

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARE-1

Name: MUMMA FORD RD. OVER MONOCACY CREEK

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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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

MHT No. CARR-1

SHA Bridge No. CL-227 Bridge name Mumma Ford Road over Monocacy Creek

**LOCATION:**

Street/Road name and number [facility carried] Mumma Ford Road

City/town Appolds Vicinity X

County Carroll

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes  No

National Register-listed district  National Register-determined-eligible district

Locally-designated district  Other

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:  
Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge

Movable Bridge \_\_\_\_\_:  
Swing \_\_\_\_\_ Bascule Single Leaf \_\_\_\_\_ Bascule Multiple Leaf \_\_\_\_\_  
Vertical Lift \_\_\_\_\_ Retractable \_\_\_\_\_ Pontoon \_\_\_\_\_

Metal Girder \_\_\_\_\_:  
Rolled Girder \_\_\_\_\_ Rolled Girder Concrete Encased \_\_\_\_\_  
Plate Girder \_\_\_\_\_ Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete \_\_\_\_\_:  
Concrete Arch \_\_\_\_\_ Concrete Slab \_\_\_\_\_ Concrete Beam \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:**

**Describe Setting:**

Bridge No. CL-227, built in 1911, carries Mumma Ford Road over Monocacy Creek in a rural wooded area in Carroll County. The single lane bridge is oriented in the east-west direction, while the creek flows north to south at this location.

**Describe Superstructure and Substructure:**

The structure is a two-span, steel, single-lane, Pratt through-truss. Each span has six 19'-0" panels forming a clear span of 114'-0" between bearings. The bridge has an overall length of 230'-0" and a clear roadway width of 17'-0". The top chord is constructed with back to back channels with a riveted cover plate on top and batten piles along the bottom. All of the verticals are back to back channels connected with lattice and rivets. The diagonal members are all dual metal rods. The portal and lateral bracing consist of angles connected with gusset plates and rivets. The original deck was made with I-shaped stringers topped with timber planks. The deck is supported by floorbeams suspended from the vertical members. There are metal guardrails attached to the verticals along both truss planes. The pier wall, abutments, and wingwalls are all constructed of reinforced concrete.

**Discuss Major Alterations:**

In 1989, the original trusses were reinforced with steel arch members. Additional stringers and floorbeams were added and the timber deck was replaced with an open grid steel deck. Metal rod verticals were used in the arch truss to support the floorbeams. The arch truss consists of back to back channels connected longitudinally with bolts and on the top and bottom with welded batten plates. The modern arch trusses are a major element of the load bearing of the bridge.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** 1911  
**This date is:** Actual X Estimated X  
**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_  
**Other (specify)** 1978 survey form notes plaque that said - Built by York Bridge Company, 1911

**WHY was bridge built?** To provide a reliable crossing of Mumma Ford Road over Monocacy Creek, to meet local transportation needs.

**WHO was the designer** \_\_\_\_\_

**WHO was the builder** York Bridge Company - builder and/or designer

**WHY was bridge altered?** [check N/A \_\_\_\_\_ if not applicable] Structural needs/safety

**Was bridge built as part of organized bridge-building campaign?** Yes \_\_\_\_\_ No X

**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 large number of metal truss bridges erected in Maryland in the late nineteenth and early twentieth centuries. These bridges, which were stronger and more reliable than the majority of

their predecessors, were part of a major advance in bridge technology in Maryland and throughout the nation in the third quarter of the nineteenth century.

**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, metal truss bridges such as the Mumma Ford Road bridge provided reliable crossings, largely free from the dangers of floods and other disasters that regularly destroyed many of their predecessors. By assuring travelers that Mumma Ford Road could be safely and reliably passed throughout the year, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along the road and other thoroughfares that fed into it. Though their impacts were quite localized, bridges such as this, taken *en masse*, were an important factor in the development of rural areas throughout the state.

**Is the bridge located in an area which may be eligible for historic designation?** No X Yes       
**Would the bridge add to      or detract from      historic & visual character of the possible district?**

**Is the bridge a significant example of its type?** No    Yes X **If yes, why?**

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.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. 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. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

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 1911, 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 early in the century, it is characterized by relatively delicate members, rather than the heavy solid members that characterize its successors.

**Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?** No \_\_\_ Yes \_\_\_\_\_ **If no, why?** Probably not. The bridge's original structural functions, abilities, and appearance are clouded by the modern metal arches inserted in 1989 to assist it in carrying its loads.

**Is bridge a significant example of work of manufacturer, designer and/or engineer?** No \_\_\_ Yes X  
**If yes, why?**

In the late nineteenth and early twentieth centuries, numerous metal truss bridge fabricating companies sprang up around the country that shipped bridge components to crossings for assembly on site. Among them was the York Bridge Company of York, Pennsylvania, which fabricated Pratt, Warren, and Parker trusses erected in Maryland in the early twentieth century. These included bridges CL-227 (1911) and CL-241 (1908) in Carroll County and F-407 (1914) and F-506 (1908) in Frederick County.

**Should bridge be given further study before significance analysis is made?** No X Yes \_\_\_\_\_  
**Why?**

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's eligibility will hinge not upon this research, but upon a determination of whether the modern insertion of metal arches has destroyed its integrity.

**BIBLIOGRAPHY:**

Bridge inspection reports and files of the Carroll County engineer's office.

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.

State inventory form CARR-1

**SURVEYOR/SURVEY INFORMATION:**

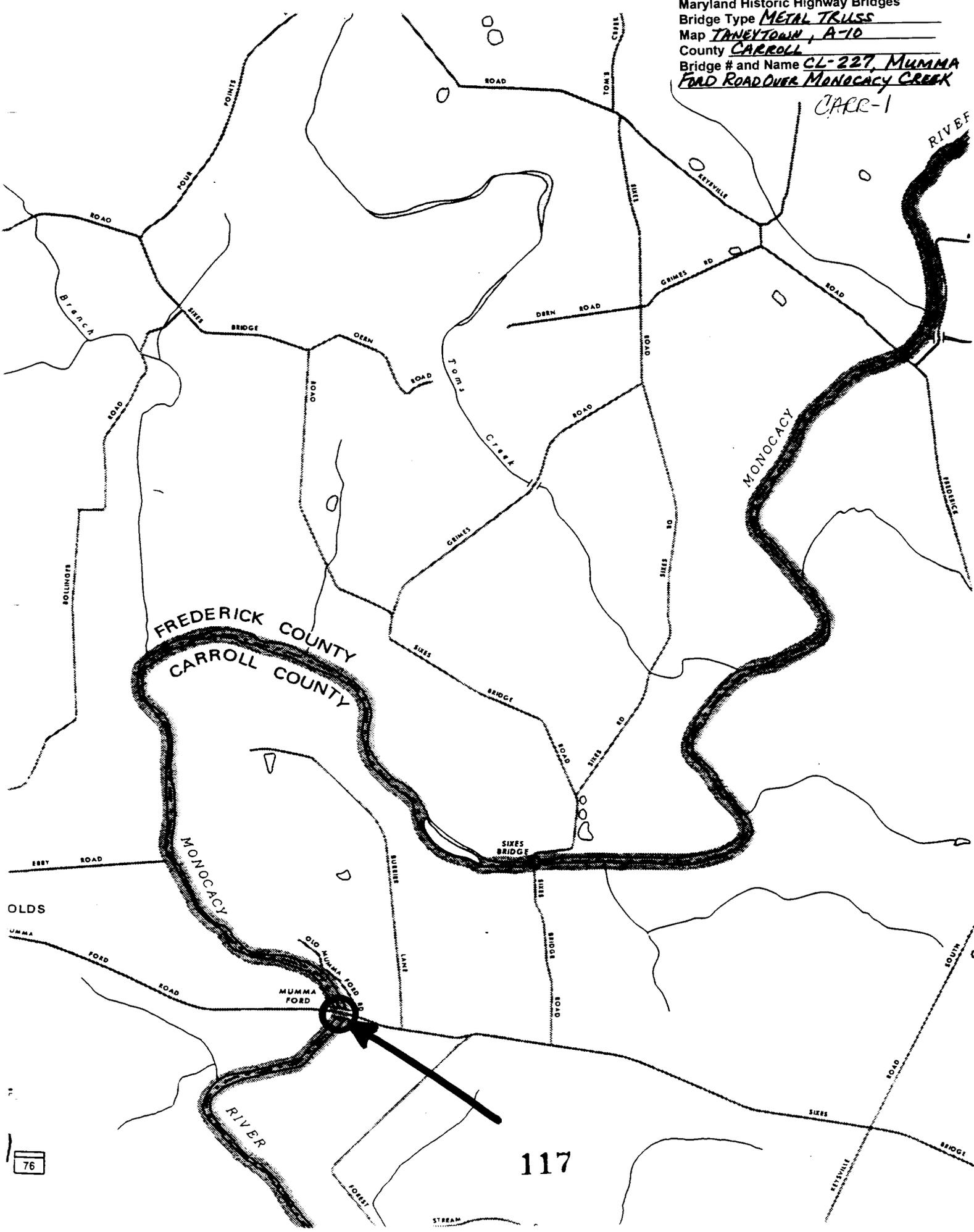
**Date bridge recorded** 2/3/95

**Name of surveyor** David Diehl/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 TANEYTOWN, A-10  
 County CARROLL  
 Bridge # and Name CL-227, MUMMA FORD ROAD OVER MONOCACY CREEK  
 CAR-1





Inventory # CARR-1

Name CL227 Mummaford Rd. over Monocacy

County/State Carroll Co. Md. River

Name of Photographer D. Diehl

Date 2/95

Location of Negative SITA

Description East Approach looking West

Number 19 of 334

26 0118



Inventory # CARR-1

Name CL227 Mummaford Rd. over Monocacy

County/State Carroll Co. Md. River

Name of Photographer D. Diehl

Date 2/95

Location of Negative SITA.

Description North Elevation looking West

Number <sup>2</sup>10 of <sup>4</sup>33

101 \* 0100



Inventory # CARR-1

CL227

Name Mummaford Rd. over Monocacy River

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description South elevation looking  
north west

Number 3 of 334

11.01



Inventory # CARR-1

CL227

Name Mummaford Rd. over Monocacy

County/State Carroll Co. Md. River

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description Nest Approach looking East

Number 9 of 9  
12 of 35

10.12

Form 10-445  
(5-62)

1. STATE COUNTY TOWN VICINITY STREET NO.  ORIGINAL OWNER ORIGINAL USE PRESENT OWNER PRESENT USE WALL CONSTRUCTION NO. OF STORIES	HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY	
	2. NAME <b>MUMMA FORD</b>	DATE OR PERIOD STYLE ARCHITECT BUILDER
	3. FOR LIBRARY OF CONGRESS USE	

4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC

**STEEL TRUSS BRIDGE BUILT BY  
" YORK BRIDGE CO., 1911 "  
INTERESTING AESTHETICALLY**

5. PHYSICAL CONDITION OF STRUCTURE    Endangered    Interior    Exterior



6. LOCATION MAP (Plan Optional)

8. PUBLISHED SOURCES (Author, Title, Pages)  
INTERVIEWS, RECORDS, PHOTOS, ETC.

7. PHOTOGRAPH

9. NAME, ADDRESS AND TITLE OF RECORDER  
**Rivore MHT**  
**9/70**

DATE OF RECORD

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

CARR-1 &  
F-6-10

Mumma Ford Bridge  
Appolds  
Public

1911

The Mumma's Ford Bridge is a large two span-through steel truss bridge of Pratt design which spans the Monocacy River. It is a single lane bridge, seventeen feet wide and two hundred and twenty feet in length set on cement abutments. A latticework railing extends along either side of the bridge. A name plate on the east side indicates that the bridge was "Built by York Bridge Company, 1911."

Iron truss bridges were the most popular form of bridge construction in Frederick County, Maryland between the 1870's and 1930's. The Mumma Ford Road Bridge is one of at least twelve bridges built by the York Bridge Company of York, Pennsylvania for the county in the early part of the 1900's.

According to Polk's York City Directory, the York Bridge Company was most active between the years 1902 and 1817, advertising as "Bridge builders, iron and steel structural work, etc." By 1917, the company had changed its name to the York Bridge & Construction Company.

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INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Mumma Ford Bridge

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Mumma's Ford Road across Monocacy River

CITY, TOWN

Frederick

— VICINITY OF

CONGRESSIONAL DISTRICT

E.D. 15

STATE

Maryland

COUNTY

Frederick

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input 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 Frederick County Roads Department

Telephone #:

STREET & NUMBER

Montevue Lane

CITY, TOWN

Frederick

— VICINITY OF

STATE, zip code

Maryland 21701

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

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

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Mumma Ford Bridge is a large two span through truss steel bridge of Pratt design which spans the Monocacy River on Mumma's Ford Road near Appolds, Maryland.

The single lane bridge which is set on cement abutments is approximately seventeen feet wide and two hundred twenty feet in length. The wood plank floor has been replaced and the joints are secured with pinned connections. A latticework railing extends along either side of the bridge. A name plate on the east side states, "Built by York Bridge Company, 1911. The bridge is being subjected to a great deal of rust, and should be painted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION		
<input checked="" 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      1911      BUILDER/ARCHITECT      York Bridge Company

STATEMENT OF SIGNIFICANCE

Iron truss bridges were the most popular form of bridge construction in Frederick County, Maryland between the 1870's and 1930's. The Mumma Ford Road Bridge is one of at least twelve bridges built by the York Bridge Company of York, Pennsylvania for the county in the early part of the 1900's.

According to Polk's York City Directory, the York Bridge Company was most active between the years 1902 and 1917 advertising as "Bridge builders, iron and steel structural work, etc." By 1917, the company had changed its name to the York Bridge & Construction Company.

CONTINUE ON SEPARATE SHEET IF NECESSARY

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Polk's York City Directory, 1900-1917

CONTINUE ON SEPARATE SHEET IF NECESSARY

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

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  
Cherilyn Widell, Sites Analyst

ORGANIZATION  
Frederick County Office of Historic Preservation

STREET & NUMBER  
12 East Church St., Winchester Hall

CITY OR TOWN  
Frederick

DATE  
9/26/78

TELEPHONE

STATE

Maryland 21701

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

UNITED STATES  
DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS

CARR-1  
Mumma Ford Bridge  
Woodsboro Quad, 1953, PR 1971

CARR-1  
(also F-6-10)

EMMITSBURG 6.1 MI.  
APPOLO 0.2 MI.

301 5563 III NE (EMMITSBURG) 302 303 17'30" 720 000 FEET 305

