

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-II-017

Name: Dewitt Packhorse Bridge

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 <input checked="" type="checkbox"/> X	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
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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

MHT No. WA-II-017

Name and SHA No. Devil's Backbone Bridge (21039)

Location:

Street/Road name and number [facility carried] MD 68 over Beaver Creek

City/town Boonsboro Vicinity X

County Washington

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

Ownership: State X County ___ Municipal ___ Other ___

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

National Register-listed district ___ National Register eligible district ___

Locally-designated district ___ Other ___

Name of District _____

Bridge Type:

Timber Bridge ___:
Beam Bridge ___ Truss-Covered ___ Trestle ___ Timber-And Concrete ___

Stone Arch X

Metal Truss Bridge ___

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:**Describe Setting:**

This bridge carries Maryland Route 68 over Beaver Creek in a predominantly rural setting approximately 3 miles north of Keedysville. The bridge lies at the mouth of Beaver Creek at its intersection with Little Antietam Creek. Little Antietam Creek runs parallel to the south side of MD 68. North of MD 68, on the west bank of Beaver Creek, the land rises sharply. The west bank of the creek is relatively flat.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This structure is a single span stone arch bridge constructed of coursed limestone. The span has been severely modified by repairs. Both west wingwalls and the southeast wingwall have been reinforced with 2 foot thick concrete walls. The northeast wingwall has been strengthened by the addition of a large steel I beam. Several stones are missing from the south elevation arch, and severe scouring has been repaired by the addition of grout bags.

This bridge has a sufficiency rating of: 48.6

Discuss major alterations:

The grout bags were placed at the abutments in February of 1996 due to flooding damage. The wingwall alterations noted above were not yet performed in 1975, when, according to MHT records, the bridge was in excellent condition.

History:

When Built: *ca. 1824*

Why Built: *Unknown*

Who Built: *Jabez Kenney*

Who Designed: *Unknown*

Why Altered: *due to deterioration and safety concerns*

Was this bridge built as part of an organized bridge building campaign: *no*

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events B Person

C Engineering/Architectural Character

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

Bridge No. 21039 is significant as an early span on Lappans Road (MD 68) between Williamsport and Boonsboro, where it connected with the National Road (Old U.S. 40).

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?

The bridge helped provide a transportation link which was important to local and regional growth during the nineteenth century. This bridge is near the site of Booth's Mill, which was on the west bank of the Antietam, and was served by this bridge.

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 and visual character of the possible district?

The area surrounding the bridge has no potential for designation as a historic district.

Is the bridge a significant example of its type?

The bridge is a significant example of an early 19th century stone masonry arch bridge, however, its integrity is severely compromised.

Does the bridge retain integrity of important elements described in Context Addendum?

No. Major alterations and repairs have significantly impaired the integrity of materials, design, and workmanship of this structure.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Unknown.

Should this bridge be given further study before significance analysis is made and why?

No further evaluation is necessary to complete the National Register evaluation of this bridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy of USGS map illustrating the location of the bridge.

Surveyor:

Name:

David C. Berg

Date: 08/26/97

Organization:

Greenhorne & O'Mara

Address:

9001 Edmonston Road

Telephone: (410) 982-2800

Greenbelt, MD 20770

W 21039
 UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	
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

Beaver Creek Bridge on Route 68

AND/OR COMMON

Devil's Backbone Bridge

2 LOCATION

STREET & NUMBER

Route 68 at Mouth of Beaver Creek

__ NOT FOR PUBLICATION

CITY, TOWN

Northwest of Boonsboro

__ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

CODE

COUNTY

Washington

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Maryland State Highway Administration

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

__ VICINITY OF

STATE

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__ FEDERAL __ STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
 SURVEY RECORDS

CITY, TOWN

STATE

8 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	<input checked="" type="checkbox"/> ARCHITECTURE	___EDUCATION	___MILITARY	___SOCIAL/HUMANITARIAN
___1700-1799	___ART	<input checked="" type="checkbox"/> ENGINEERING	___MUSIC	___THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	___EXPLORATION/SETTLEMENT	___PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
___1900-	___COMMUNICATIONS	___INDUSTRY	___POLITICS/GOVERNMENT	___OTHER (SPECIFY)
		___INVENTION		

SPECIFIC DATES 1824 BUILDER/ARCHITECT Jabez Kenney

STATEMENT OF SIGNIFICANCE

The Devil's Backbone Bridge is significant for its architecture, as an example of the engineering abilities of early 19th century bridge builders and for its contribution to commerce and transportation from 1824 to the present.

Architecturally, the structure represents a type of bridge which was used rather extensively in Washington County and nearby Franklin County, Pa. Outside these two counties which comprise the lower Cumberland Valley, stone arch bridges are not common. According to historians, stone arch bridges because of their greater durability were used for the National Pike at the insistence of the Maryland legislature. It is presumed that stone arch bridges were used on other major roads in the county for the same reason. Possibly the use of stone for bridges is parallel to the extensive use of stone as a building material for houses and barns and other structures during the early 19th century in the Cumberland Valley. The stone bridges, most of which were built between 1820 and 1850, do appear to reflect a major architectural trend in Washington County. This bridge said to have been built in 1824 is relatively early, being one of the first structures completed after the 1819 five-arch bridge which carried the National Pike across the Conococheague Creek.

The bridges provide evidence of the engineering abilities of the bridge builders. Accommodating traffic of a much greater volume than they were designed to carry, the bridges, most of which are still in used in Washington County, are monuments to the engineering capabilities of the early 19th century bridge builders. This bridge is the only span in the county known to have been built by Jabez Kenney. The Lloyds of Pennsylvania, a bridge building firm, George and John Weaver and Silas Harry were responsible for most of the county's bridges.

Devil's Backbone Bridge is also significant for its contribution to commerce and transportation since 1824. Like many of Washington County's stone arch bridges, it was constructed near a mill where a fording and bridge site had long been established. The mill in the vicinity of this bridge was Booth's Mill on the west bank of the Antietam. The bridge would have facilitated access and aided in transportation of goods to and from the mill. Grist milling was a major part of the economy in Washington County causing the mills to be important centers of trade as well as places for social gatherings. It appears that many of the early roads in the County were those that led to the mills and it was those roads which received the stone arch bridges.

WA-II-017
Devil's Backbone Bridge
Boonesboro vicinity
public (unrestricted)

1824

The Devil's Backbone Bridge is a single arch stone structure which carries Maryland Route 68 across Beaver Creek at Devil's Backbone near the site of Booth's Mill. The structure is built of coursed limestone with one large semental arch lined with carefully cut stone. The bridge has a high center, its walls rising to a peak over the arch. The parapets are topped with a concrete coping.

Although no records have been found which reveal the cost or specifications for this bridge, secondary sources claim it was built by Jabez Kenney in 1824.

Architecturally, the bridge is significant as an example of the type of bridges built in Washington County and nearby Franklin County, Pennsylvania, during the first half of the 19th century. This bridge is one of the first structures completed after the 1819 five-arch bridge which carried the National Pike across the Conococheague Creek. It is also the only known span in the county to have been built by Jabez Kenney. Accomodating traffic of a much greater volume than it was designed to carry, the bridge is a monument to the engineering capabilities of the early 19th century bridge builders. Devil's Backbone Bridge is one of six historic stone bridges--part of Maryland's state road system in Washington County, and one of 10 stone bridges throughout the entire state road network--identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

MARYLAND HISTORICAL TRUST WORKSHEET

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

SEE INSTRUCTIONS

1. NAME					
COMMON: Beaver Creek Bridge on Route 68					
AND/OR HISTORIC: Devil's Backbone Bridge					
2. LOCATION					
STREET AND NUMBER: Route 68 at Mouth of Beaver Creek					
CITY OR TOWN: northwest of Boonsboro					
STATE Maryland		COUNTY: Washington			
3. CLASSIFICATION					
CATEGORY (Check One) <input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object		OWNERSHIP <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		STATUS <input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	ACCESSIBLE TO THE PUBLIC Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments	
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____	
4. OWNER OF PROPERTY					
OWNER'S NAME: State Highway Administration					
STREET AND NUMBER: 300 West Preston Street					
CITY OR TOWN: Baltimore		STATE: Maryland		21201	
5. LOCATION OF LEGAL DESCRIPTION					
COURTHOUSE, REGISTRY OF DEEDS, ETC.: none available					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			
Title Reference of Current Deed (Book & Pg. #):					
6. REPRESENTATION IN EXISTING SURVEYS					
TITLE OF SURVEY:					
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local					
DEPOSITORY FOR SURVEY RECORDS:					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered < 50%	<input type="checkbox"/> Uncltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This single arch stone bridge carries Maryland Route 68 across Beaver Creek at Devil's Backbone near the site of Booth's Mill in Washington County, Md.

According to secondary sources the bridge was built by Jabez Kenney in 1824. No records have been found which reveal the cost or specifications for this bridge. The structure is built of coursed limestone with one large segmental arch lined with carefully cut stone. The bridge has a high center, its walls rising to a peak over the arch. The parapets are topped with a concrete ledge.

Northwest of this bridge is a three-arch span over the Antietam, the Booth's Mill Bridge (WA-II-009), and Devil's Backbone County Park (Wa-II-036). Between the Antietam and Beaver Creeks is an unusual geological formation known as Devil's Backbone.

This bridge appears to be in good to excellent condition and has received little alteration other than maintenance and the resurfacing of Route 68.

SEE INSTRUCTIONS

6. 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) 1824

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"/> Theater	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music		_____

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Devil's Backbone bridge is also significant for its contribution to commerce and transportation since 1824. Like many of Washington County's stone arch bridges, it was constructed near a mill where a fording and bridge site had long been established. The mill in the vicinity of this bridge was Booth's Mill on the west bank of the Antietam. The bridge would have facilitated access and aided in transportation of goods to and from the mill. Grist milling was a major part of the economy in Washington County causing the mills to be important centers of trade as well as places for social gatherings. It appears that many of the early roads in the County were those that led to the mills and it was those roads which received the stone arch bridges.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Scharf, Thomas J., History of Western Maryland, Philadelphia: Louis H. Everts, 1882.
 Washington County Museum of Fine Arts, "Bridges: Our Legacy in Stone," Exhibition Catalog by Mary Vernon Mish and David T. Cottingham, 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
NW	°	'	"	°	'	"	°	'	"
NE	°	'	"	°	'	"	°	'	"
SE	°	'	"	°	'	"	°	'	"
SW	°	'	"	°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreeage Justification:

Quadrangle Name: Funkstown, Maryland
 Quadrangle Scale: 1: 24,000
 UTM References: 18.267140.439430 (John Hnedak additions, 1980)

SEE INSTRUCTIONS

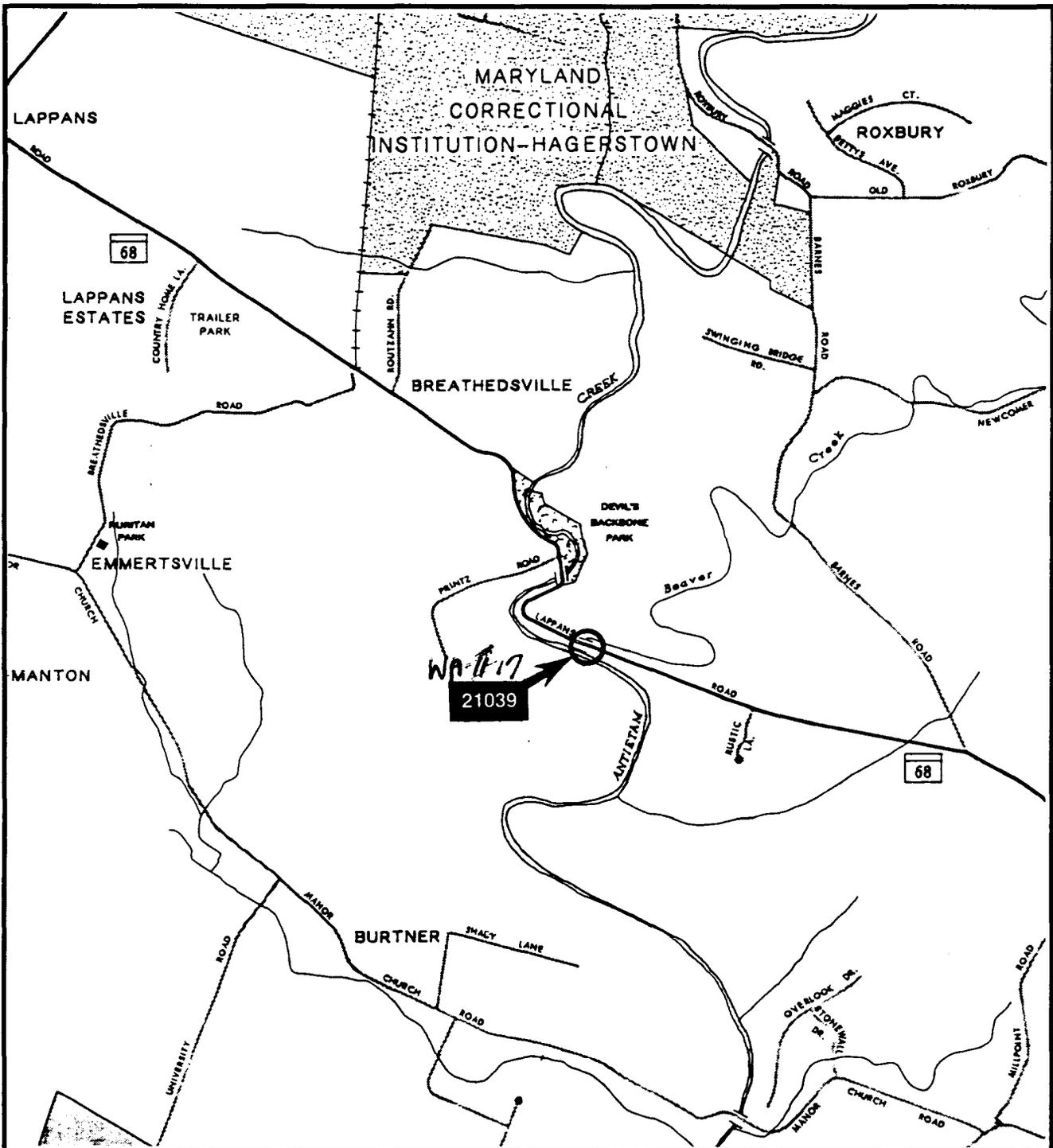
11. FORM PREPARED BY

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

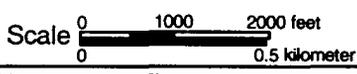
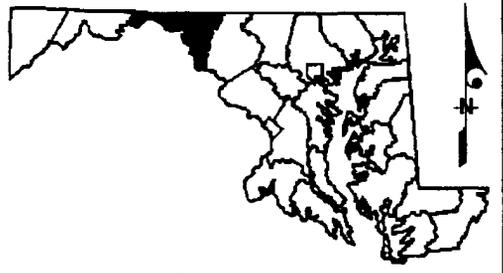
12. State Liaison Officer Review: (Office Use Only)

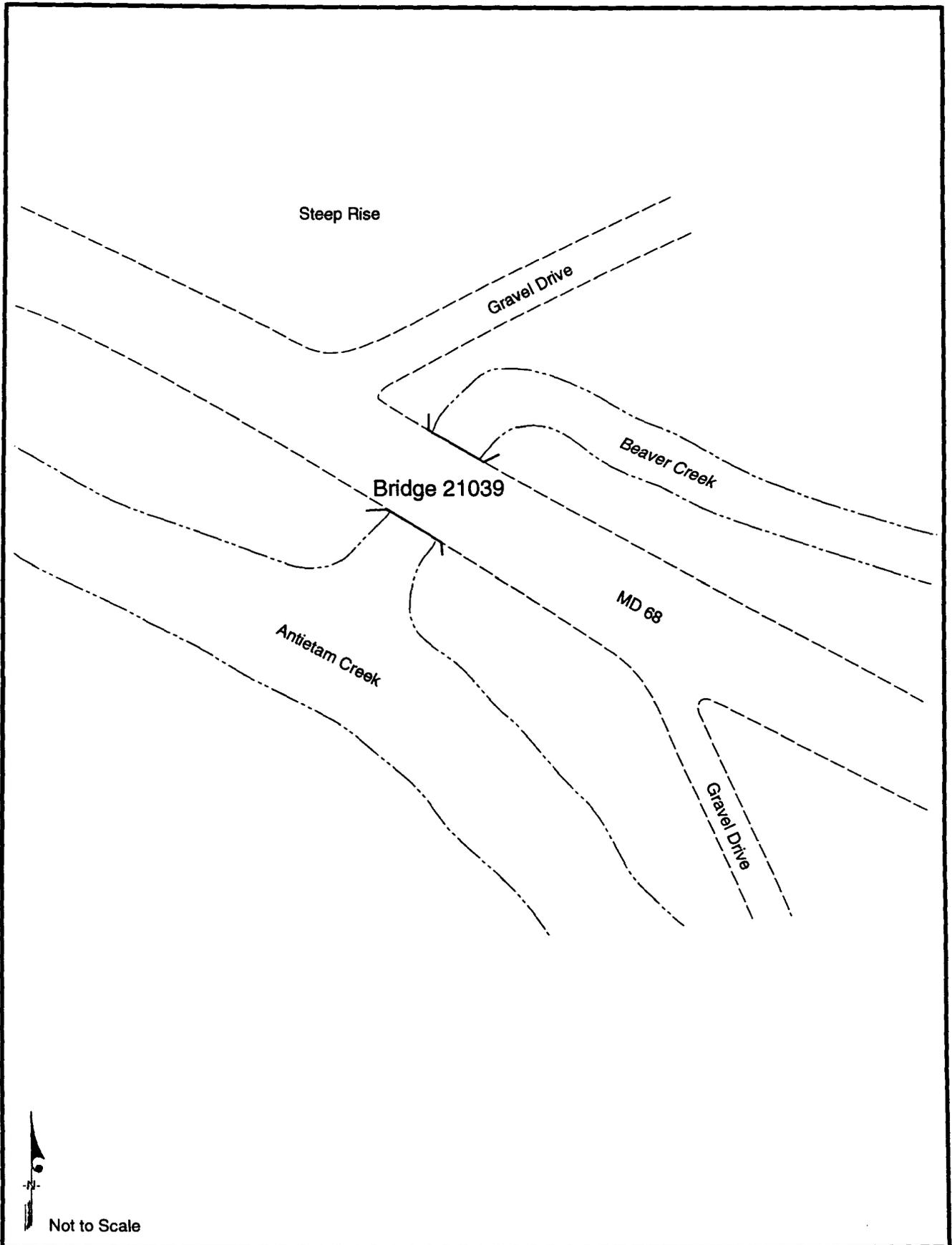
Significance of this property is:
 National State Local

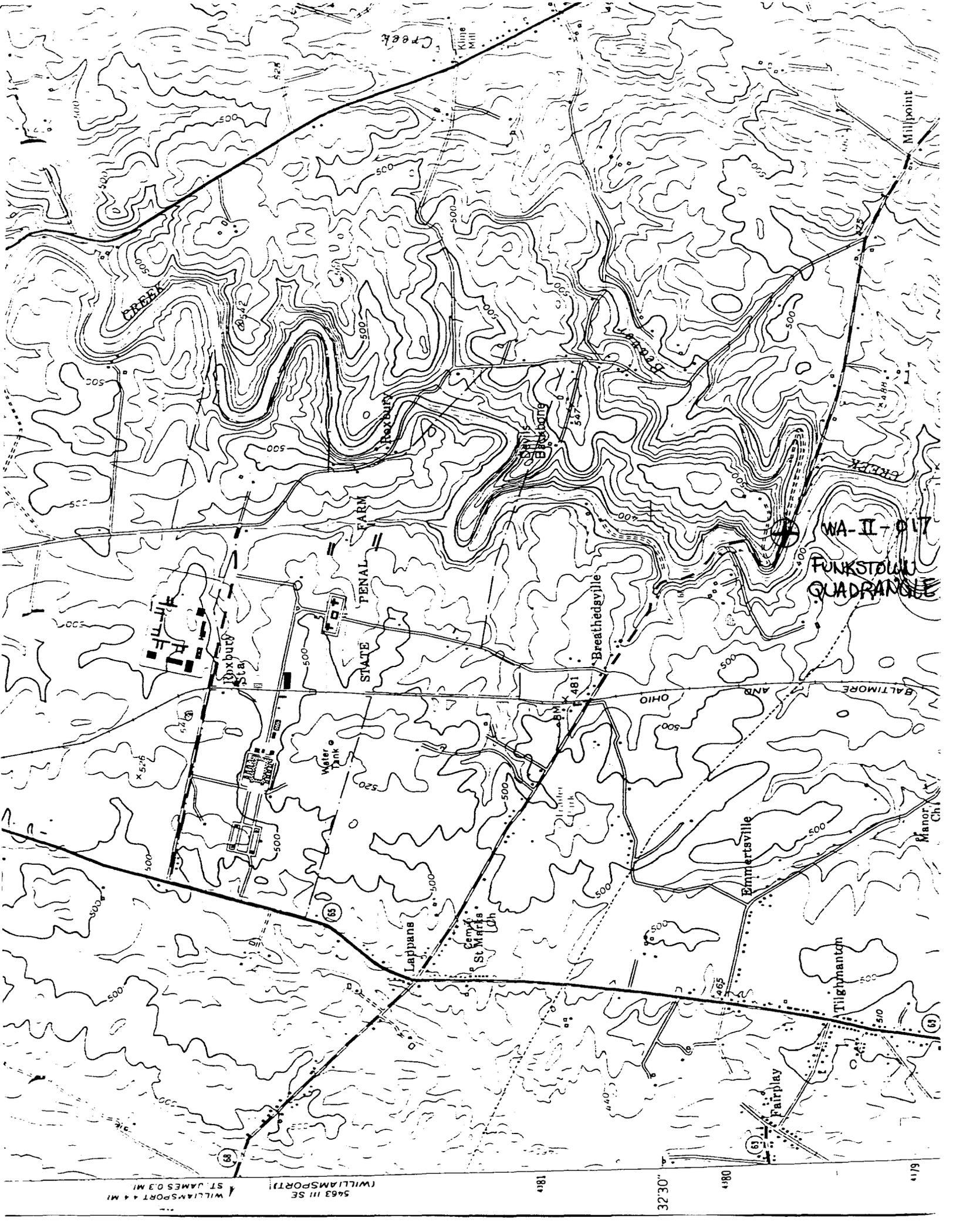
 Signature



Washington County - Bridge Number 21039
 MD 68 over Beaver Creek







5463 III SE (WILLIAMSPORT)
ST. JAMES O. M.
WILLIAMSPORT 4 MI.

4181

32°30'

4180

4179



WA-II-017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

EAST Elevation

1 of 5



WA-II-017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

West Elevation

2 of 5



WA-#-017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

North Elevation

2 OF 5



WA-# -017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

8/97

Maryland State Highway Administration

North Elevation, Detail

4 of 5



WA - II - 017

Devil's Backbone Bridge (21039)

Washington County, Maryland

David Berg

7/97

Maryland State Highway Administration

SOUTH ELEVATION

5 of 5



DEVIL'S BACKBONE (1824)

MD. RTE 68 & LITTLE BANKS RD.

REAR VIEW OF

N. W. CORNER

SHOWING EVIDENCE OF
AN OLD AND INTERESTING
SITE

W. H. DAK
/ P. S. F. W.
150







