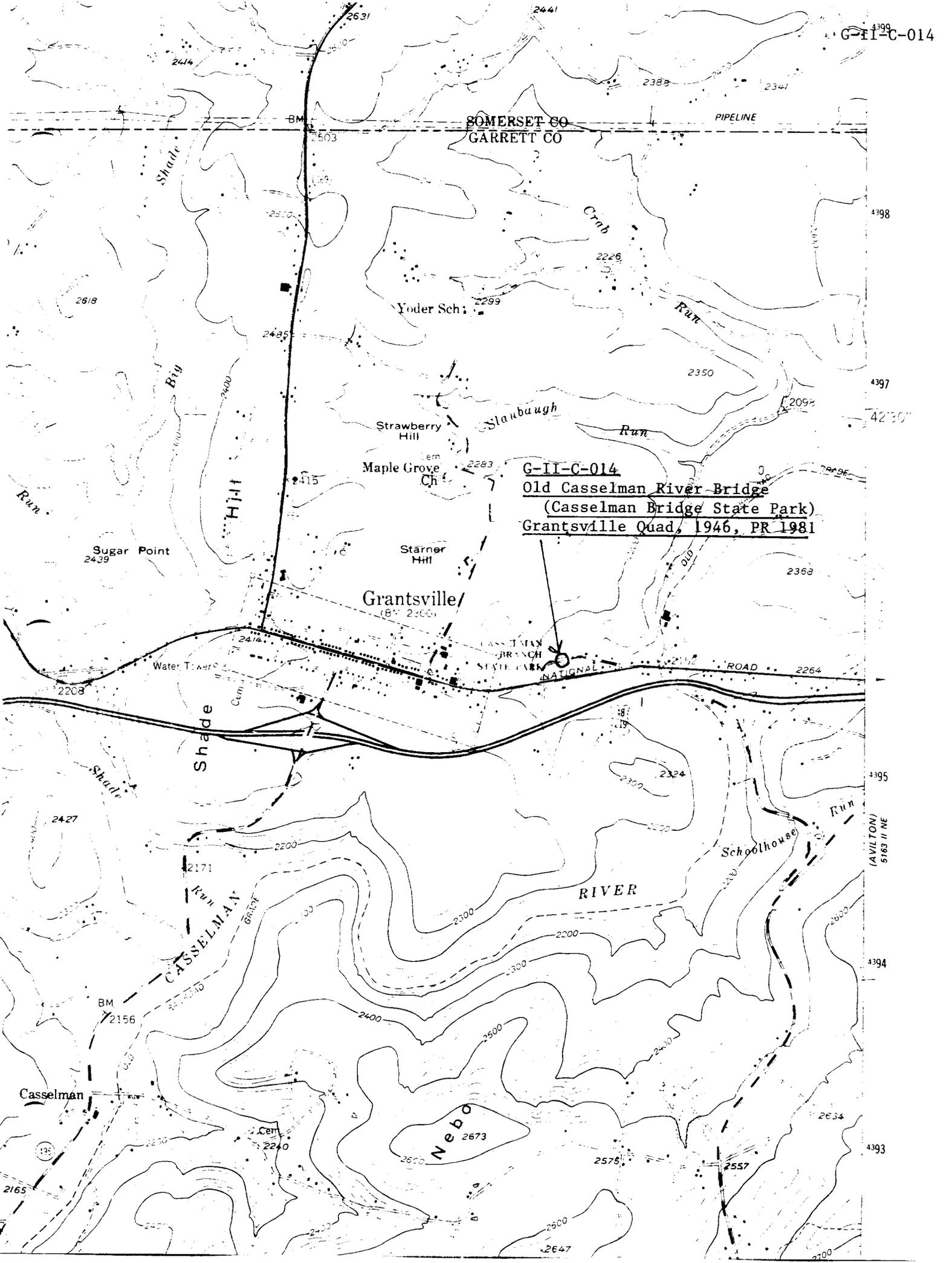
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC LANDMARKS)



G-II-C-014
Old Casselman River Bridge
(Casselman Bridge State Park)
Grantsville Quad, 1946, PR 1981

Grantsville/
 (B: 2300)

Water Tower

CASSELMAN
 BRANCH
 STATE PARK
 NATIONAL

Scholhouse
 Run

RIVER

CASSELMAN
 RIVER

Nebo
 2673

Casselman

BM
 2156

Cem
 2240

2557

2575

4393

4394

4395

4230

4397

4398

4399

(AVILTON)
 5163 II NE