

940126

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

Property/District Name: Price's Bridge Survey Number: WA-I-291

Project: Price's Bridge restoration, Cearfoss Vicinity Agency: FHWA/Washington County

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)

Based on available information, Price's Bridge, a five-arched structure of native limestone constructed in 1832 to span Conococheague Creek, is eligible for the National Register of Historic Places under Criterion A and C for its contribution to commerce and transportation in Washington County and as an example of the engineering abilities of 19th century bridge builders. It is one of the largest of the thirty-some (in 1975) stone arched structures in Washington County. Most of the stone bridges in the County were constructed between 1820 and 1850 and reflect preference for stone construction in the Cumberland Valley during the first half of the 19th century. The bridge was erected at an established creek crossing location, thereby facilitating transportation on an already well traveled route and provided access to Price's Sawmill. The bridge is a significant example of the engineering abilities of the early 19th century bridge builders. It is one of the few bridges in the county for which the recorded specifications have been located.

The bridge was damaged in the Agnes flood but retains sufficient integrity for listing.

Documentation on the property/district is presented in: Inventory Form WA-I-291

Prepared by: Paula Stoner Dickey

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

NR program concurrence:  yes  no  not applicable

R. Anderson Reviewer, NR program 2.28.94 Date

*amy*

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
- 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): Transportation

Known Design Source: Charles L. Wilson

MAGI# 2206823417

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

**1. NAME**

COMMON:  
Price's Bridge

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER: (Cearfoss Pike)  
extension of Route 58, northwest of Cearfoss

CITY OR TOWN:  
Cearfoss vicinity

STATE: Hagerstown      COUNTY: Maryland

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
Board of County Commissioners of Washington County

STREET AND NUMBER:  
Court House Annex

CITY OR TOWN: Hagerstown      STATE: Maryland

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Washington County Court House

STREET AND NUMBER:  
West Washington Street

CITY OR TOWN: Hagerstown      STATE: Maryland

Title Reference of Current Deed (Book & Pg. #): MM/638

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY:       Federal     State     County     Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:      STATE:

7. DESCRIPTION	
CONDITION	<div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered &lt; 50%    <input type="checkbox"/> Uncluttered           </div> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Moved    <input checked="" type="checkbox"/> Original Site           </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>Price's Bridge carries a county road which is an extension of state route 58 across the Conococheague Creek near the Pennsylvania line, northwest of Cearfoss.</p> <p>The bridge is a five-arched structure of coursed native limestone. It received severe damage to its walls during flooding in 1972, causing much of its masonry to be replaced with metal fencing. The sections of the walls which remain are topped with concrete and show evidence of repointing. The five segmental arches are graduated in size from the openings at the ends of the bridge to the largest arch at the center of the bridge. Piers with rounded conical ends support the arches. It is said by local historians that stone for the bridge was quarried on the nearby Solliday farm and transported downstream by horse-drawn boats.<sup>1</sup></p> <p>Price's Bridge is one of the few bridges in the county for which the recorded specifications have been located. Recorded in Liber MM, Folio 638 of the County land records is an agreement, dated August 9, 1831, between Charles L. Wilson of Washington County, Md. and the County Commissioners of Washington County. The agreement authorized the construction of a stone bridge over the Conococheague Creek "at or near Price's fording between the sawmill of William Price esq., and the present fording over said creek." The bridge was to be 190 feet in length, 16 feet wide in the clear and 19 feet in height. The center arch was to span 40 feet while those on each side of the center arch were to be 35 foot openings. Arches at the ends were each to span 30 feet. The agreement further specified that the piers were to be seven feet thick and six feet high. The wing walls on the west side were to extend 15 feet independent of the abutment which was to be ten feet thick. The abutment on the east side was also to be ten feet thick with wing walls on the upper side ten feet long and on the lower side, 20 feet long with a curve to suit the bank. The curtain walls were to be four and one half feet high and covered with seasoned pine boards three-fourth inch thick, "to be doubled and so arranged as to break the joints and be well painted." The grade was to be 2-1/2' in elevation and to be "turnpiked on the McAdam's plan." The abutments were to be filled in such a manner as to make the grade not more than five degrees from the bridge at each end. Finally, the agreement specified that the bridge was to be fully completed on or before November 1, 1832 for \$5,500.</p> <p>Price's Bridge is in deteriorated to fair condition. Although it is still open to traffic, it is considered potentially hazardous and is threatened by destruction.</p>	
<p><sup>1</sup> Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," (August-September, 1965), p. 2.</p>	

SEE INSTRUCTIONS

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1832

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry		_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature		_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	_____

STATEMENT OF SIGNIFICANCE

Price's Bridge is significant for its architecture, for its contribution to commerce and transportation in Washington County and as an example of the engineering abilities of the early bridge builders.

Architecturally, it is an example of some thirty stone arched structures in Washington County. Spanning the Conococheague, a broad creek, it is one of the largest of these bridges, containing five arches. Most of the stone bridges in the county were constructed between 1820 and 1850 and appear to reflect a trend of building with stone which was prevalent in the Cumberland Valley during the first half of the 19th century. Many stone bridges were constructed in Washington County and nearby Franklin County, Pa. which comprise the lower portion of the Cumberland Valley. According to historians, stone bridges, because of their greater durability were used for the National Pike at the insistence of the Maryland legislature.

Price's Bridge is also significant for its contribution to commerce and transportation in Washington County. The agreement between Charles Wilson and the County Commissioners for construction of the bridge suggests that it was to be erected at an established creek crossing place, Price's ford. It also reveals that Price's sawmill, a commercial endeavor was located nearby. Thus the bridge facilitated transportation on an apparently well traveled route as well as providing easier access to the sawmill. Although the sawmill is no longer in existence, the bridge has continued to aid transportation in Washington County.

This bridge like all the stone arched spans in the county is significant as examples of the engineering abilities of the early 19th century bridge builders. Accommodating traffic of a much greater weight and volume than they were designed to carry, these bridges remain as monuments to the expertise of the builders. Several names are associated with bridge building in Washington County. Charles Wilson is known to have built several spans in addition to Price's Bridge, including the Conococheague Bridge at Williamsport and Booth's Mill Bridge across the Antietam Creek. Other bridge builders were the Lloyds, a Pennsylvania firm for whom Wilson occasionally acted as an agent, John and George Weaver and Silas Harry. It appears that masonry bridges such as Price's Bridge were in wide use only in areas of Pennsylvania and Maryland.

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.  
 Land Records, Washington County, Md.  
 Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," August-September, 1965.

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

**11. FORM PREPARED BY**

NAME AND TITLE:  
 Paula Stoner Dickey, Consultant

ORGANIZATION: Washington County Historical Sites Survey      DATE: March, 1975

STREET AND NUMBER:  
 Court House Annex

CITY OR TOWN: Hagerstown      STATE: Maryland

**12. State Liaison Officer Review: (Office Use Only)**

Significance of this property is:  
 National     State     Local

\_\_\_\_\_  
 Signature

SEE INSTRUCTIONS

1

2

3

4

5

6

7

8

9

10

11

FRANKLIN COUNTY  
WASHINGTON COUNTY

STATELINE RD 163

WISHARD RD  
58

CONOCOHEAGUE

CREEK

WA-I-291  
ADC of Alexandria, Inc., 1984

Mount Zion

KENT ESTATES

A B C D E F G H J

CHURCH RD

63

CEARFOSS

FAIRVIEW ACRES

CONOCOHEAGUE

CREEK

8

GREENCASTLE

MAUGA

BROADFORDING

SALEM

GARDENSPOT  
DAISY

MARTINS CROSSROADS

ARSORANDA ESTATES

58

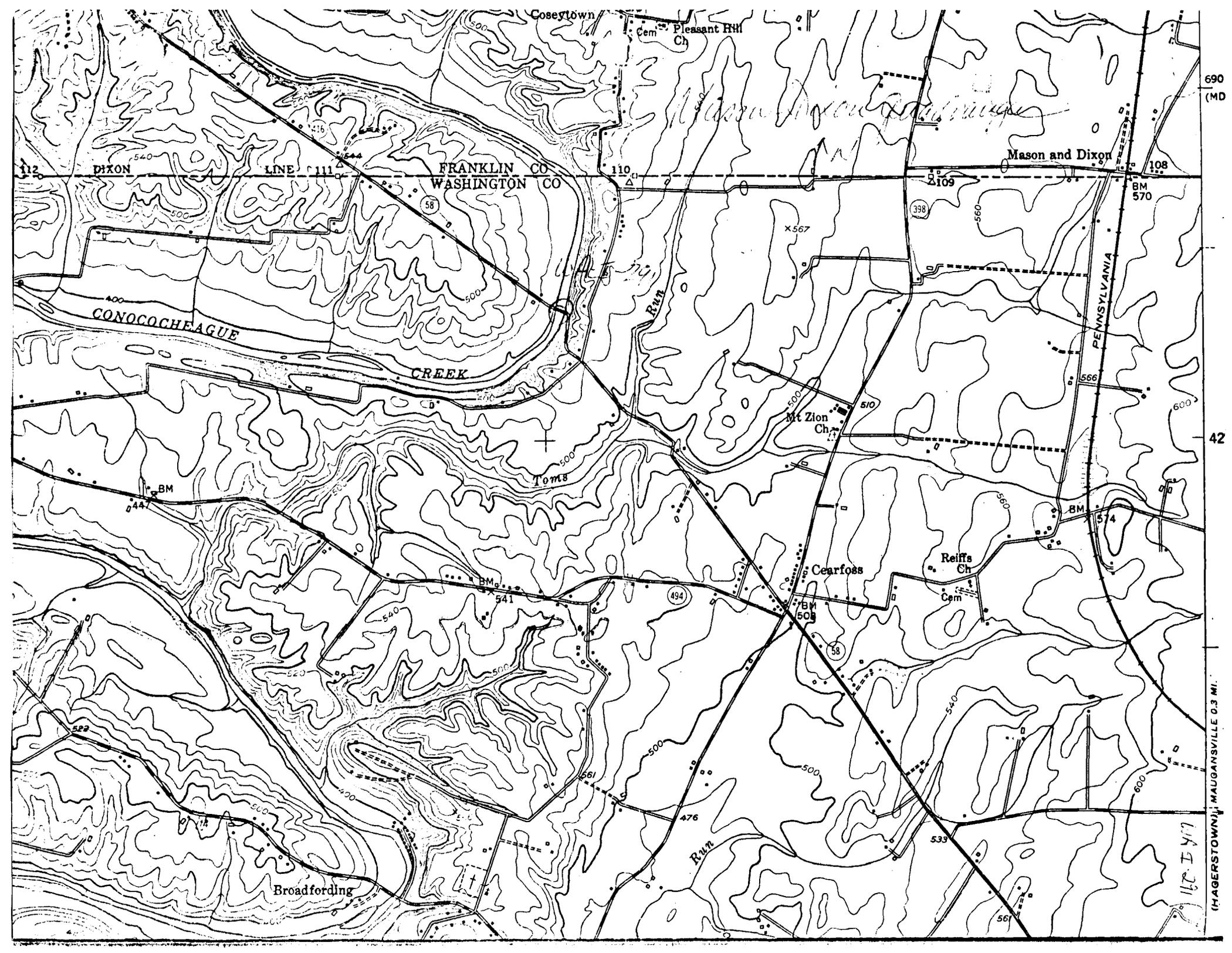
21

Troupe

PIKE

SPADE

BROADFORDING



690  
(MD)

42

(HAGERSTOWN), MAUGANSVILLE 0.3 MI.  
LINE 111



WA-1-241

291

Prices' Bridge over  
Conococheague Creek  
From downstream Rt 58 bridge  
over Conococheague Creek

Prices' Bridge

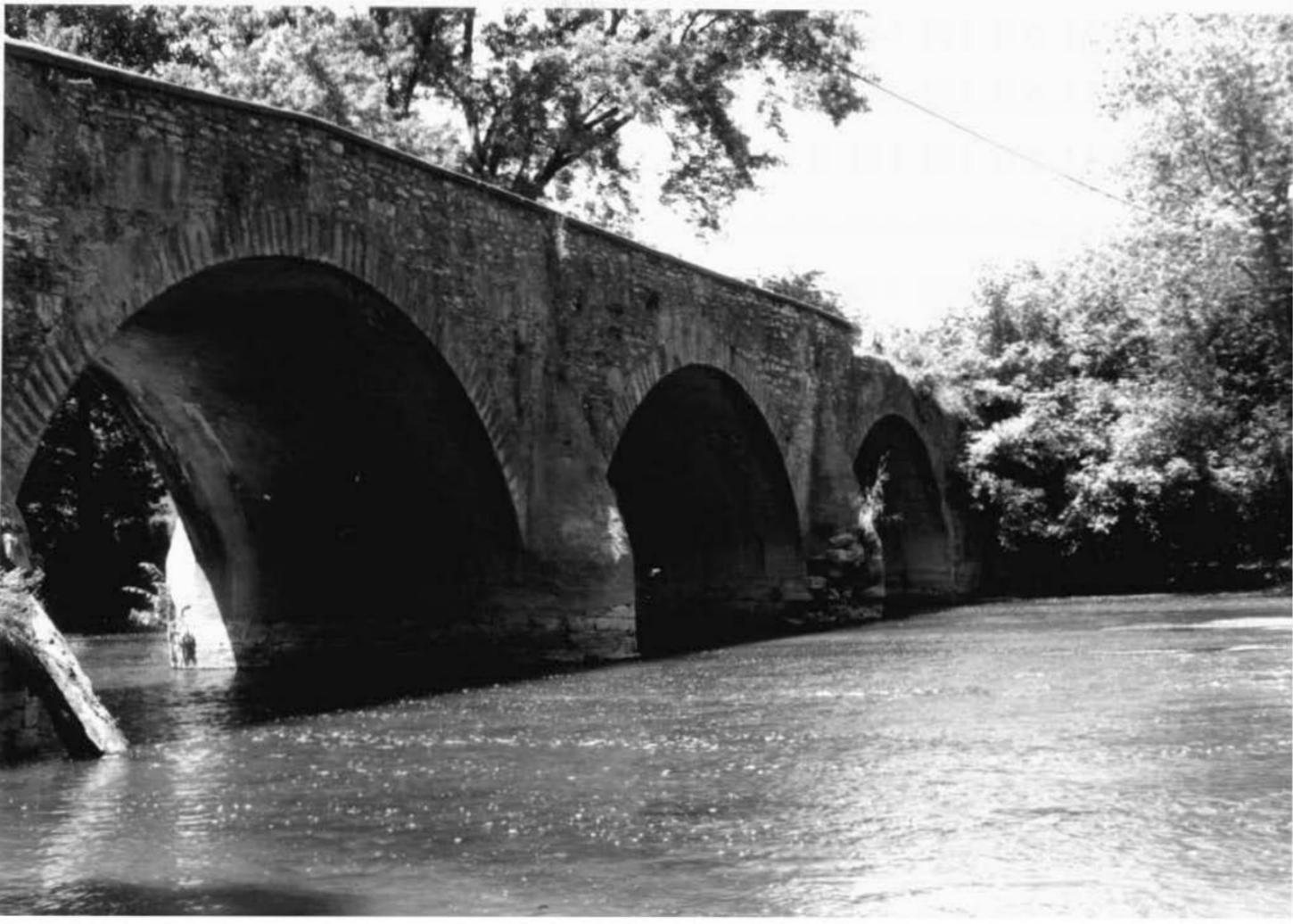
Conococheague Creek

From downstream Rt 58 bridge

over Conococheague Creek

291

South



WA-1-241-291

Prices Bridge over  
Conococheague Creek  
From upstream east bank

Prices Bridge

WA-1-291

North of Mt. St. Anne Conococheague Creek

C. S. ...

...

about



WA-1-241

291

Prices Bridge over  
Conococheague Creek  
From downstream east bank

Prices Bridge

WA-1-241

West of the bridge

7.23

7.23

Southward



WA-1-241

291

Prices Bridge over  
Conococheague Creek  
From downstream east end

Prices Bridge

WA-1-291

North of p. 58 over Conococheague Creek

E. Lindcomb

7-23-98

100-100 - cont. 100



~~WA-1-241~~

291

Prices Bridge over  
Conococheague Creek  
From downstream from eastern  
approach

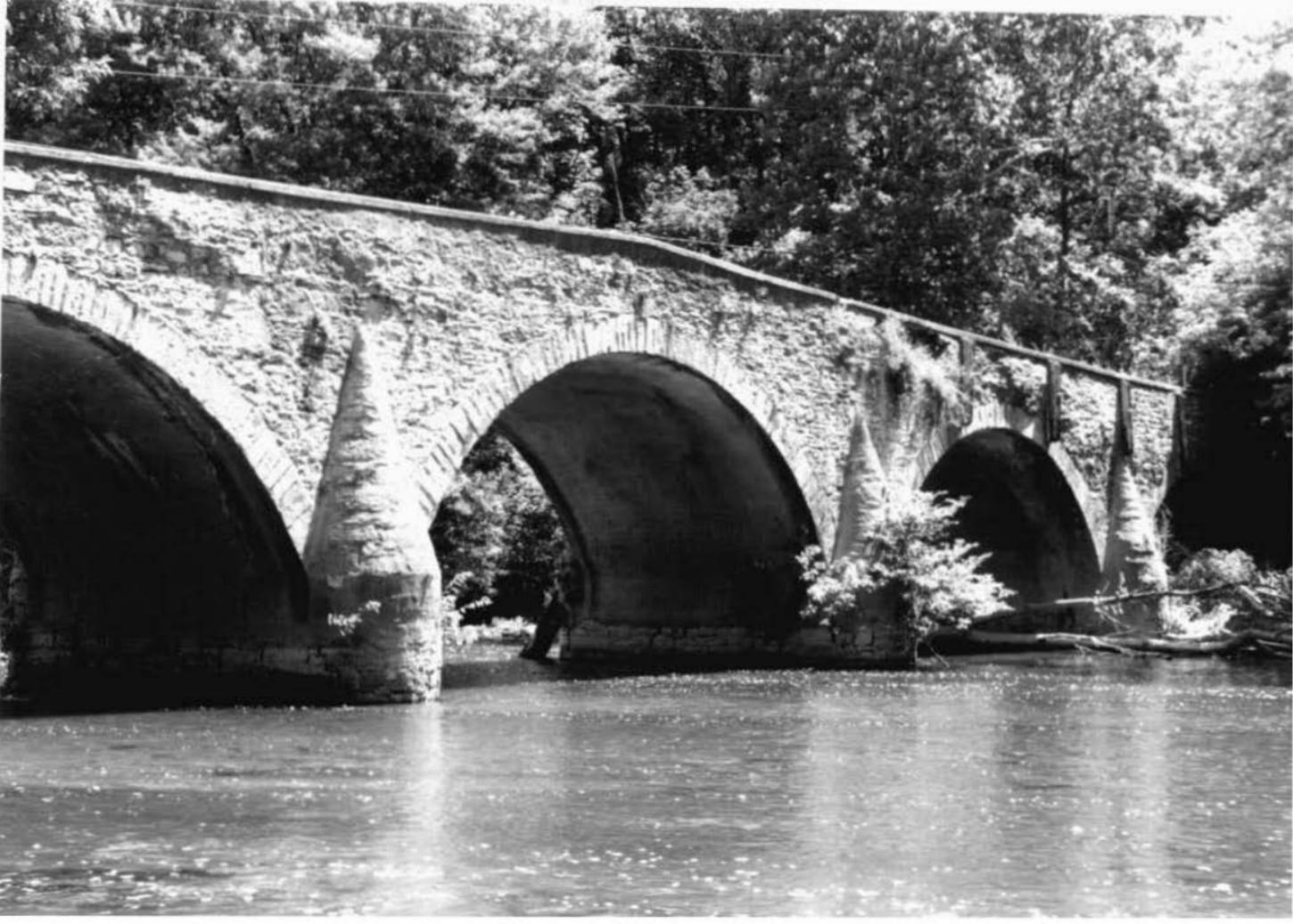
Prices Bridge

1920 - 1925

1925 - 1930

1930 - 1935

1935 - 1940



WA-~~1-241~~ 291  
Prices Bridge over  
Conococheague Creek  
From downstream west bank

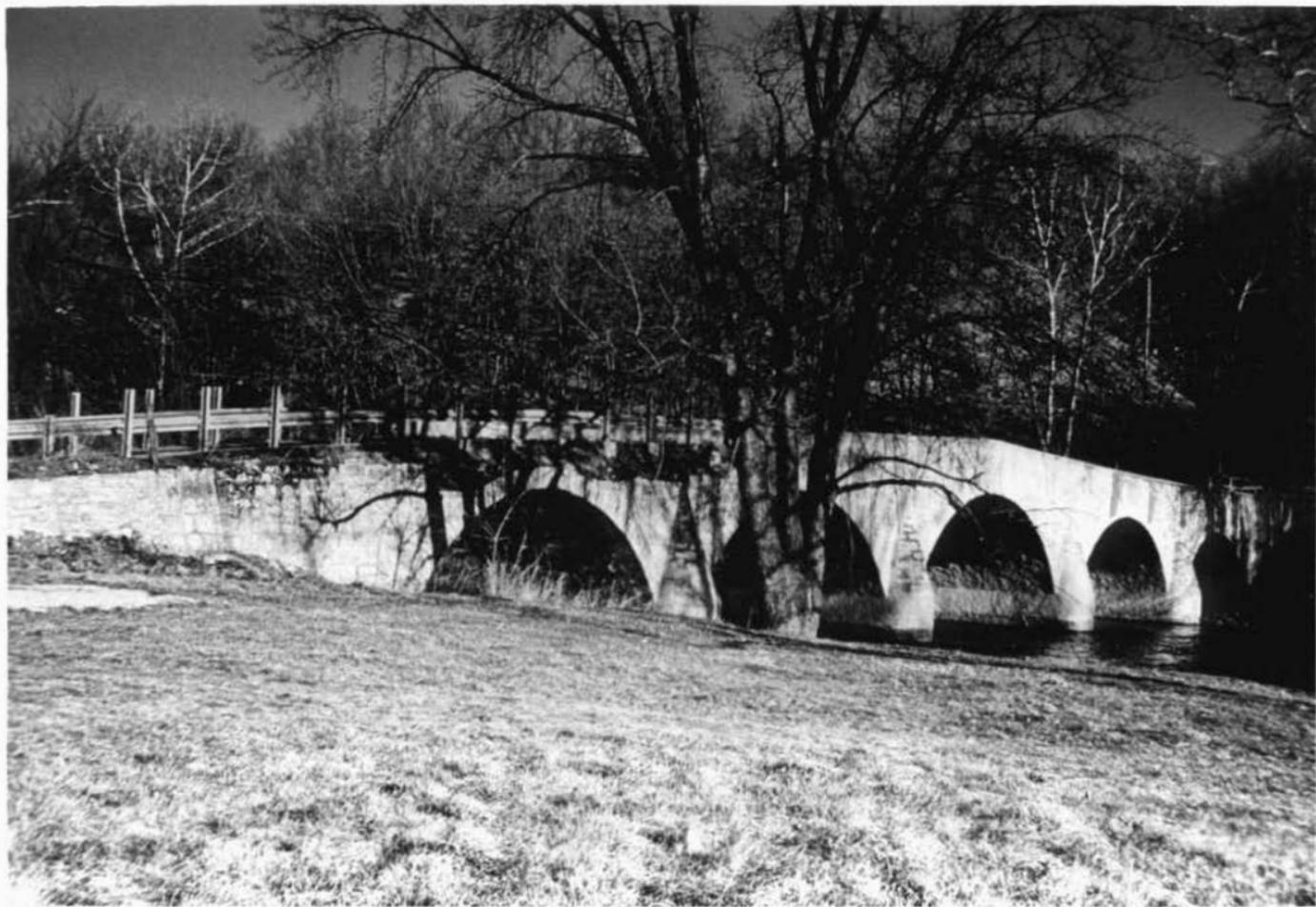
Prices Bridge

WA-1-291

Nor<sup>th</sup> of Mo 58 over Conococheague Creek

11.23.93

South west



PAULA STONER DICKEY  
CONSULTANT, WASHINGTON CO.  
HISTORICAL SITES SURVEY