

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BN-361

Name: JENNIFER CONROY 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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> X </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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 Number BA-361

SHA No. B 0004 Bridge Name Franklinville Road over Little Gunpowder Falls (Jericho Covered Bridge)

Location:

Street/Road Name and Number: Franklinville Road (formerly Jericho Road)

City/Town: Kingsville Vicinity X

County: Baltimore

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes no

NR listed district NR determined eligible district

locally designated other

Name of District _____

Bridge Type:

Timber Bridge

Beam Bridge Truss-Covered Trestle

Timber-and-Concrete

Stone Arch

Metal Truss

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:

Bridge Number B0004 carries Franklinville Road (formerly Jericho Road) in a generally northeast-southwest direction over the Little Gunpowder Falls a quarter of a mile southwest of Jerusalem Road between Baltimore and Harford Counties, Maryland. The approach to the roadway is generally level and has two lanes. The area around this bridge is rural and forested. There are farms on both sides of the bridge. The structures in the vicinity of this bridge are generally from the nineteenth century.

Describe Superstructure and Substructure:

Bridge number B0004 is a single span structure, measuring 99 feet six inches in total length. The roadway width from curb to curb is fourteen feet ten inches and the total deck width is seventeen feet. The overhead clearance is twelve feet four inches at the centerline of the roadway and ten feet at the curbline. There are no sidewalks on this bridge.

The condition of this bridge is currently rated as satisfactory with moderate section loss on the stringer webs and flanges. The timber planks show some wear and the abutments are in good overall condition.

The original timber through arch truss superstructure was reconstructed in 1982 with a simple supported steel multibeam superstructure. The superstructure is composed of steel rolled I-beams. There are five spans in the main bridge unit. The length of each span is 86 feet. The floor system is composed of wooden planks. There is no ornamentation. There are no historical plaques.

This is still a covered bridge, although the cover no longer carries a "live" load and is not part of the actual superstructure. This covered bridge is the same type as the original 1865 structure. It is a Burr arch through truss, named for the design inventor, Theodore Burr of Pennsylvania. The cover is composed of a series of king-post trusses combined with two long wooden arches. The arches and bottom chords of this design are easy to see under the current bridge. The old bridge sits like a "hat" on top of the new superstructure. Much of the bridge cover is from the 1937 repairs although the amount and extent of replacement is not known.

The substructure is composed of concrete cantilever abutments. The concrete abutments have been further strengthened with stone masonry. There are stone masonry and concrete parapets along both approaches to this bridge. There is no ornamentation other than the stone masonry.

Discuss Major Alterations:

There have been two major alterations to this structure. These occurred in 1937, and 1982. The 1937 repairs concentrated on the reinforcement of the wooden cover and extensive replacement of wood both in the walls and roof. The 1982 alteration involved the replacement of the entire superstructure and extensive repairs to the abutment walls.

History:

When Built: 1865

This date is: Actual Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify): National Register Form

Why Built: Increased traffic density necessitated a structure in this rural area. There is historical evidence that this bridge may have been built to provide a free crossing, and to avoid the local toll roads.

Who Built: Thomas F. Forsyth for the Office of Commissioners of Baltimore County.

Why Altered: Structural failure of the original superstructure.

Was this bridge built as part of an organized bridge building campaign: Yes. Local petition and pressure led the County Commissioners to raise money from a "special appropriation" in 1865.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

The Jericho Covered Bridge is listed on the National Register of Historic Places.

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

In the mid-nineteenth century many of the roads in Maryland were toll roads. In the area of the current Jericho Bridge there were two: the Joppa Rolling Road (since renamed Bradshaw Road and the Jerusalem Pike or Philadelphia Turnpike. The Little Gunpowder valley was already the location of several industries and numerous farms. The construction of the Jericho Bridge was apparently an attempt to circumvent paying the tolls across the river on the larger roads. This bridge is an intriguing example of a local response to problems many communities had at this time in history.

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?

Jericho Bridge did not have a significant impact on the larger area. This structure was built to satisfy local needs. Bridge B0004 certainly had an impact on the immediate concerns of locals, however other roads keep this impact from being significant to the region or state as a whole. By the time of the major bridge alterations, this area had been isolated from the larger transportation network.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Bridge B0004 is located in an area that is important in the history of Baltimore, Maryland. The importance of the neighborhoods of Jericho and Jerusalem along the Little Gunpowder has been well documented in Baltimore and Harford County histories. This structure served both these local neighborhoods and their industries where the locals probably worked. Several areas in the vicinity already are eligible for historic designation and the expansion of any or all of these areas should entail the inclusion of this bridge. The Jericho Bridge was placed on the National Register of Historic Places on September 13, 1978.

This bridge is integral to the historic and visual significance of this area.

Is the bridge a significant example of its type?

Jericho Bridge is a significant variation of a once common bridge construction type. Covered bridges were built prolifically across Maryland beginning in the nineteenth century but are very rare today. There is often little variation in many of these bridges. Bridge B 0004 shows unique structural adaptations. These differences set this structure apart from other bridges of this type. In addition, it retains integrity of its metal girder elements.

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

Jericho Bridge does retain important elements of its historic structural integrity. The primary character defining elements of a truss-covered timber bridge are the Burr arch through truss cover to this bridge. The top chord, diagonals, braces, end posts bottom chords and massive wooden arches are all either original or over fifty years old. In addition, the character-defining elements of a metal girder bridge are intact.

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

Yes, this bridge is a significant example of covered bridge construction. Although there have been two major alterations the changes did not significantly alter the design of the 1865 bridge. This structure still remains a significant example of nineteenth-century vernacular engineering design.

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

No. This bridge is currently listed on the National Register of Historic Places. There is extensive documentation at the Maryland Historical Trust.

Bibliography:

Baltimore County Inspection and Bridge Files. Towson, Maryland. Baltimore County Roads Engineer

1908-29 Annual Report of the Baltimore County Roads Engineer. Towson, Maryland.

Brooks, Neal A., and Eric G. Rockel

1979 A History of Baltimore County. Towson, Maryland.

Duffy, Montgomery and Associates, Consulting Engineers

1980 Historic Structure Report on Jericho Road Covered Bridge over Little Gunpowder Falls. Prepared for Baltimore County Planning Department, Towson, Maryland.

Hopkins, G.M.

1877 Atlas of Baltimore County, Maryland. Philadelphia, Pennsylvania.

Maryland Department of Transportation

1976 Bicentennial Byways: A Series of Articles on the History of Maryland Roads. Baltimore, Maryland.

1993 Bridge Inventory. State Highway Administration, Baltimore, Maryland.

Maryland Historical Trust

1970-95 Historic Resource Survey Form Files. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context
Baltimore, Maryland.

State Roads Commission

1958 A History of Road Building in Maryland. Baltimore, Maryland.

U.S. Department of the Interior

1990 National Register Bulletin Number 15. Washington D.C.

U.S. Department of Transportation

1991 Bridge Inspector's Training Manual. Federal Highway Administration. Washington D.C.

Surveyor:

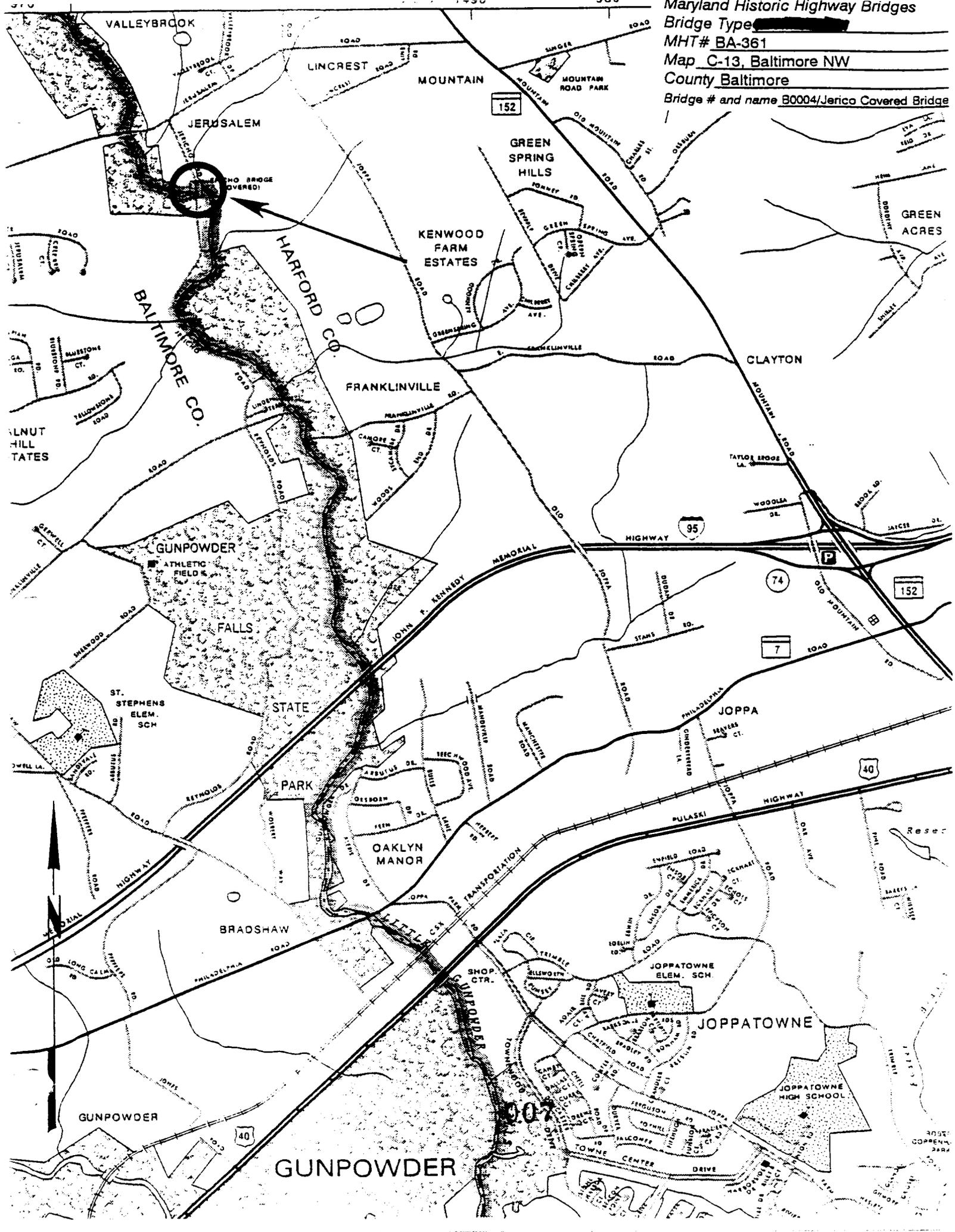
Name: Andrew M. Watts **Date:** August 1995

Organization: State Highway Admin **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022

Revised by P.A.C. Spero & Company, March 1998

Maryland Historic Bridges
Bridge Type XXXXXXXXXX
MHT# BA-361
Map C-13, Baltimore NW
County Baltimore
Bridge # and name B0004/Jerico Covered Bridge





Inventory # BA-361

Name BODD- JERICHO RD OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING

WEST

Number 1 of ~~21~~ 26



Inventory # BA-361

Name BOOH-JERKHO RD OVER WHITE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING
NORTHWEST

Number 2 of 216



Inventory # BA-361

FALLS

Name B004- JERICHO RD OVER LITTLE GUNPOWDER R

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING
SOUTHEAST

Number 3 of 24



Inventory # BA-361

Name 8004-JERICO RD OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 4¹⁸ of 6



Inventory # BA-361

Name BOOBY-JERICHO RD OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DEHL

Date 1/95

Location of Negative SHA

Description TIMBER BOW ARCH CONSTRUCTION

Number 5 of 24 6



Inventory # BA-361

Name B0004 - JERICHO RD OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SWA

Description ALTERED SUPERSTRUCTURE

Number 6 of 246

HA-438
BA-361

Form No 10 300 (Rev. 10 14)

PH 615398

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED SEP 13 1978

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
Jericho Covered Bridge
AND/OR COMMON
Franklinville Road Bridge No. 4

2 LOCATION

STREET & NUMBER
Franklinville Road, 0.24 miles southeast of Jerusalem Road
CITY, TOWN
Jerusalem Second
STATE CODE COUNTY CODE
Maryland 24 Baltimore-Harford 005-025

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

4 OWNER OF PROPERTY

NAME Baltimore County/
Harford County - Joint Tenants c/o Mr. Ernest Radoci, Chief
Structural Design & Approval Sec.
(Mail stop 1204)
STREET & NUMBER c/o Baltimore Cnty. Dept. of Public Works, 111 W. Chesapeake Avenue
CITY, TOWN STATE
Towson Maryland 21204

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC Baltimore County Courthouse
STREET & NUMBER
CITY, TOWN STATE
Towson Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey
DATE 1930's
DEPOSITORY FOR SURVEY RECORDS Library of Congress
CITY, TOWN STATE
Washington D. C.

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Jericho Covered Bridge carries Franklinville Road (formerly Jericho Road) across the Little Gunpowder Falls .24 mile southeast of Jerusalem Road between Baltimore and Harford Counties, Maryland. It is a Burr arch through truss, named for the inventor of the support design, Theodore Burr of Pennsylvania. Burr began to develop the style in 1803 and patented it in 1804. He later practiced bridge building in Maryland, constructing a notable span over the Susquehanna at Port Deposit. In Burr's technique, a series of king-post trusses was combined with a long wooden arch, a mixture that resulted in a stronger bridge. Single king posts had been used since the Middle Ages for short crossings. The pioneering and innovative bridge builders of the nineteenth century learned that it was possible to combine a series of structural triangles, king posts or queen posts, into a unified span. 1



Burr's "truss," the arch, upper chord and the diagonals of the truss withstand forces of compression; the vertical members of the truss and lower chord withstand the forces of tension. 2

By combining the rectangular frame or truss with the arch. . . Burr was being somewhat cautious. As Ithiel Town demonstrated with his lattice truss, wood trusses of reasonable span could stand alone. 3

Bridges of this type were strong, but the wood tended to weather rapidly, and builders adopted the European technique of roofing them over and boxing them in to protect both structural members and deck.

Jericho Covered Bridge was built some 61 years after the Burr truss was invented. It is 87 feet 6 inches long in its truss portion with an additional six feet of length devoted to the overhanging entrance roofing at each end, making a maximum length of 99 feet 6 inches. The bridge flooring is 15 feet above river level. Internal width is 17 feet, with 14 feet 10 inches clear road width. Overhead clearance is 12 feet 4 inches at the centerline of the roadway and 10 feet at the curb line.

Functionally, each of the two trusses consists of ten king-post panels, including the half-panels at each end. Four wooden arches are bolted to the upright members of the multiple king-post system, two arches on each side of the roadway, one arch on each side of each truss.

Both trusses and arches rest on stone-masonry abutments.

See Continuation Sheet #1.

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DATE ENTERED SEP 12 1973

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Jericho Covered Bridge
 Baltimore/Harford Counties
 CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

DESCRIPTION (Continued)

A number of steel tie rods were added as part of the repairs carried out circa 1937 to link the upper chord to the vertical members. These elements would not change the classification of the bridge from a pure Burr arch through truss. (Note: One published article erroneously calls this span a Burr-Howe Truss, but a Howe Truss incorporates iron or steel vertical members.)

Flooring is timber of 3 by 10 inch size, full dimension. The flooring is supported by six steel I-beam stringers with timber nailing strips attached, the steel members added circa 1937 after the beginning of the automobile era. (The stringers are members that run lengthwise through the bridge.)

Size 8 I 18.4 steel stringers
 3-3/4 inch X 8 inch timber nailers

Spacing 3.0 feet center to center

Condition Good (1973)

The floor beams supporting the stringers are of steel. Technical data gathered in 1966 and revised in 1973 follows:

Type Steel WF beams

Size Approximately 6-3/4 inches X 12 inches
 X 1/4 inch thick fl.

Spacing 8 feet 9 inches center to center

Condition Good

The lower chord of the bridge is 12 by 12 inch timber.

The bridge is roofed with one inch of sheathing and shingle; sidewalls are of vertical board. The "unusual" features of the bridge, according to Jane Plant, writing in 1954, were the sloping portals and the narrow-strip flooring; that decking, of one-inch by two-inch oak strips, has since been replaced by heavy plank, laid transversly to the principal axis.⁴

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Jericho Covered Bridge
Baltimore/Harford Counties
Maryland

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

DESCRIPTION (continued)

The 1973 structural report stated that the bridge was unsafe for bus or truck traffic because of cracked and rotting timber. A 6-foot length of one timber-arch member was found to suffer from cracking (downstream side). This and the heavy repairs to the lower chord of the truss nearby indicate possible failure damage. The downstream arch was found to be affected with rot at the bearing on the south abutment.⁵ Whether by mistake or design, the vertical board siding does not extend down far enough to afford protection to the arch bearing.

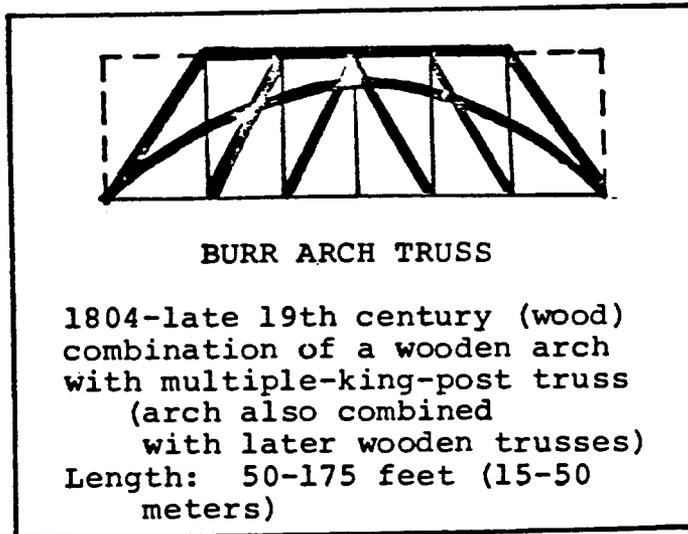


Figure 1.
BURR ARCH TRUSS

Heavy lines are members that withstand forces of compression. Lighter lines are members that withstand forces of tension.⁶ There is no stress on members represented by dotted lines.

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Jericho Covered Bridge
 Baltimore/Harford Counties
 CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 3

DESCRIPTION (Continued)

Footnotes

- 1 T. Allen Comp and Donald Jackson, Bridge Truss Types (Nashville, 1977), p. 2.
- 2 Comp and Jackson, Bridge Truss Types, pp. 2, 5.
- 3 Theodore Anton Sande, Industrial Archaeology (Brattleboro, Vermont, 1976), p. 94.
- 4 Jane Plant, "The Peace and Charm of Our Covered Bridges," American, Baltimore, April 4, 1954.
- 5 Baltimore County Bridge Department, "Bridge Reconnaissance and Rating Report," and "Structure Inventory & Appraisal Sheet," 1973. Updated, 1977.
- 6 Comp and Jackson, Bridge Truss Types, Diagram 9, p.5.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<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 checked="" 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 type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1865

BUILDER/ARCHITECT

Thomas F. Forsyth

STATEMENT OF SIGNIFICANCE

While not one of the engineering marvels of its class, the Jericho Covered Bridge is the last such span in either Baltimore or Harford Counties, and its basic structure is an authentic survival of the 19th century horse-drawn era.

A bridge had been requested by citizens of both Harford and Baltimore Counties in early 1864. At a session of the General Assembly on February 24 of that year, Mr. Hitchcock of the House of Delegates "presented a petition from citizens of Harford County praying for a law to authorize the commissioners of Harford and Baltimore Counties to make an appropriation for a bridge over the Little Gunpowder Falls."¹

Mr. Pearce of Baltimore County presented a petition from D. S. Gittings and forty persons of Baltimore County, "praying the passage of an act to build a bridge across the Little Gunpowder Falls, between Baltimore and Harford Counties."

A bill was drawn up under the title: "An Act to Authorize the Commissioners of Baltimore and Harford Counties to construct a bridge across the Little Gunpowder Falls, between Jericho and Jerusalem Mills, and to levy a sum of money therefore."²

The bill was read twice, ordered to be engrossed for a third reading, read again, and passed on March 4, 1864.

Dr. David Sterett Gittings, whose name headed the list of petitioners was a prominent citizen, a graduate of Edinburgh University (1818) and a resident of Roslyn estate on Joppa Rolling Road (since renamed Bradshaw Road) at Upper Falls. Possibly the persons who dwelt between two toll roads, as did Dr. Gittings, wanted a free crossing somewhere nearby so they could avoid paying tolls on the Jerusalem Pike or Philadelphia Turnpike. The 1850 map of Baltimore County by J. C. Sidney and the 1857 map by Robert Taylor showed a road crossing Little Gunpowder Falls upstream of Jericho; possibly that crossing was a ford, or else a bridge had stood there and washed out.

The Little Gunpowder valley was in the 18th and 19th centuries the scene of several industries, with a flour mill at Jerusalem, a spade factory and wrought iron works at Franklinville and two cotton factories: Jericho

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Jericho Covered Bridge
Baltimore/Harford Counties,
CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 4

STATEMENT OF SIGNIFICANCE (continued)

and Franklinville. Each mill town spawned a cluster of workers' houses, various outbuildings, sheds, stores, dams, races, sluices, forebays and tailraces. The area was also noted for its series of Biblical names, which included Joppa and Egypt along with Jerusalem and Jericho already mentioned.

The records of the county commissioners trace the history of the bridge. The estimated account for 1865 showed a \$2,000 "special appropriation" for the bridge between Jerusalem and Jericho.³

On June 17, 1865, the first advertisement for proposals appeared in the local papers:

To Bridge Builders

OFFICE COMMISSIONERS OF BALTIMORE CO.

Towsontown, June 7th 1865

Proposals will be received at this office on the 5th day of July next, at noon,

for the erection of a WOODEN BRIDGE, of about eighty (80) feet span to be covered with shingles, and weatherboarded, with stone abutments, about fifteen feet high, well cemented, over the Little Gunpowder Falls, between Jericho and Jerusalem Mills. Persons proposing will submit plan, &c.

June 17.--3t

J. F. COCKEY, President (4)

The commissioners' records for July 5 show that Hugh Simms was appointed to superintend the building of the bridge and the contract was awarded to Thomas F. Forsyth.⁵

Simms was owner of the Franklinville Cotton Factory downstream of the proposed bridge site. Houston's 1867 city directory listed Thomas Forsythe as a "machinist" at 116 North Bond Street, and he was listed in the 1877 patron list in Hopkins' atlas as a resident of Pikesville and still a machinist; he had moved there that year from his native Baltimore City. The newspapers reported the award of contract:

See Continuation Sheet #5

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Jericho Covered Bridge
Baltimore/Harford Counties
CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 5

STATEMENT OF SIGNIFICANCE (continued)

COUNTY COMMISSIONERS.--The Board at their session on Wednesday, 5th inst. awarded the contract for the building of the bridge between Jericho and Jerusalem Mills, to Mr. Thomas F. Forsyth. Mr. Hugh Sims. of Franklin Factory, was appointed to superintend the work.⁶

The commissioners' records of the award are very brief:

That the contract to build a bridge over Little Gunpowder falls between Jericho and Jerusalem be awarded to Thos. F. Forsyth at Three thousand 125 dollars, one thousand dollars to be paid when the abutments are finished and the material to complete the bridge is placed on the ground where the bridge is to be erected. The balance to be paid when the bridge is finished. Harford County and Baltimore County to pay the bridge in equal proportions.⁷

Part of the project was completed by October 13, when the commissioners resolved:

That the treasurer pay Thos. F. Forsyth Five Hundred Sixty Two 50/100 dols. on a/c of Bridge over Little Gunpowder between Jericho and Jerusalem.⁸

The entire span was completed by December 5, when the commissioners resolved:

That the Treasurer pay Thomas F. Forsyth one thousand dols, in full of Balto. County's portion for building a bridge over the Gunpowder falls between Jericho & Jerusalem.⁹

At the same session, they received two varieties of Bridge Report:

Upper Falls, Balto. Co.
1st Dec 1865

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Jericho Covered Bridge
Baltimore/Harford Counties,
CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 6

STATEMENT OF SIGNIFICANCE (continued)

To the Hon the Commissioners
of Baltimore County

Gents. The undersigned being appointed by your Honorable body and also by the Hon. Commissioners of Harford County, Examiners of the Bridge and filling connected with it, over the falls of Little Gunpowder between Jericho and Jerusalem Mills, have the honor to report, that the bridge is finished and is a very substantial structure, finished according to the specifications and contract and reflects great credit upon Mr. Forsyth the Builder; the filling is nearly finished and when completed will be fully up to the contract, the filling being so nearly finished and the contractors being highly responsible gentlemen we recommend you to settle their account as well as that of the Contractor for the Bridge.

Hugh Simms
Edw. H. Beans¹⁰

... the filling up of both ends of the bridge is finished fully up to the contract; no pains having been spared to make it fully satisfactory¹¹

Contractor for the filling operation was a Mr. Haskins. The Maryland Journal contains no reference to the completion in the weeks and months following the payment of the contractor.

During the early automobile era, the bridge was strengthened, and in 1937, a Sun correspondent stated that the bridge at Jerusalem

is by far the best kept in Maryland. Thanks to recent repairs which include a reinforcement of the original bow-string arch with a queen-post truss, the addition of some metal braces and tie-rods, the laying of a new floor and the raising of new walls, it should stand for decades to come. Due to the very completeness of the repairs, however, it is not at the moment among the most picturesque; it looks too new.¹²

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED MAR 24 1978

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Jericho Covered Bridge
Baltimore/Harford Counties,
Maryland

CONTINUATION SHEET ITEM NUMBER 8 PAGE 7

STATEMENT OF SIGNIFICANCE (continued)

Hervey Brackbill, the Sun writer, seemed to scramble some technical terms -- there isn't any queen-post truss -- but his story pins down the repair date more accurately than any papers available in the county records. He also interviewed an elderly gentleman of the neighborhood and asked of the dark black box was afflicted with ghosts.

"Yes," was the gruff reply. "Parkers!"

"Parkers?" Brackbill smelled a story. "Who was Parker and what did he do?"

"Parkers, parkers," came the retort. "Automobiles. Young fellows and girls. They drive in the bridge at night and park, and the Lord knows what they don't do."

The youth of Maryland, using modern conveniences was still living up to the old remantic traditions of the state's covered bridges.¹³

The repairs were most likely carried out in 1937, as the annual report of the county roads engineer shows nothing spent over 1934-1935, and only \$47.75 in 1936. In the year ending December 31, 1937, a total of \$1,969.72 was spent on the bridge, followed by nothing in 1938.¹⁴

On the other hand, the date of repair was given as 1935 in an undated clipping from one of the town papers in the Bel Air public library:

The old covered bridge leading from Jerusalem to Jericho is in excellent shape having been repaired and strengthened to 20-tons capacity during the W.P.A. program of 1935. Ladies belonging to the Garden Club strongly urged that the bridge be preserved as a relic and this suggestion was followed. Strengthening and repairing the span cost many thousands (missing words) consequence the former W.P.A. administrative staff, and all road workers formerly carried under that department have been paid entirely from Harford County funds.¹⁵

As the number of such bridges dwindled--there was once a total of fifty in Harford County--Jericho Bridge attracted more attention from photographers and writers. When it was featured in the Washington Star in 1952, it was painted white; it was a deep green when photographed in 1964, and later became a deep orange-red, much splotched by names,

See Continuation Sheet #8

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Jericho Covered Bridge
Baltimore/Harford Counties,
Maryland

CONTINUATION SHEET

ITEM NUMBER

8

PAGE

8

STATEMENT OF SIGNIFICANCE (continued)

mottoes and personal messages now dignified by the name graffiti.¹⁶

The bridge is often spoken of as historic, although no specific events are associated with it. There have been erroneous stories that James Mahool, owner of Franklinville Cotton Factory, died when his horse bolted in the covered bridge; but that fatal accident took place ten years before the bridge was built, and on the Philadelphia Turnpike. Harry Gilmor's Confederate raiders reputedly galloped across the bridge, but they were more than a year too early; they did indeed raid the Jerusalem Mill on July 11, 1864.¹⁷ There have even been legendary visits from George Washington.

- 1 Proceedings of the House of Delegates, 1864, Annapolis, P.521.
- 2 Proceedings of House, 1864, p. 689.
- 3 County Commissioners, Journal of Proceedings, Records Management Office, Towson, 1:171.
- 4 Maryland Journal, Towson, July 1, 1865, p. 3, col. 4.
- 5 County Commissioners, Journal, 1:186.
- 6 Maryland Journal, July 8, 1865, p. 2, col. 5.
- 7 County Commissioners, Journal, 1:197.
- 8 " " " 1:199.
- 9 " " " 1:215.
- 10 " " " 1:218.
- 11 " " " 1:224.
- 12 Hervey Brackbill, "Maryland's Covered Bridges," Sun, October 17, 1937.
- 13 Brackbill, 1937, Also, Richard Sanders Allen, Covered Bridges of the Middle Atlantic States (New York, 1959), pp. 47-49.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED MAR 22 1978

DATE ENTERED SEP 13 1978

Jericho Covered Bridge
Baltimore/Harford Counties,

CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 9

STATEMENT OF SIGNIFICANCE (footnotes continued)

14 Annual Report of the Roads Engineer of Baltimore County for the Year Ending December 31, 1937 (Towson, 1938), p. 8. Also, reports of 1934, 1935, 1936, 1938.

15 "The Best of Harford County's Remaining Covered Bridges," Bel Air, n.d.

16 "Bridges into the Past," Jane Plant, Washington Star, Pictorial Magazine, November 30, 1952, p. 6.

17 Robert E. Michel, Colonel Harry Gilmore's Raid Around Baltimore (Baltimore, 1976), p. 11.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY	
RECEIVED	MAR 22 1978
DATE ENTERED	MAR 19 1978

Jericho Covered Bridge
Baltimore/Harford Counties,
Maryland

CONTINUATION SHEET ITEM NUMBER 9 PAGE 10

MAJOR BIBLIOGRAPHICAL REFERENCES

Allen, Richard Sanders. Covered Bridges of the Middle Atlantic States.
New York, 1959; pp. 20-21, 105.

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Ending December 31, 1937. The Jeffersonian Print. Towson, 1938;
p. 8. Also reports for 1935, 1936, 1938.

"The Best of Harford County's Remaining Covered Bridges" Bel Air, n.d.,
clipping in VF of Harford County Public Library, Bel Air.

Brackbill, Hervey "Maryland's Covered Bridges," Sun, Baltimore,
October 17, 1937.

Comp, T. Allan, and Jackson, Donald Bridge Truss Types. Nashville,
Tenn., 1977; p.2.

County Commissioners Journal of Proceedings, 1863-1865. Vol. 1.
Records Management Office, Room 10, Towson Courthouse.

"Covered Bridge and a Half Owned by Harford County." Unidentified
Bel Air newspaper clipping, June 17, 1949. VF of Harford
County Public Library.

"Franklinville, Jericho Is Last Covered Bridge to Survive Here."
The Aegis, Bel Air, February 10, 1977, p. B-1.

Maryland General Assembly. Proceedings of the House of Delegates,
1864. Annapolis, 1864; pp. 689, 521, 753.

Michel, Robert E. Colonel Harry Gilmor's Raid Around Baltimore.
Baltimore, 1976; p. 11.

Plant, Jane. "Bridges into the Past." Washington Star Pictorial
Magazine, November 30, 1953; p. 6.

Sande, Theodore Anton. Industrial Archaeology. Brattleboro, Vermont,
1976; p. 94.

Sears, David F. "Maryland's Covered Bridges." Portals, September,
1964.

MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #10

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre
UTM REFERENCES

A	8	380610	4368480	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
Maryland	024	Harford	025
Maryland	024	Baltimore	005

njm

11 FORM PREPARED BY

NAME / TITLE

John W. McGrain, Executive Secretary, Landmarks Preservation Commission
ORGANIZATION

Office of Planning and Zoning July 1977
STREET & NUMBER DATE

County Courts Building, 401 Bosley Avenue 494-3495
CITY OR TOWN TELEPHONE

Towson, Maryland 21204
STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

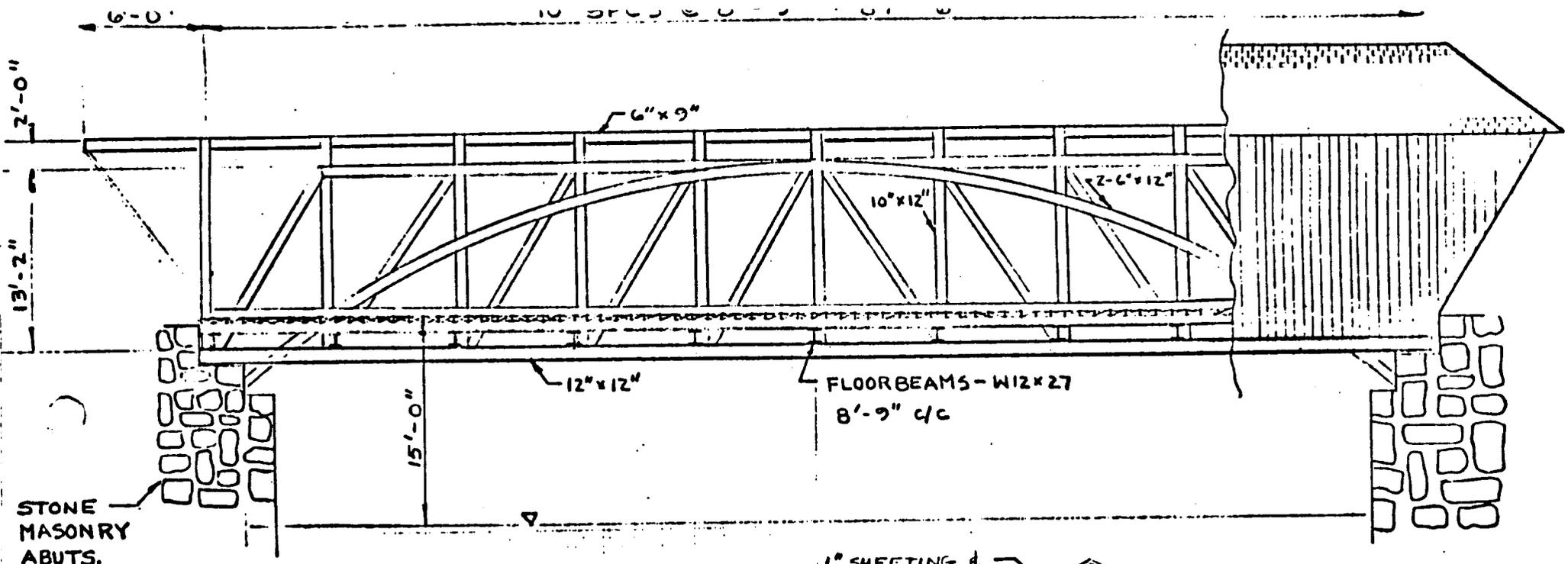
NATIONAL STATE LOCAL

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.

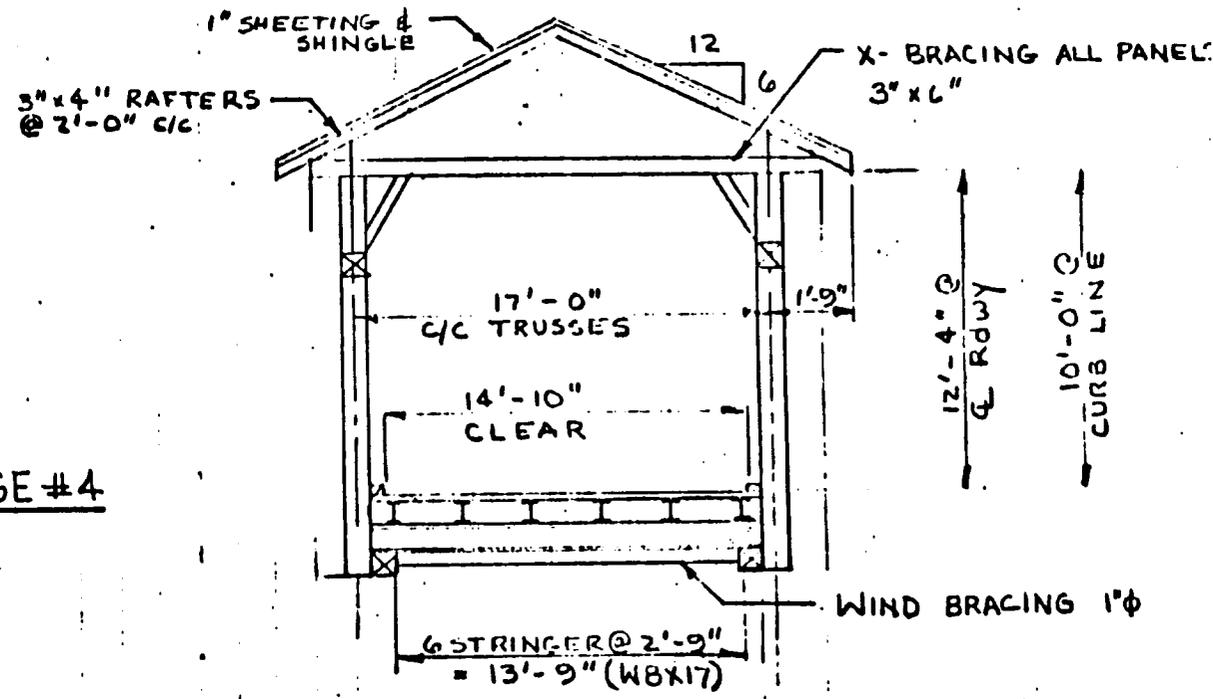
STATE HISTORIC PRESERVATION OFFICER SIGNATURE William N. Pearce 3/16/78
DATE

TITLE STATE HISTORIC PRESERVATION OFFICER

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
<u>R. B. Pethig</u>	DATE <u>9/13/78</u>
UNIVERSITY OF MARYLAND OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION	DATE <u>9/11/78</u>
ATTEST <u>William N. Pearce</u>	
KEEPER OF THE NATIONAL REGISTER	

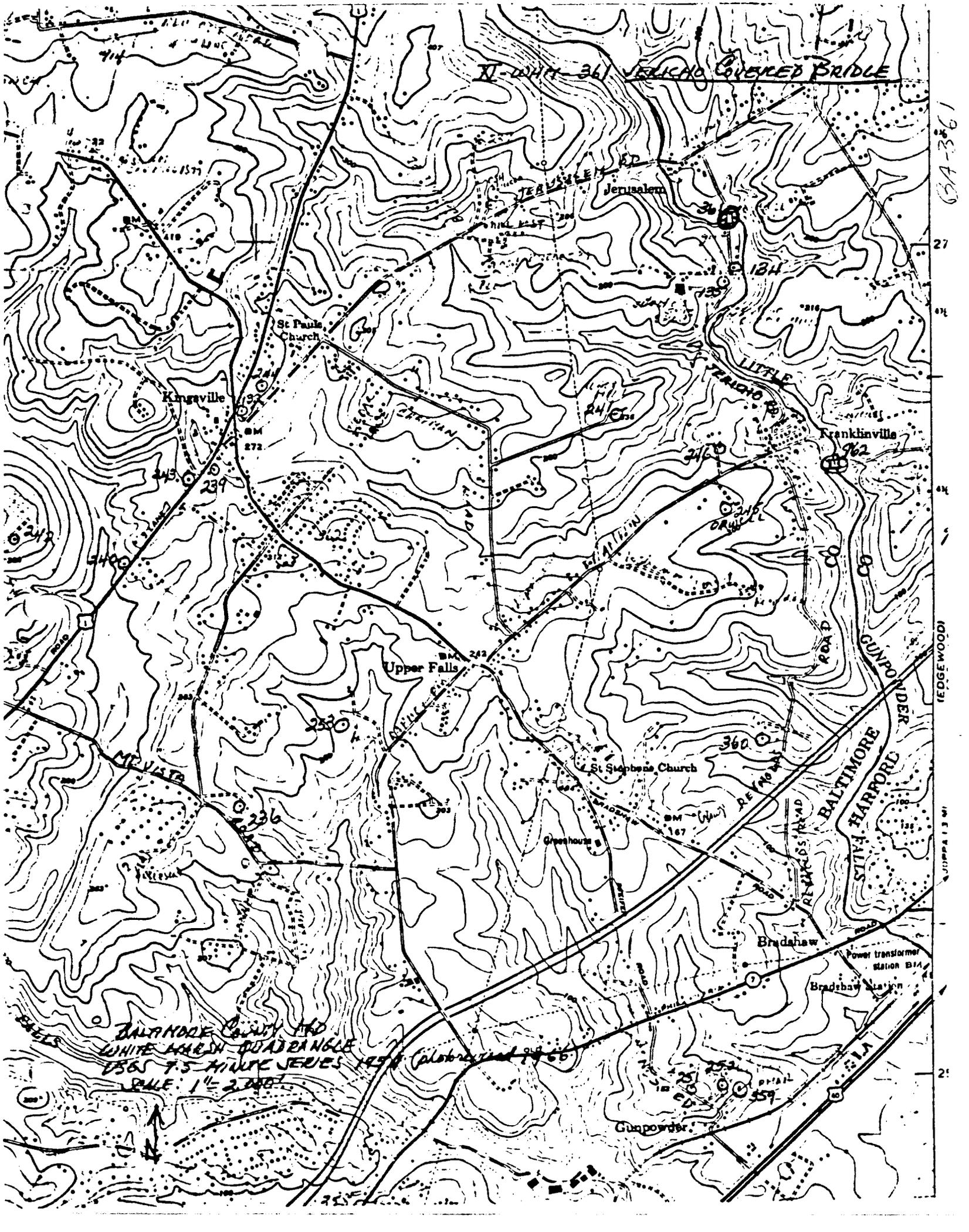


ELEVATION
SCALE: $\frac{3}{32}'' = 1'-0''$



SECTION
SCALE: $\frac{1}{8}'' = 1'-0''$

B4-361
FRANKLINVILLE RD. BRIDGE #4
DISTRICT NO. 11-C-5



II-DHM-361 JERICHO COVERED BRIDLE

68A-361

27

28

29

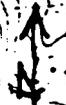
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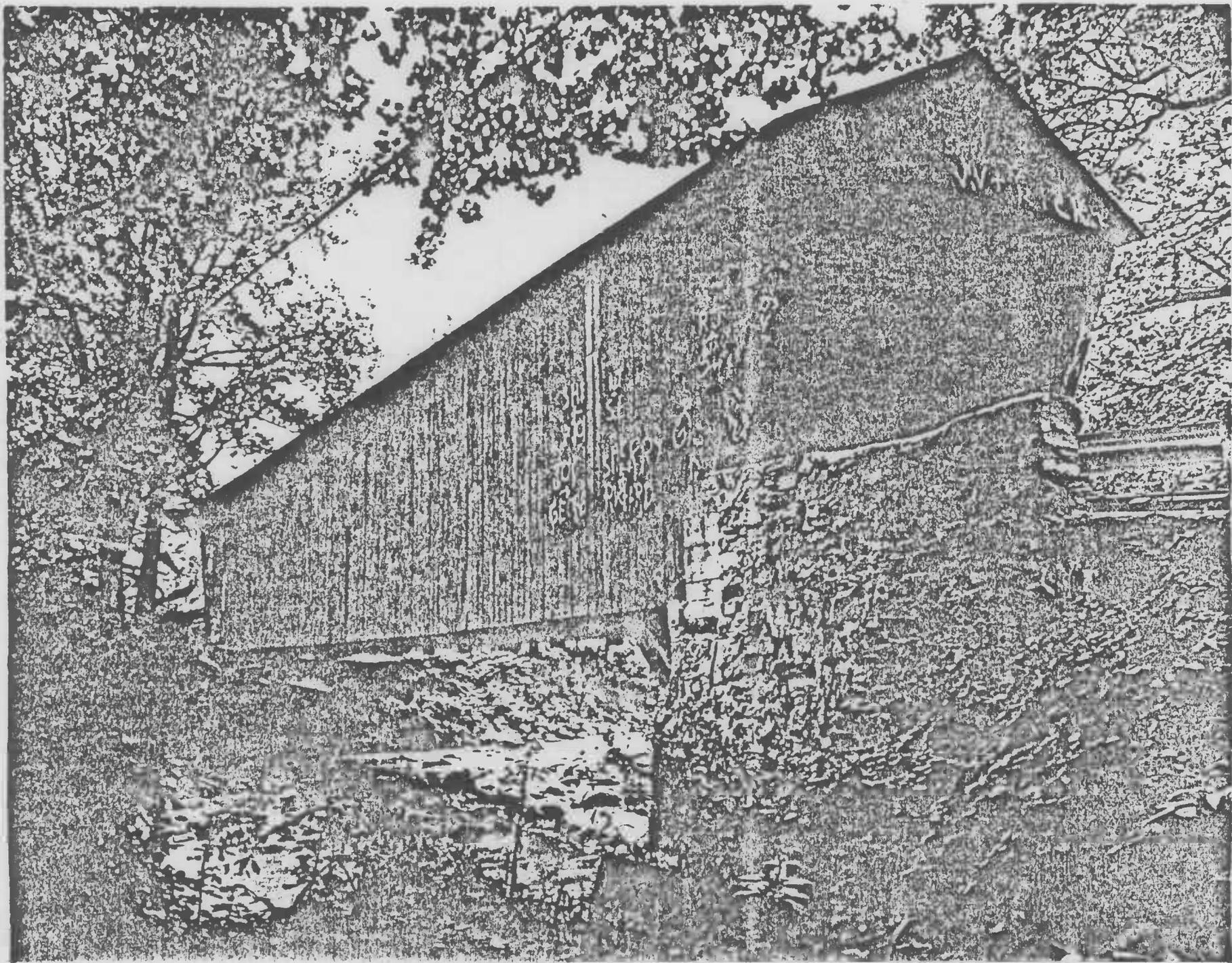
EDGEWOOD

JUMP

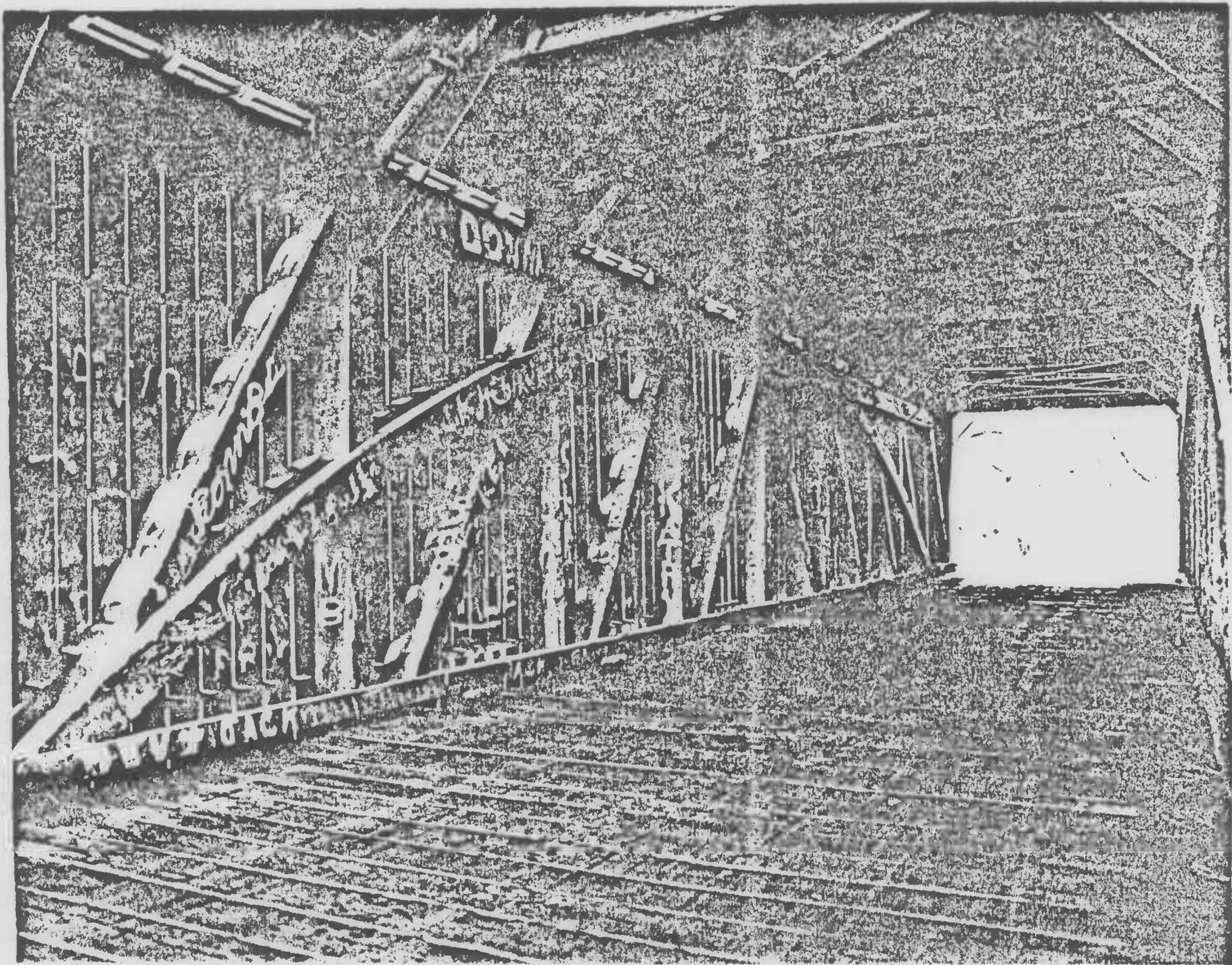
28

BALTIMORE COUNTY MD
WHITE ANGLE QUADRANGLE
1865 T.S. HINDS SERIES 1950 (Colored 1966)
SCALE 1" = 2,000'

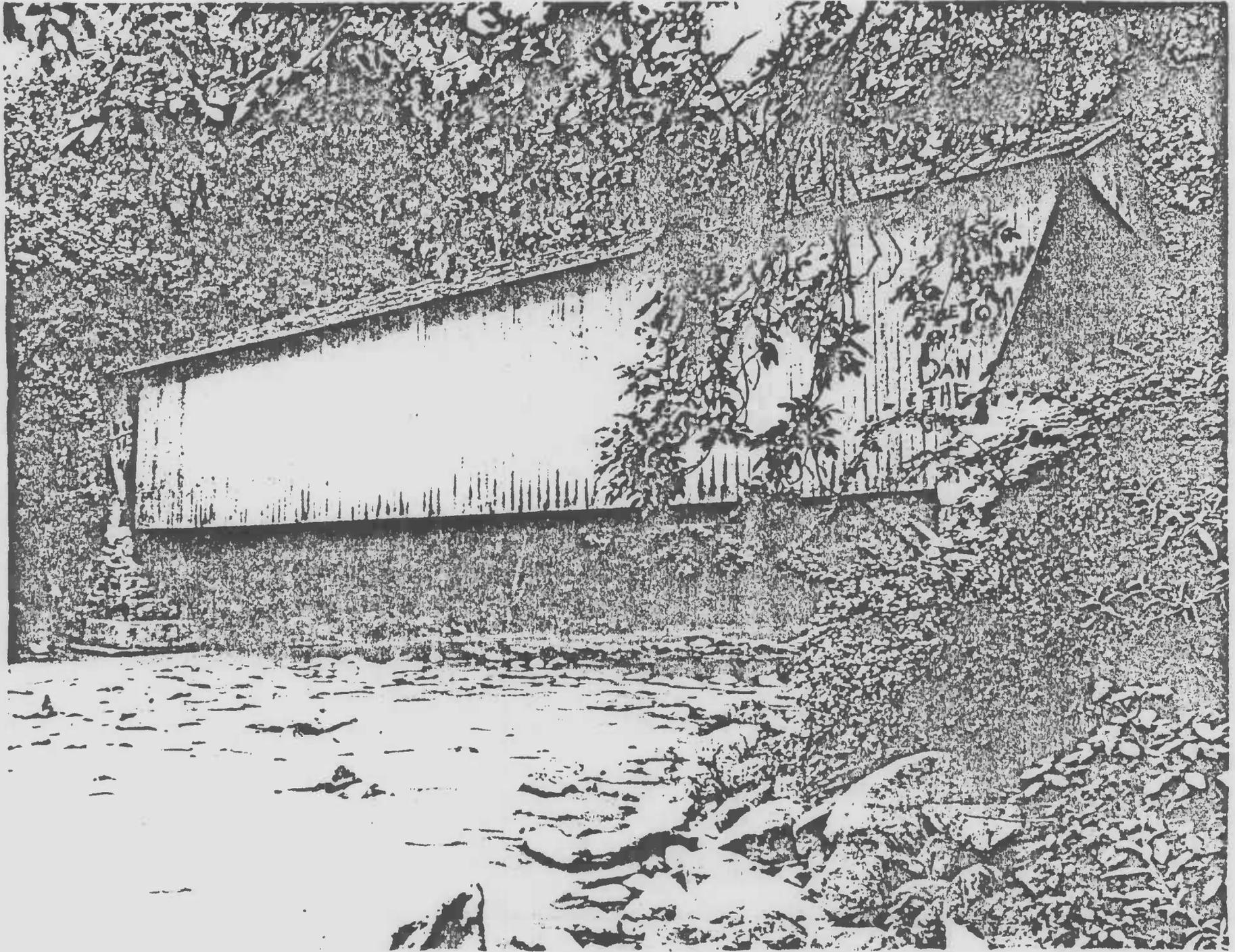




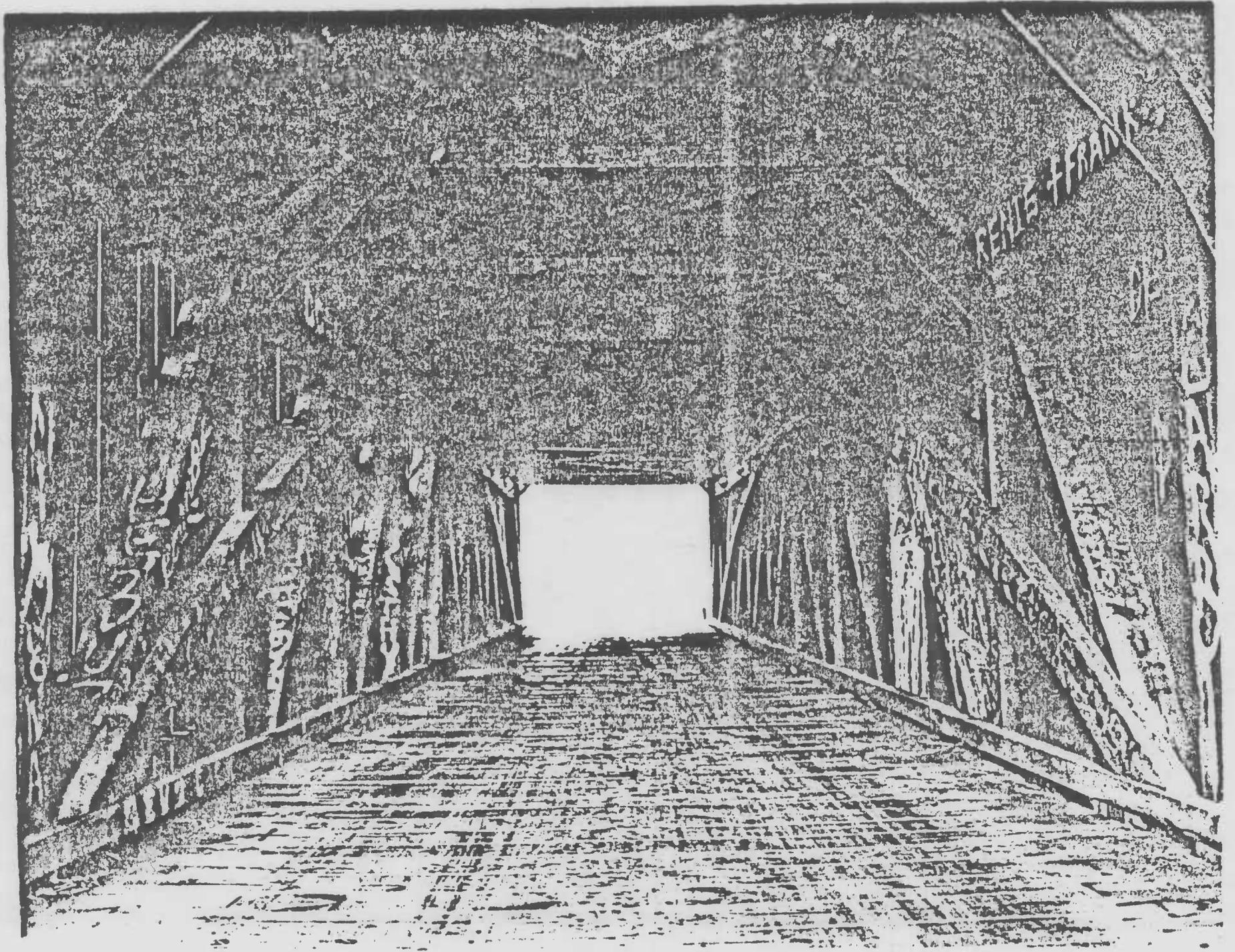
BA-361



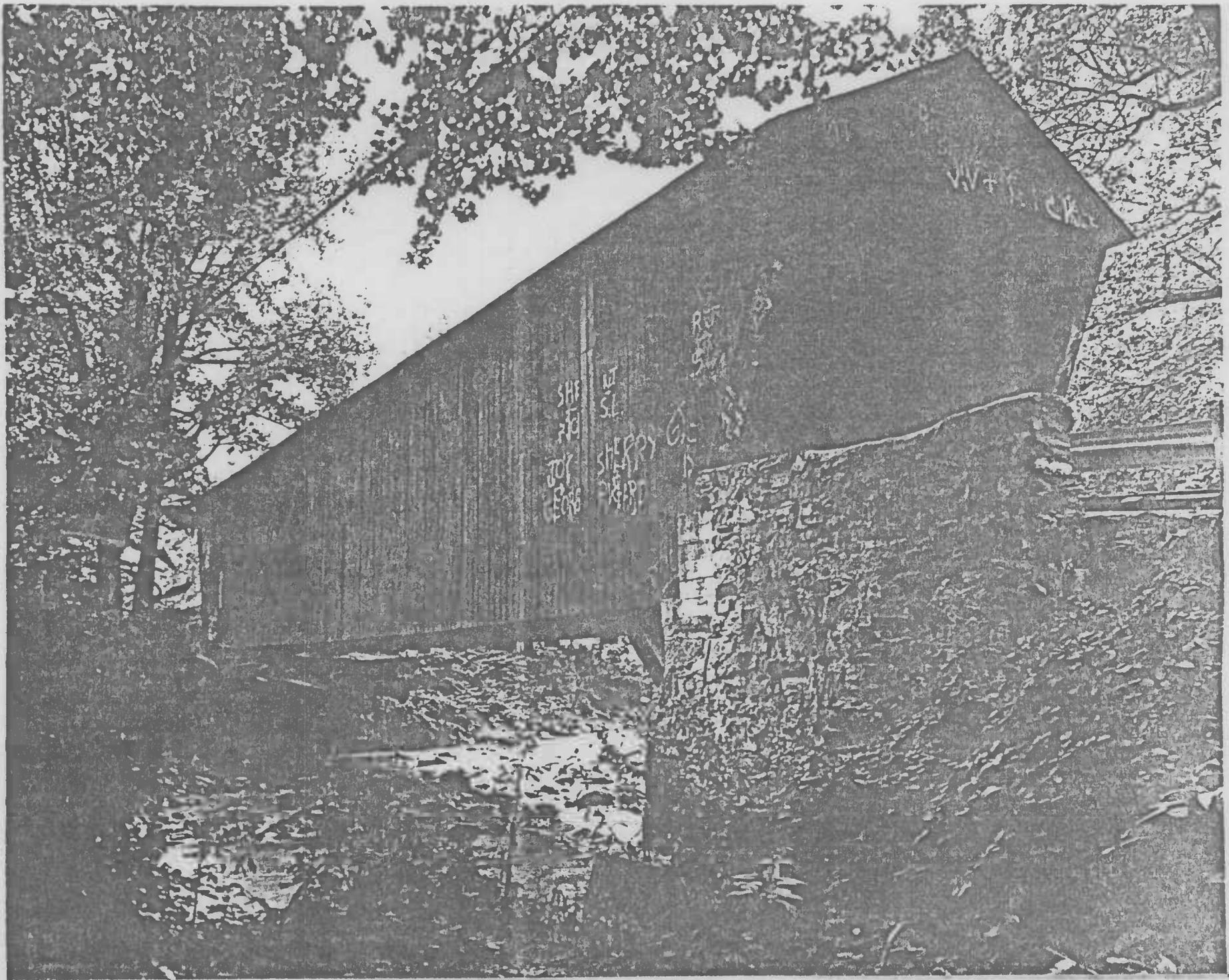
BA-361



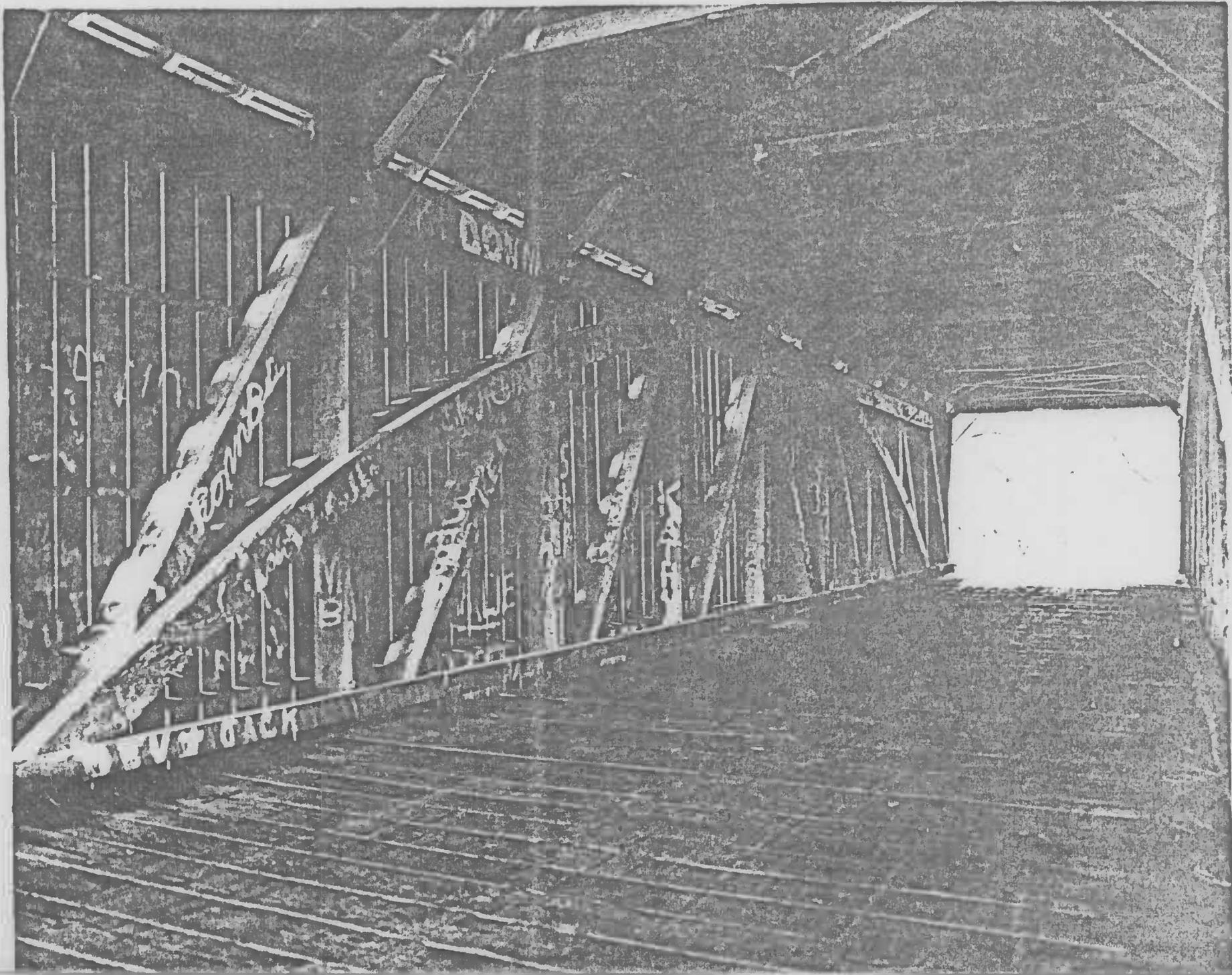
BA-361



BA-361



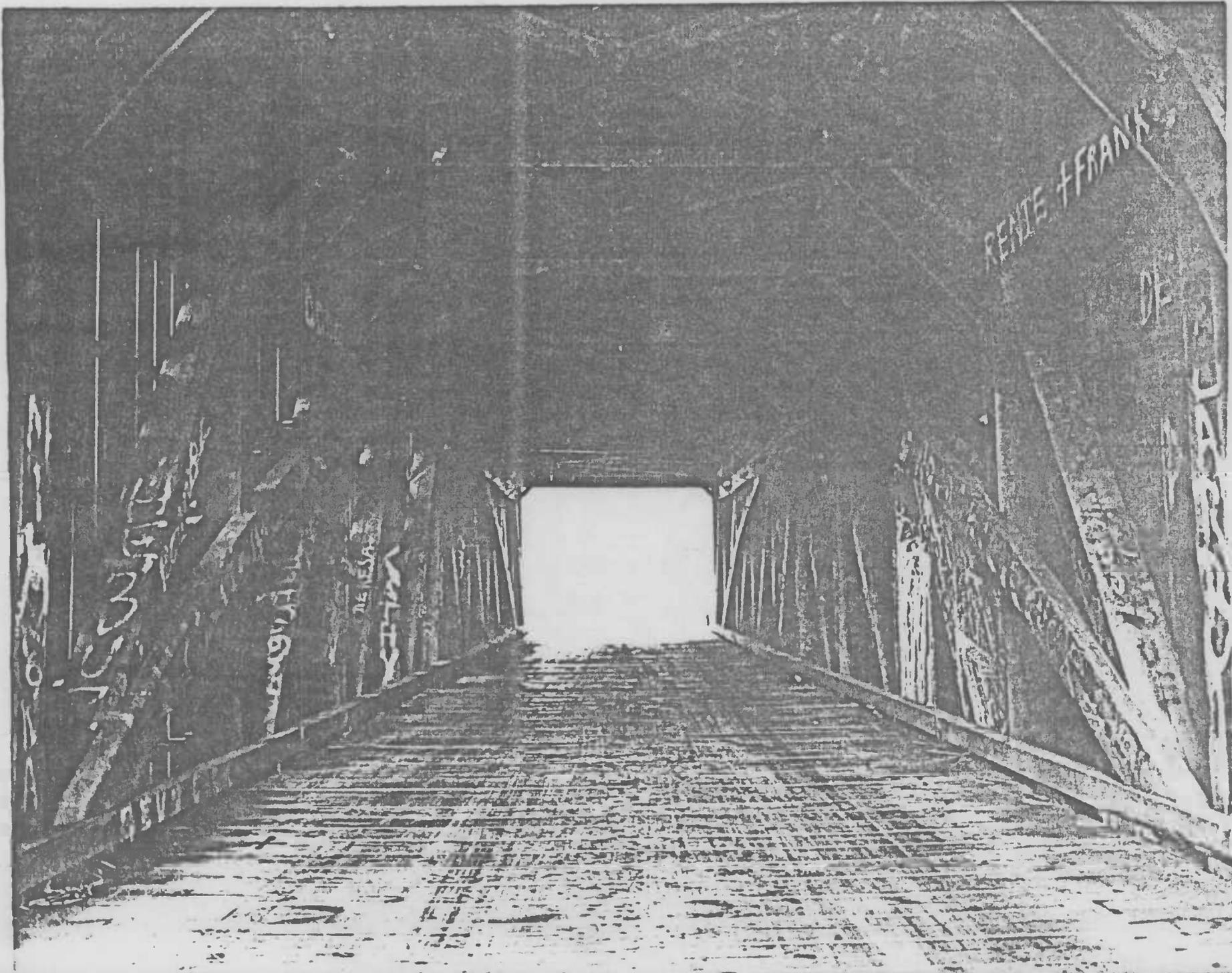
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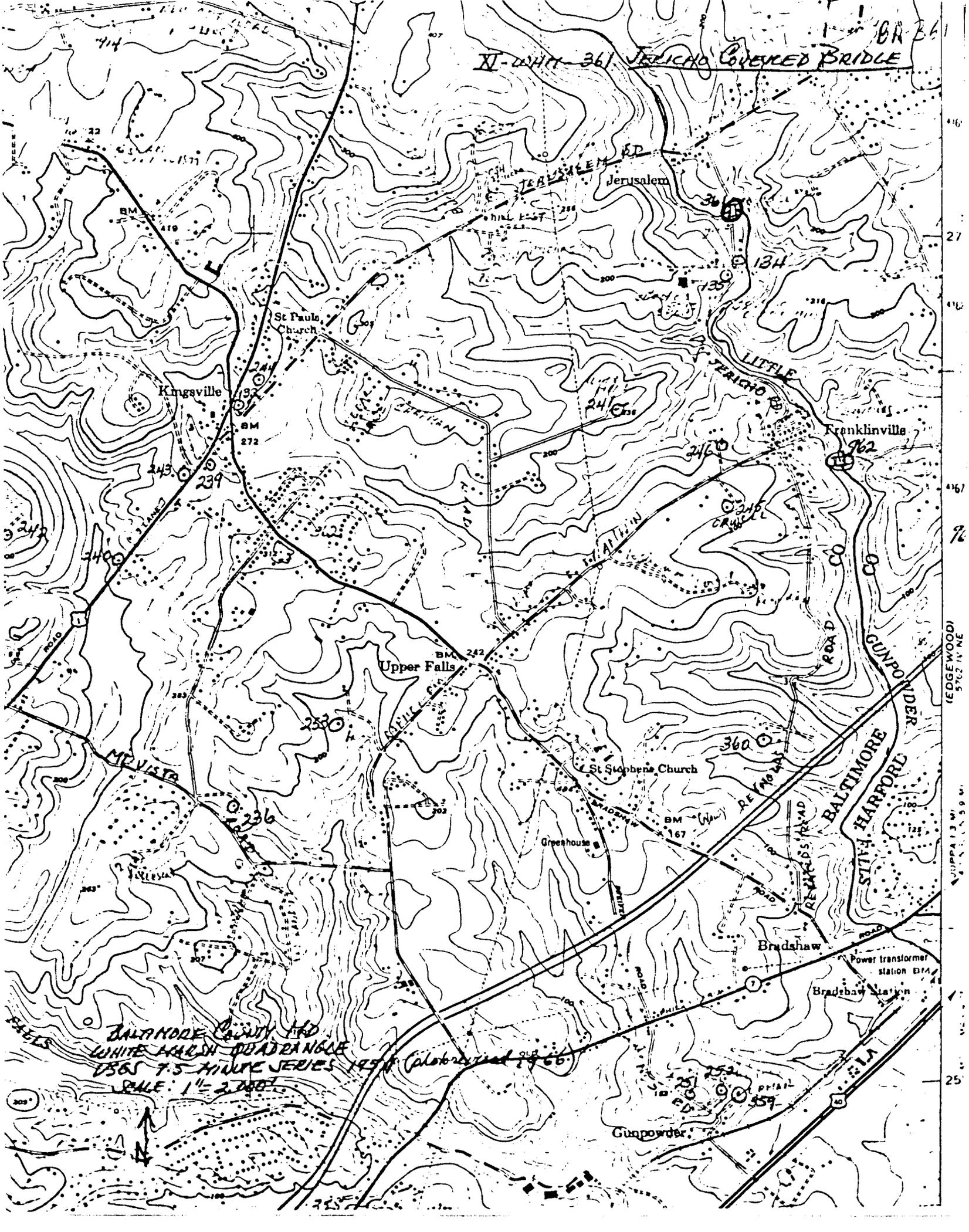


BA-361



BA-361

II-4111-361 JERICHO COVERED BRIDGE



BALTIMORE COUNTY MD
WHITE HATCH QUADRANGLE
USGS 7.5-MINUTE SERIES 1958
SCALE: 1" = 2,000'

Calibrated 1966



BR 261
27
46
96
96
EDGWOOD
5727 N.E.
UPPER 13 MI
5727 N.E.
25

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC JERICO COVERED BRIDGE

BA-361

AND/OR COMMON

FRANKLINVILLE ROAD BRIDGE NO. 4

2 LOCATION

STREET & NUMBER *(JERICHO ROAD)*
Franklinville Road, 0.24 mile
SE of Jerusalem Road

11th ELECTION DISTRICT
WHITE HARSH QUADRANGLE

5th Councilmanic District

CITY, TOWN

JERUSALEM X VICINITY OF

CONGRESSIONAL DISTRICT

2nd Congressional District

STATE
Maryland

COUNTY
Baltimore-Harford Counties

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 checked="" 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	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> 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 Baltimore County) Joint tenants
Harford County)

c/o Mr. Ernest Radoci, Chief
Structural Design & Approval Sec.
Telephone #: 494-3737

STREET & NUMBER

c/o Baltimore County Department of Public Works, 111 W. Chesapeake Avenue

(Mail stop 1204)

CITY, TOWN

Towson

VICINITY OF

STATE, zip code

Maryland 21204

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Right-of-way through state
REGISTRY OF DEEDS, ETC. parkland - no recorded deed

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE MARYLAND HISTORIC SITES SURVEY: BALTIMORE COUNTY

DATE ONGOING SINCE 1964

JERICHO COVERED BRIDGE ENTERED 1/71

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS MARYLAND HISTORICAL TRUST
21 State Circle

CITY, TOWN

Annapolis

STATE
Maryland 21401

(See Continuation Sheet, Item 6, Page 1)

Historic American Buildings Survey - "Jerusalem Vicinity - Covered Bridge
Over Little Gunpowder Falls"

2 measured drawings
2 photographs
1 data page

1930's

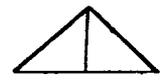
Library of Congress, Washington, D.C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Jericho Covered Bridge is a Burr Arch through truss, named for the inventor of the support design, Theodore Burr of Pennsylvania. Burr began to develop the style in 1803 and patented it in 1804. He later practiced bridge building in Maryland, constructing a notable span over the Susquehanna at Port Deposit. In Burr's technique, a series of king-post trusses was combined with a long wooden arch, a mixture that resulted in a stronger bridge. Single king posts had been used since the Middle Ages for short crossings. The pioneering and innovative bridge builders of the 19th Century learned that it was possible to combine a series of structural triangles - king posts or queen posts - into a unified span. (1)



Burr's arch, upper chord, lower chord, and the diagonals of the truss withstand forces of compression; the vertical members of the truss withstand the forces of tension. (2)

By combining the rectangular frame or truss with the arch ... Burr was being somewhat cautious. As Ithiel Town demonstrated with his lattice truss, wood trusses of reasonable span could stand alone. (3)

As Richard Sanders Allen put it, the wooden bridge comes alive when weight is applied to it and digs into its abutments:

Although seemingly inelastic, the diagonal braces - called compression members - are subjected to squeeze as a load passes over the bridge. Meanwhile, the same native flexibility allows the centerpost and lower chord - the tension members - to be pulled downward. So, if the truss is abutted properly into the banks, a bridge shoves harder against the land with the more weight that is put upon it, and the interaction of its truss members actually makes it stronger when it carries a load. (4)

Bridges of this type were strong, but the wood tended to weather rapidly, and builders adopted the European technique of roofing them over and boxing them in to protect both deck and support members.

Jericho Covered Bridge was built some 61 years after the Burr truss was invented. Jericho is 87 feet 6 inches long in its truss portion with an additional six feet of length devoted to the overhanging entrance roofing at each end, making a maximum length of 99 feet 6 inches. The bridge flooring is 15 feet above river level. Internal width is 17 feet, providing 14 feet 10 inches clear road width. Overhead clearance is 12 feet inches at the centerline of the roadway and 10 feet at the curb line.

Functionally, the bridge consists of ten king post panels, including the half-panels at each end. Four wooden arches are bolted to the upright members of the multiple king post system, two arches on each side of the roadway, one arch on each side of the vertical members.

Both wooden arch and king post members rest on stone masonry abutments.

A number of steel tie rods were added as part of the repairs carried out c. 1937 to link the upper chord to the vertical members. These elements would not change the classification of the bridge from a pure Burr Arch Through Truss. (Note: One published article erroneously calls this span a Burr-Howe Truss, but a Howe Truss requires iron or steel vertical members.)

Flooring is timber of 3 by 10 inch size, full dimension. The flooring is supported by six steel I-beam stringers with timber nailing strips attached, the steel members added c. 1937 after the beginning of the automobile era. (The stringers are members that run lengthwise through the bridge.) Technical data on the stringers are as follows:

Size	8 B 18.4 steel stringers 3-3/4 inch X 8 inch timber nailers
Spacing	3.0 feet center to center
Condition	Good (1973)

The floor beams support the stringers and are made of steel, space 8 feet 9 inches center to center. Technical data gathered in 1966 and revised in 1973 is as follows:

Type	Steel WF beams
Size	Approximately 6-3/4 inches X 12 inches X 1/4 inch thick fl.
Spacing	8 feet 9 inches center to center
Condition	Good

The lower chord of the bridge is 12 by 12 inch timber.

The bridge is roofed with one inch of sheeting and shingle; sidewalls are of vertical board. The "unusual" features of the bridge, according to Jane Plant, writing in 1954, were the sloping portals and the narrow-strip flooring; that decking, of one-inch by two-inch oak strips, has since been replaced by heavy plank, laid perpendicular to the centerline of the roadway.

The 1973 structural report stated that the bridge was unsafe for bus or truck traffic because of cracked and rotting timber. A 6-foot length of one timber-arch member was found to suffer from cracking (downstream side). This and the heavy repairs to the lower chord of the truss nearby indicate possible failure damage. The downstream arch was found to be affected with rot at the bearing point on the south end abutment. (6) Whether by mistake or design, the vertical board siding does not extend down far enough to afford protection to the arch bearings.

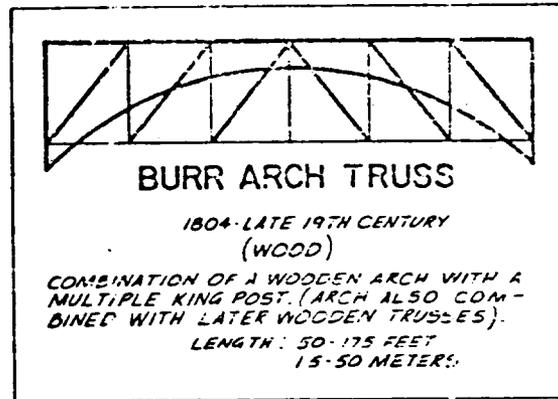
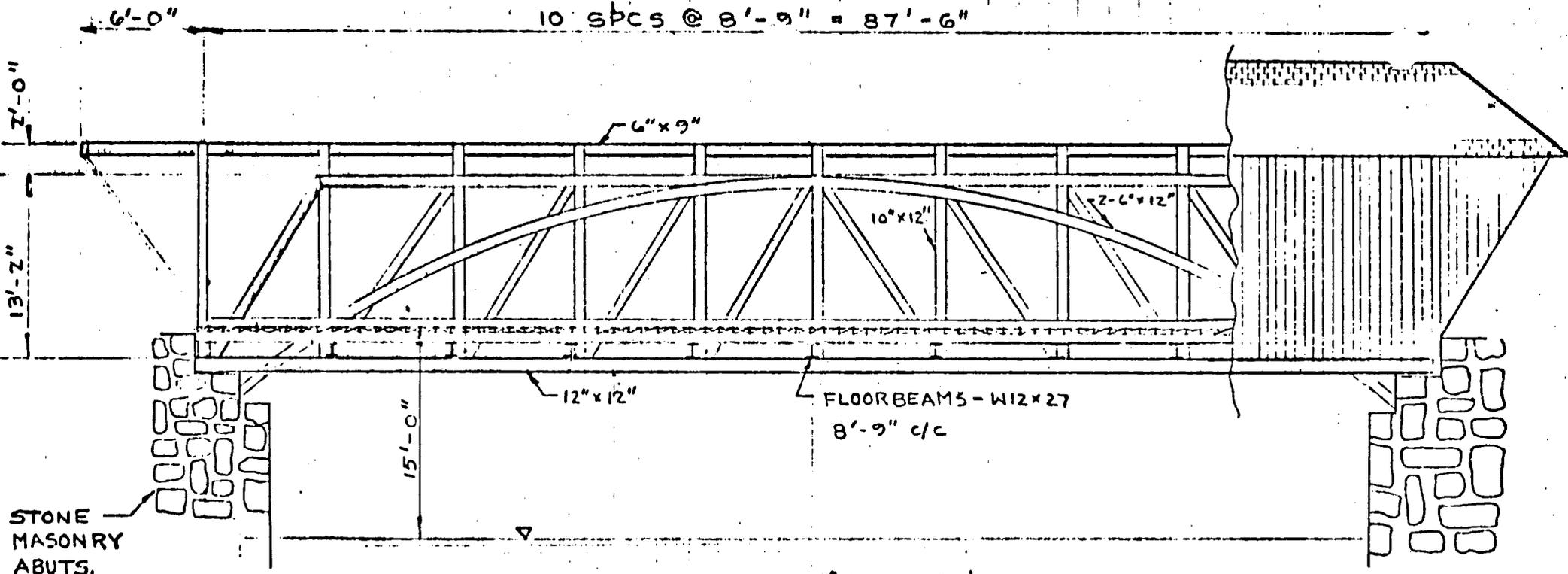


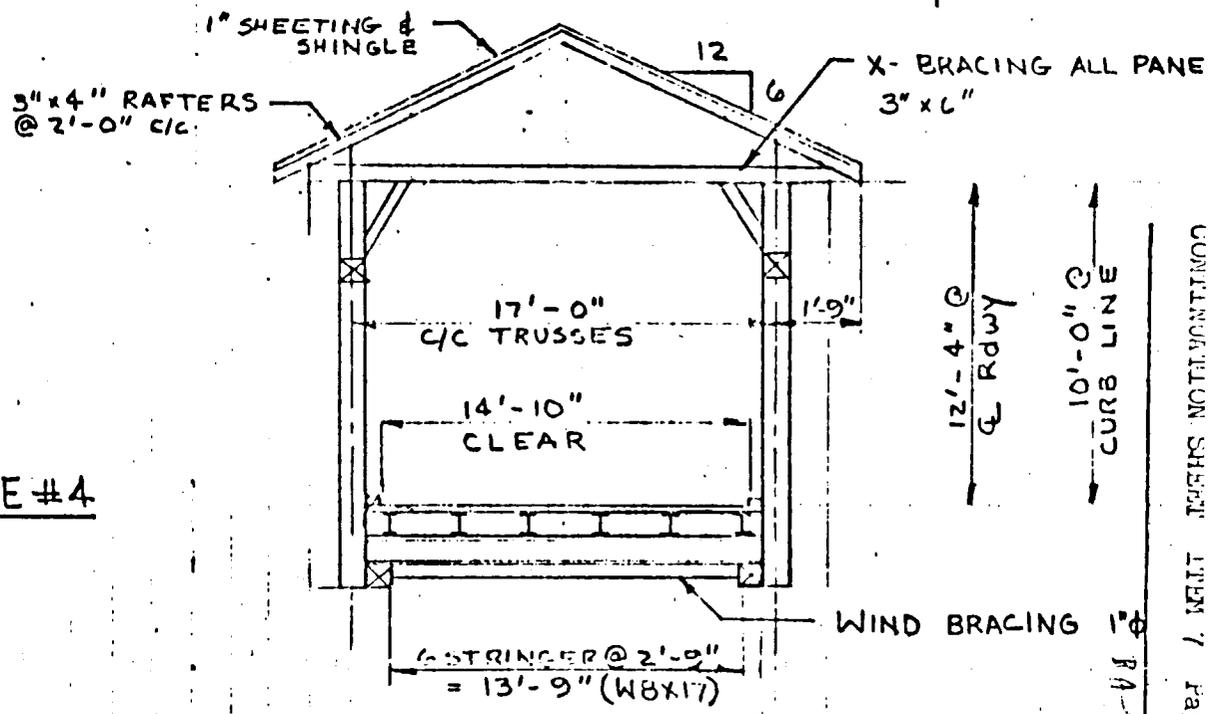
Figure 1. BURR ARCH TRUSS

Heavy lines are members that withstand forces of compression. Lighter lines are members that withstand forces of tension. (7)

- (1) T. Allen Comp and Donald Jackson, Bridge Truss Types (Nashville, 1977), p. 2.
- (2) Comp and Jackson, Bridge Truss Types, pp. 2, 5.
- (3) Theodore Anton Sande, Industrial Archaeology (Brattleboro, Vermont, 1976), p. 94.
- (4) Richard Sanders Allen, Covered Bridges of the Middle Atlantic States (New York, 1959), pp. 20-21, 105.
- (5) Jane Plant, "The Peace and Charm of Our Covered Bridges," American, Baltimore, April 4, 1954.
- (6) Baltimore County, Bridge Department, "Bridge Reconnaissance and Rating Report," and "Structure Inventory & Appraisal Sheet," 1973. Updated, 1977.
- (7) Comp and Jackson, Bridge Truss Types, Diagram 9, p. 5.



ELEVATION
SCALE: $\frac{3}{32}'' = 1'-0''$



SECTION
SCALE: $\frac{1}{8}'' = 1'-0''$

FRANKLINVILLE RD. BRIDGE #4
DISTRICT NO. 11-C-5

81 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<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 type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1865 BUILDER/ARCHITECT Thomas F. Forsyth

STATEMENT OF SIGNIFICANCE

While not one of the engineering marvels of its class, the Jericho Covered Bridge is the last such span in either Baltimore or Harford Counties, and its basic structure is an authentic survival of the 19th Century horse-drawn era, not a reconstruction.

A bridge had been requested by citizens of both Harford and Baltimore Counties in early 1864. At a session of the General Assembly on February 24 of that year, Mr. Hitchcock of the House of Delegates "presented a petition from citizens of Harford County praying for a law to authorize the commissioners of Harford and Baltimore Counties to make an appropriation for a bridge over the Little Gunpowder Falls." (1)

Mr. Pearce of Baltimore County presented a petition from D. S. Gittings and forty persons of Baltimore County, "praying the passage of an act to build a bridge across the Little Gunpowder Falls, between Baltimore and Harford Counties.

A bill was drawn up under the title "An Act to Authorize the Commissioners of Baltimore and Harford Counties to construct a bridge across the Little Gunpowder Falls, between Jericho and Jerusalem Mills, and to levy a sum of money therefore." (2)

The bill was read twice, ordered to be engrossed for a third reading, read again, and passed on March 4, 1864.

Dr. David Sterett Gittings, whose name had headed the list of petitioners was a prominent citizen, a graduate of Edinburgh University (1818) and a resident of Roslyn estate on Joppa Rolling Road (since renamed Bradshaw Road) at Upper Falls. Possibly the persons who dwelt between two toll roads, as did Dr. Gittings, wanted a free crossing somewhere nearby so that they could avoid paying tolls to the turnpike companies on the Jerusalem Pike or Philadelphia Turnpike. The 1850 map of Baltimore County by J. C. Sidney and the 1857 map by Robert Taylor showed a road crossing Little Gunpowder Falls upstream of Jericho; possibly that crossing was a ford, or else a bridge had stood there and washed out.

The Little Gunpowder valley was in the 18th and 19th Century the scene of several industries, with a flour mill at Jerusalem, a spade factory and wrought iron works at Franklinville, and two cotton factories, Jericho and Franklinville. Each mill town spawned a cluster of workers' houses, vari-

CONTINUE ON SEPARATE SHEET IF NECESSARY

ous outbuildings, sheds, stores, dams, races, sluices, forebays, and tail-races. The area was also noted for its series of biblical names, which included Joppa and Egypt along with the Jerusalem and Jericho already mentioned.

The records of the county commissioners trace the history of the bridge. The estimated account for 1865 showed a \$2,000 "special appropriation" for the bridge between Jerusalem and Jericho. (3)

On June 17, 1865, the first advertisement for proposals appeared in the local papers:

To Bridge Builders
OFFICE COMMISSIONERS OF BALTIMORE CO.
Towsontown, June 7th 1865

Proposals will be received at this office on the 5th day of July next, at noon,

for the erection of a WOODEN BRIDGE, of about eighty (80) feet span to be covered with shingles, and weatherboarded, with stone abutments, about fifteen feet high, well cemented, over the Little Gunpowder Falls, between Jericho and Jerusalem Mills. Persons proposing will submit plan, &c.

June 17.--3t

J. F. COCKEY, President (4)

The commissioners' records for July 5 show that Hugh Simms was appointed to superintend the building of the bridge and the contract was awarded to Thomas F. Forsyth. (5)

Simms was owner of the Franklinville Cotton Factory downstream of the proposed bridge site. Houston's 1867 city directory listed Thomas Forsythe as a "machinist" at 116 North Bond Street, and he was listed in the 1877 patron list in Hopkins' atlas as a resident of Pikesville and still a machinist; he had moved there that year from his native Baltimore City. The newspapers reported the award of contract:

COUNTY COMMISSIONERS.--The Board at their session on Wednesday, 5th inst. awarded the contract for the building of the bridge between Jericho and Jerusalem Mills, to Mr. Thomas F. Forsyth. Mr. Hugh Sims, of Franklin Factory, was appointed to superintend the work. (6)

The commissioners' records of the award are very brief:

That the contract to build a bridge over Little Gunpowder falls between Jericho and Jerusalem be awarded to Thos. F. Forsyth at Three thousand 125 dollars, one thousand dollars to be paid when the abutments are finished and the material to complete the bridge is placed on the ground where the bridge is to be erected. The balance to be paid when the bridge is finished. Harford County and Baltimore County to pay for the bridge in equal proportions. (7)

Part of the project was completed by October 13, when the commissioners resolved:

That the treasurer pay Thos. F. Forsyth Five Hundred Sixty Two 50/100 dols. on a/c of Bridge over Little Gunpowder between Jericho and Jerusalem. (8)

The entire span was completed by December 5, when the commissioners resolved

That the Treasurer pay Thomas F. Forsyth one thousand dols, in full of Balto. County's portion for building a bridge over the Gunpowder falls between Jericho & Jerusalem. (9)

At the same session, they received two varieties of Bridge Report:

Upper Falls, Balto. Co.
1st Dec 1865

To the Hon the Commissioners
of Baltimore County

Gents. The undersigned being appointed by your Honorable body and also by the Hon. Commissioners of Harford County, Examiners of the Bridge and filling connected with it, over the falls of Little Gunpowder between Jericho and Jerusalem Mills, have the honor to report, that the bridge is finished and is a very substantial structure, finished according to the specifications and contract and reflects great credit upon Mr. Forsyth the Builder; the filling is nearly finished and when completed will be fully up to the contract, the filling being so nearly finished and the contractors being highly responsible gentlemen we recommend you to settle their account as well as that of the Contractor for the Bridge.

Hugh Simms
Edw. H. Beans (10)

.... the filling up of both ends of the bridge is finished fully up to the contract; no pains having been spared to make it fully satisfactory (11)

Contractor for the filling operation was a Mr. Haskins. The Maryland Journal contains no reference to the completion in the weeks and months following the payment of the contractor.

During the early automobile era, the bridge was strengthened, and in 1937, a Sun correspondent stated that the bridge at Jerusalem

is by far the best kept in Maryland. Thanks to recent repairs which include a reinforcement of the original bow-string arch with a queen-post truss, the addition of some metal braces and tie-rods, the laying of a new floor and the raising of new walls, it should stand for decades to come. Due to the very completeness of the repairs, however, it is not at the moment among the most picturesque; it looks too new. (12)

Hervey Brackbill, the Sun writer, seemed to scramble some technical terms - there isn't any queen-post truss - but his story pins down the repair date more accurately than any papers available in the county records. He also interviewed an elderly gentleman of the neighborhood and asked if the dark black box was afflicted with ghosts.

"Yes," was the gruff reply. "Parkers!"
"Parkers?" Brackbill smelled a story. "Who was Parker and what did he do?"

"Parkers, parkers," came the retort. "Automobiles. Young fellows and girls. They drive in the bridge at night and park, and the Lord knows what they don't do."

The youth of Maryland, using modern conveniences was still living up to the old romantic traditions of the state's covered bridges. (13)

The repairs were most likely carried out in 1937, as the annual report of the county roads engineer shows nothing spent over 1934-1935, and only \$47.75 in 1936. In the year ending December 31, 1937, a total of \$1,969.72 was spent on the bridge, followed by nothing in 1938. (14)

On the other hand, the date of repair was given as 1935 in an undated clipping from one of the town papers in the Bel Air public library:

The old covered bridge leading from Jerusalem to Jericho is in excellent shape having been repaired and strengthened to 20-tons capacity during the W.P.A. program of 1935. Ladies belonging to the Garden Club strongly urged that the bridge be preserved as a relic and this suggestion was followed. Strengthening and repairing the span cost many thousands (missing words) consequence the former W.P.A. administrative staff, and all road workers formerly carried under that department have been paid entirely from Harford County funds. (15)

As the number of such bridges dwindled--there was once a total of 50 in Harford County--Jericho Bridge attracted more attention from photographers and writers. When it was featured in the Washington Star in 1952, it was painted white; it was a deep green when photographed in 1964, and later became a deep orange-red, much splotted by names, mottoes, and personal messages that are now dignified by the name graffiti. (16)

The bridge is often spoken of as historic, although no specific events are associated with it. There have been erroneous stories that James Mahool, owner of Franklinville Cotton Factory died when his horse bolted in the covered bridge--but that fatal accident took place ten years before the bridge was built, and on the Philadelphia Turnpike. Harry Gilmore's Confederate raiders reputedly galloped across the bridge, but they were more than a year too early--they did indeed raid the Jerusalem Mill on July 11, 1864. (17) There have even been legendary visits from George Washington.

Notes:

1. Proceedings of the House of Delegates, 1864, Annapolis, p. 521.
2. Proceedings of House, 1864, p. 689.
3. County Commissioners, Journal of Proceedings, Records Management Office, Towson, 1:171.
4. Maryland Journal, Towson, July 1, 1865, p. 3, col. 4.
5. County Commissioners, Journal, 1:186.
6. Maryland Journal, July 8, 1865, p. 2, col. 5.
7. County Commissioners, Journal, 1:197.
8. " " " 1:199.
9. " " " 1:215.
10. " " " 1:218.
11. " " " 1:224.
12. Hervey Brackbill, "Maryland's Covered Bridges," Sun, October 17, 1937.
13. Brackbill, 1937. Also, Richard Sanders Allen, Covered Bridges of the Middle Atlantic States (New York, 1959), pp. 47-49.
14. Annual Report of the Roads Engineer of Baltimore County for the Year Ending December 31, 1937 (Towson, 1938), p. 8. Also, reports of 1934, 1935, 1936, 1938.
15. "The Best of Harford County's Remaining Covered Bridges," Bel Air, n.d.
16. "Bridges into the Past," Jane Plant, Washington Star, Pictorial Magazine, November 30, 1952, p. 6.
17. Robert E. Michel, Colonel Harry Gilmore's Raid Around Baltimore (Baltimore, 1976), p. 11.

"The Best of Harford County's Remaining Covered Bridges," Bel Air, n.d., clipping in VF of Harford County Public Library, Bel Air.

Brackbill, Hervey, "Maryland's Covered Bridges," Sun, Baltimore, October 17, 1937.

Comp, J. Allan, and Jackson, Donald, Bridge Truss Types (Nashville, Tenn., 1977), p. 2.

County Commissioners, Journal of Proceedings, 1863-1865, Vol. 1, Records Management Office, Room 10, Towson Courthouse.

"Covered Bridge and a Half Owned by Harford County," unidentified Bel Air newspaper clipping, June 17, 1949, VF of Harford County Public Library.

"Franklinville, Jericho Is Last Covered Bridge to Survive Here," The Aegis, Bel Air, February 10, 1977, p. B-1.

Maryland General Assembly, Proceedings of the House of Delegates, 1864 (Annapolis, 1864), pp. 689, 521, 753.

Michel, Robert E., Colonel Harry Gilmor's Raid Around Baltimore. (Baltimore, 1976), p. 11.

Plant, Jane, "Bridges into the Past," Washington Star, Pictorial Magazine, November 30, 1953, p. 6.

Sande, Theodore Anton, Industrial Archaeology (Brattleboro, Vermont, 1976), p. 94.

Sears, David F., "Maryland's Covered Bridges," Portals, September, 1964.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Allen, Richard Sanders, Covered Bridges of the Middle Atlantic States (New York, 1959), pp. 20-21, 105.

Annual Report of the Roads Engineer of Baltimore County for the Year Ending December 31, 1937, The Jeffersonian Print (Towson, 1938), p. 8. Also reports for 1935, 1936, 1938). See Continuation Sheet, Item 9, Page 1)

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY None specified.

VERBAL BOUNDARY DESCRIPTION

None. Covered bridge is shown in plat of State Park property, BC Deeds 3808:599.

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

STATE None COUNTY Harford County

STATE _____ COUNTY Baltimore County

11 FORM PREPARED BY

NAME / TITLE

John W. McGrain, Executive Secretary, Landmarks Preservation Commission

ORGANIZATION

Office of Planning and Zoning

DATE

July 1977

STREET & NUMBER

County Courts Building, 401 Bosley Avenue

TELEPHONE

494-3495

CITY OR TOWN

Towson

STATE

Maryland 21204

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

0303014917

BA-361 - Jericho Covered Bridge -

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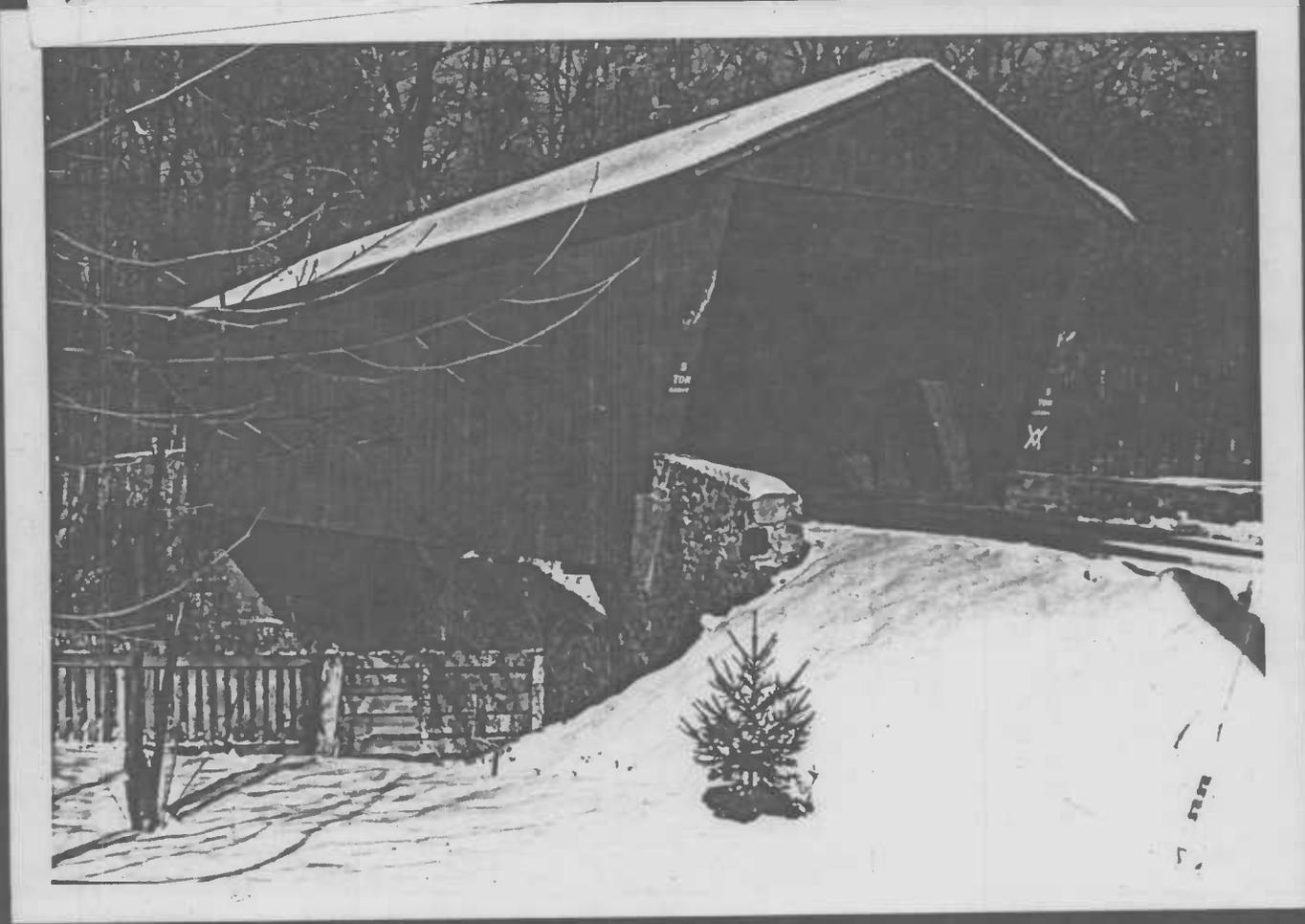
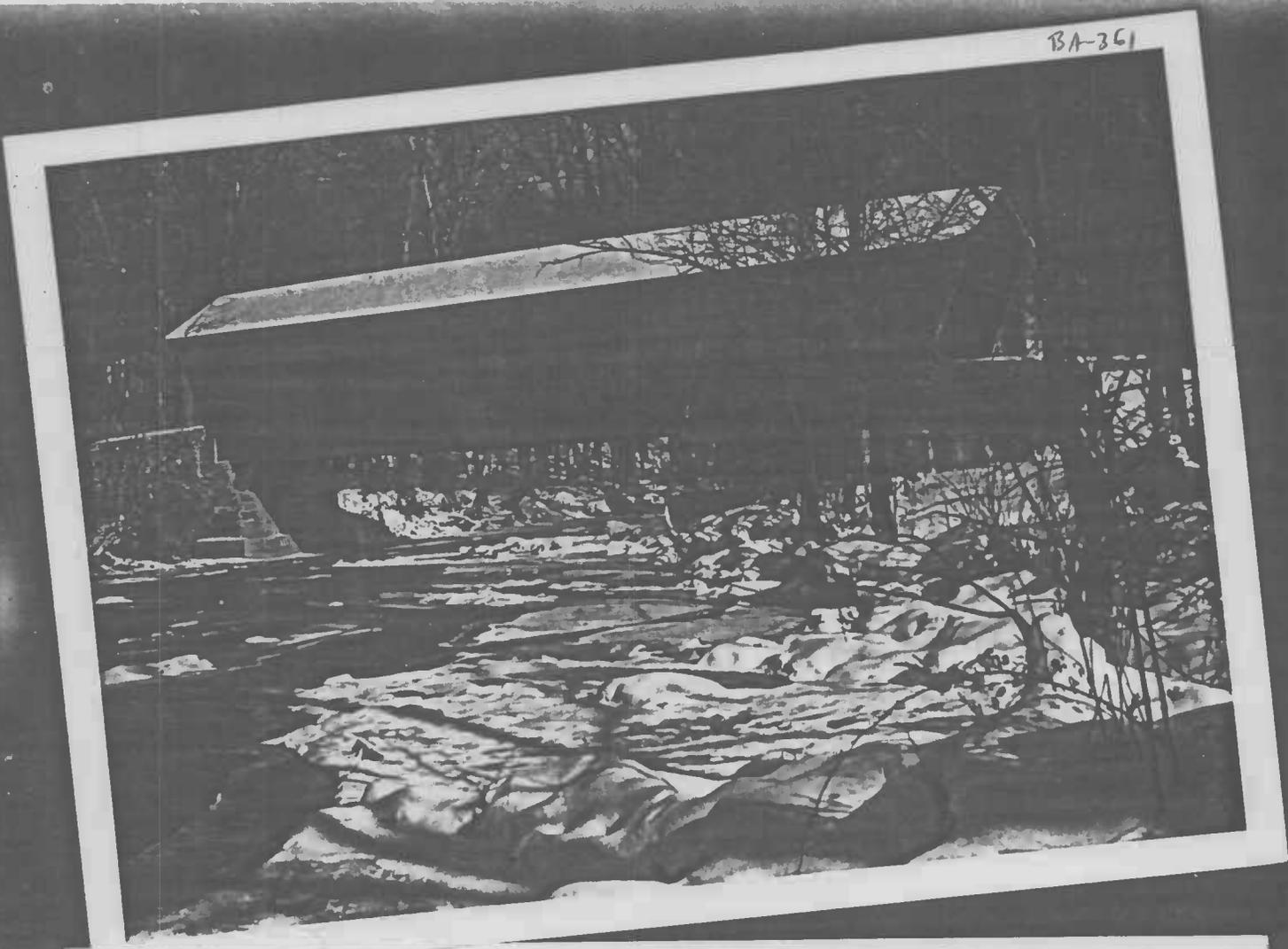
cross reference into HA using
same BA number -

Jencho Covered Bridge
~~Be~~ District XI - BA Cty.
Whitemarsh quad.

Miss Matilda Lacey thinks the bridge
may be one of the oldest in central
Atlantic area.

Alice Martin (Mrs. Clyde)
11.26.71

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BA-361

Dedication ceremony for the reopening of the Jericho Covered Bridge, July 7, 1983. Photo shows Mark R. Edwards presenting National Register certificate to Donald P. Hutchinson, Baltimore County Executive.

3

5/10
H.P.

13.1



BA-361

Dedication Ceremony for the reopening
of the Jericho Covered Bridge, July
7, 1983. Left to reight: Mark Edwards
Donald P. Hutchinson, Baltimore Co.
Executive; Habern W. Freeman, Jr.,
Harford County Executive