Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-I-C-075. ✓

Name: MD 51 over C&O CANAL

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

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

MHT No. AL-I-C-075

SHA Bridge No. 1048 **Bridge name** MD 51 over C&O Canal

LOCATION:
Street/Road name and number [facility carried] MD 51

City/town Keifars **Vicinity** X

County Allegany

This bridge projects over: Road ____ **Railway** ____ **Water** X **Land** ____

Ownership: State X **County** ____ **Municipal** ____ **Other** ____

HISTORIC STATUS:
Is bridge located within a designated historic district? Yes X **No** ____
National Register-listed district X **National Register-determined-eligible district** ____
Locally-designated district ____ **Other** ____

Name of district C&O Canal Historic 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 ____ **Retractile** ____ **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:

Bridge 1048 carries MD 51 over a dry portion of the C&O Canal. MD 51 runs in an east/west direction at the bridge, which is located in the vicinity of Keifars, Maryland just south of the Greer Ridge State Forest and west of Paw Paw, West Virginia. The area is very hilly and is undeveloped with heavy forest vegetation.

Describe Superstructure and Substructure:

This structure is a single-span, steel, camelback, pony truss bridge. The truss has eight panels for a total length of 89 feet and a clear roadway width of 27'-0". The top chord is constructed from back to back channels, a riveted cover plate on top, and lattice on the bottom. The bottom chord is constructed of back to back channels stabilized by batten plates. I-shapes comprise the verticals at the floorbeam locations as well as all diagonals. Other vertical members are comprised of angles. The deck is supported by floorbeams suspended from the I-shaped vertical members. The floor system consists of I-shaped transverse floorbeams and longitudinal stringers. All joint and member connections use gusset plates with rivets. The deck consists of an eight-inch concrete deck slab and the top flange of all steel stringers are embedded in the concrete deck slab. There are metal guardrails attached to the verticals along both truss planes. The substructure consists of two reinforced concrete cantilever abutments and wingwalls.

Discuss Major Alterations:

The deck, approach walls, and one abutment are modern. This upgrading was apparently completed in 1992. The work on the deck included raising it and underpinning it with modern stringers. No notable changes have been made to the superstructure.

HISTORY:

WHEN was bridge built (actual date or date range) 1932
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** X **County bridge files/inspection form** X
Other (specify) _____

WHY was bridge built? To provide a reliable crossing of MD 51 over the C & O Canal, to meet local transportation needs.

WHO was the designer _____

WHO was the builder The bridge is very similar to one built and/or designed in the same year by the Roanake Iron and Bridge Works in Cecil County--#7055--and may also have been their work.

WHY was bridge altered? [check N/A _____ **if not applicable]** structural needs/safety

Was bridge built as part of organized bridge-building campaign? Yes X **No** _____
This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _X_ B- Person _____
C- Engineering/architectural character _X___
Was bridge constructed in response to significant events in Maryland or local history? No_Yes _X_
If yes, what event?

This bridge was one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No ___ Yes _X_ If yes, what impact? _____

Because of their solidity and reliability, metal truss bridges with heavy members such as this bridge were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

Is the bridge located in an area which may be eligible for historic designation? No _ Yes _X___
Would the bridge add to _X__or detract from _____historic & visual character of the possible district?
The bridge is located within the C & O Canal Historic District.

Is the bridge a significant example of its type? No _ Yes _X_____

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load

requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth and early-twentieth century predecessors.

The Pratt truss bridge, Maryland's most common surviving early truss type, was patented in 1844 by Thomas and Caleb Pratt. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. Between 1868 and 1871 a subtype, the Parker truss, was developed in a series of patents filed by C.H. Parker. The Parker truss is a Pratt truss with an inclined rather than horizontal top chord. A variant of the Parker, the Camelback truss has a polygonal top chord consisting of exactly five slopes. It was popular for through truss spans from its late-nineteenth-century inception through the mid-twentieth century. Examples in Maryland include bridges 1048 (1932) in Allegany County, 7055 (1932) in Cecil County, and 10017 (1939) in Frederick County.

The bridge's use of a pony truss--a truss which has no lateral bracing connecting the top chords of its superstructure--is unusual in the state. Pony trusses probably comprise no more than about 20 percent of Maryland's metal truss bridges.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1932, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built after 1930, it is characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth and early-twentieth century predecessors.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ___ Yes X_____

Is bridge a significant example of work of manufacturer, designer and/or engineer? No___ Yes _

Neither the manufacturer, designer, nor engineer of this bridge could be determined. However, it is very close in design to Bridge 7055 in Cecil Company, which was designed in the same year--1932--by the Roanoke Iron and Bridge Works under the aegis of the State Roads Commission. In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Roanoke Iron and Bridge Company of Roanoke, Virginia, which erected long Pratt, Parker, and camelback bridges throughout the state in the 1920s and 1930s. These include bridges 2054 (1935) in Anne Arundel County, 7055 (1932) in Cecil County, and 10018 (1934) in Frederick County.

Should bridge be given further study before significance analysis is made? No X__ Yes _____

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs. The bridge is almost identical to Cecil County bridge 7055, which in 1992 (or 1993) was declared eligible for listing in the National Register by the Maryland Historical Trust.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

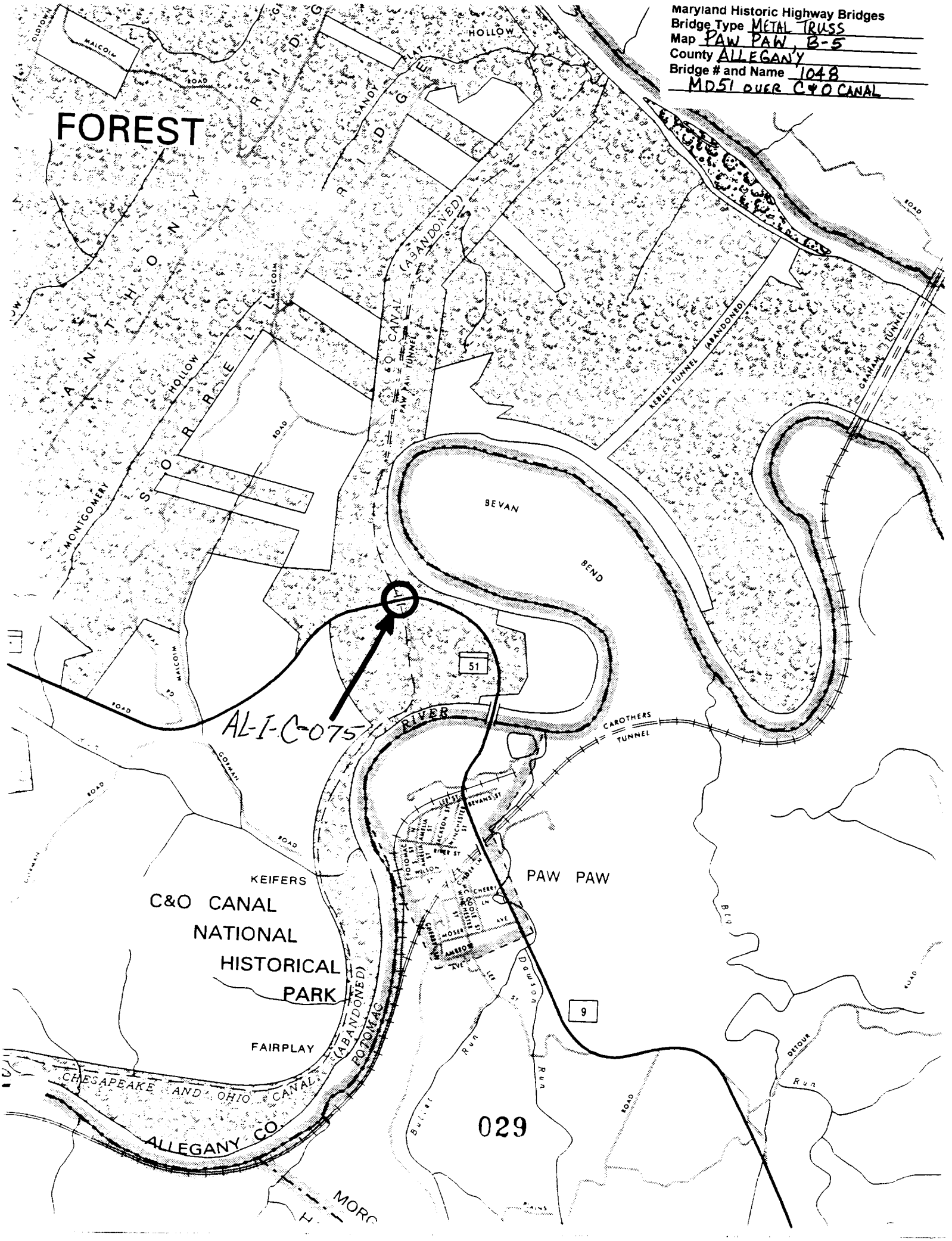
Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/2/95

Name of surveyor Charles Ziegler/Marvin Brown
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111
Phone number 410-561-0100 **FAX number** 410-561-1150

Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map PAW PAW, B-5
County ALLEGANY
Bridge # and Name 1048
MD51 OVER C&O CANAL



AL-I-C 075
#1048

BR # ~~1014810~~
C & O CANAL
ALLEGANY CO, MD.
CHARLES ZIEGLER
2/2/95
SHA

EAST APPROACH

1 OF 5

C&O Canal NHP
Paw Paw Tunnel
NEXT LEFT

AL-I C-075
#1048

BR # ~~1014810~~
C&O CANAL
ALLEGANY CO, MD
CHARLES ZIEGLER
2/2/95
SHA

WEST APPROACH

2 OF 5

C. & O. CANAL BRIDGE
STATE ROADS COMMISSION

AL-I-C-075
#1048

BR #1014810
C&O CANAL
ALLEGANY CO, MD
CHARLES ZIEGLER
2/2/95
SHA

PLAQUE ON SOUTHWEST SIDE

3 OF 5

AL-I-C-075

#1048

BR #1014810

C&O CANAL

ALLEGANY CO, MD

CHARLES ZIEGLER

2/2/95

SHA

SOUTH ELEVATION

4 OF 5

AL-I-C-075
#1048

BR # ~~1014810~~
C & O CANAL
ALLEGANY CO., MD
CHARLES ZIEGLER
2/2/95
SHA

NORTH ELEVATION

5 OF 5

A 1048

MARYLAND HISTORICAL TRUST

AL-I-C-075

MAGI #0130033817

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Maryland 51 over C&O Canal Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN
NW of Paw Paw

___ VICINITY OF

CONGRESSIONAL DISTRICT
6th

STATE
West Virginia

COUNTY
Allegany

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME
State Highway Administration DOT

Telephone #:

STREET & NUMBER
301 West Preston Street

CITY, TOWN
Baltimore

___ VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC
Allegany County Courthouse

Liber #:
Folio #:

STREET & NUMBER

CITY, TOWN
Cumberland

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

AL-I-C-075

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The C&O Canal bridge carries Maryland Route 51 across the canal in a generally E-W orientation, on the Allegany County, Maryland side of the Potomac River near Paw Paw, West Virginia. The bridge is a three panel triangular pony truss with inclined upper cords, 89' in length, constructed of steel with riveted joints. The trusses rest on concrete abutments, and carry two lanes of roadway with a total width of 27'. Bridge plates at the end posts give the date (1932) and name the relevant officials involved in the project:

STATE ROADS COMMISION
G. Clinton Uhl, Chairman
E. Brooke Lee
Robert Lacy
H.D. Williar, Jr., Chief Engineer
W.C. Hopkins, Bridge Engineer

No construction or fabrication company is named.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1932 BUILDER/ARCHITECT State Roads Commission

STATEMENT OF SIGNIFICANCE

The C&O Canal bridge is one of only six pony trusses built prior to 1935 which are now part of the State Inventory of Bridges; the only one in Western Maryland. The short-span 1920s and 30s were primarily built of concrete slabs or girders. The desired clear-span at this crossing seems to have been beyond the ccpability of those alternatives, however, yet would not have warranted the use of a large through truss, and the pony truss represents a good compromise on that pragmatic basis.

This bridge carries the name of Clinton Uhl, in this case as chairman of the State Roads Commission. Mr. Uhl can be identified with many bridges built in the 1930s in Western Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

AL-I-C-075

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md. drawer 100.

Condit, Carl, American Building Art, 20 Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Paw Paw, MD

Quadrangle Scale: 1: 24 000

UTM References: ~~17,718100.438000~~
17,718310.4380000

VERBAL BOUNDARY DESCRIPTION

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

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
John Hnedak/M/DOT Survey Manager

ORGANIZATION
Maryland Historical Trust

DATE
1980

STREET & NUMBER
21 State Circle

TELEPHONE
(301) 269-2438

CITY OR TOWN
Annapolis

STATE
Maryland 21401

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

AL-I-C-075

G. Clinton Uhl (1871-1934)

This bridge has been associated with the name of Clinton Uhl, either by direct reference or by the coincidence of its date of construction with Mr. Uhl's tenure as chairman of the State Roads Commission.

Mr. Uhl's life is but sketchily known at present. His name is physically incribed on more bridges of this period than that of any other individual, and it may be inferred that he was to some not-inconsiderable extent responsible for the shape taken by the state's road and bridge system in the middle 1930s, and possibly, at least in terms of construction policy, for some time beyond that.

From Uhl's obituary, found in the Balitmore Sun of 6 August 1934, we learn that he became interested in roads at age 20 because of difficulties encountered while trying to excute the duties of a delivery boy, in the employ of the McMullen Brothers of Cumberland. He was sufficently energetic and ambitious to establish "Clinton Uhl and Company", a general store; the Maryland Shoe Company; both in Cumberland; the Greenbriar Quarry; and the Mt. Savage Fuel Company. He became a member of the board of road directors of Allegany County in 1905. In 1916 he was appointed to the State Roads Commission, becoming its chairman in 1929 and serving until his death. The one dark spot in his career seems to have been an accusation by a West Virginia contractor that he (the contractor) was denied a contract for refusing to buy stone from the Greenbriar Quarry. Uhl was cleared of all charges of misconduct with the help of Governor Ritchie. The roads of Allegany were considered to be the best in the State during Uhl's tenure there.

AL-I-C-075

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures, In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be sidestepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the samll crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

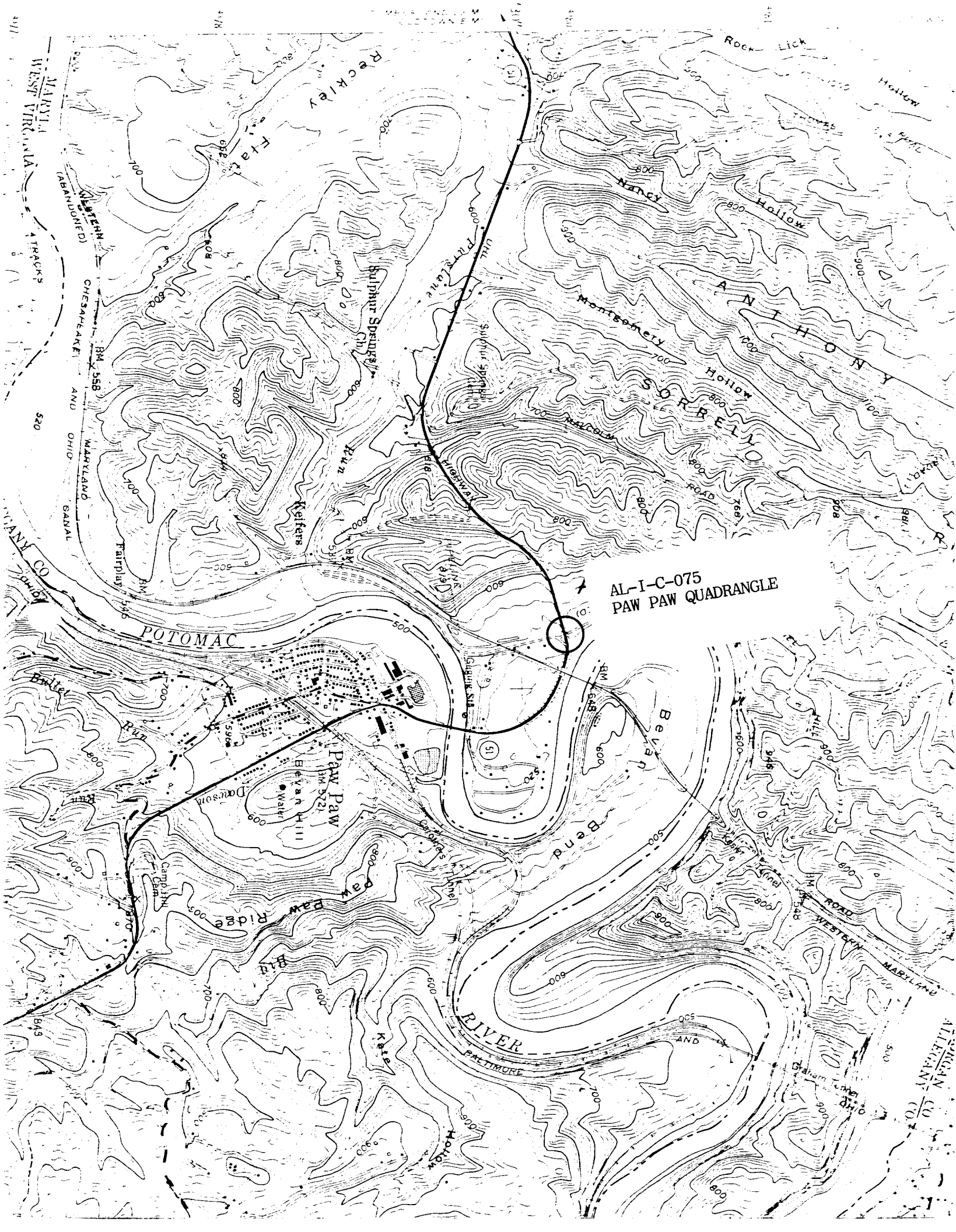
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to site back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.


AL-I-C-075
PAW PAW QUADRANGLE
POTOMAC
RIVER
Paw Paw
Bevan Hill
Bevan Bend
Paw Paw Ridge
Bullet Run
Dawson
Keifers
Fairplay
Sulphur Springs
Nancy Hollow
Montgomery Hollow
ANTHONY
SORRELL
Rock Lick Hollow
Reckley Flat
Purslane
Kate Hollow
Graham Tunnel
Kesler Tunnel
Camp Hill Cem
Gaging Sta
MARYLAND
WEST VIRGINIA
CHESAPEAKE AND OHIO CANAL
WESTERN MARYLAND
ROAD
BALTIMORE AND OHIO
ALLEGANY CO
MARYLAND
OHIO
TRACKS
(ABANDONED)
BM 558
BM 546
BM 548
BM 572
BM 648
51
520
600
700
800
900
1000
1100
500

AL-I-C-075

Md 51/C&O Canal Br

PAW.PAW UNA

6/80 JH

32429.2