

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-Ed

Name: CATOCTIN RIVER BR

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.

<b>MARYLAND HISTORICAL TRUST</b>	
Eligibility Recommended <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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

MHT No. F-2-36

SHA Bridge No. 10091 Bridge name Catoctin River Bridge

**LOCATION:**

Street/Road name and number [facility carried] MD 464 (Olive School House Road) over  
Catoctin Creek

City/town Bells Mill Vicinity X

County Frederick

This bridge projects over: Road      Railway      Water X Land     

Ownership: State X County      Municipal      Other     

**HISTORIC STATUS:**

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

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:**

Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural  X

**Describe Setting:**

Bridge No. 10091 carries MD 464 (Olive School House Road) over the Catoctin Creek in Frederick County. MD 464 runs east/west and Catoctin Creek flows north/south. The bridge is located in the Bells Mill vicinity and is surrounded by a wooded area.

**Describe Superstructure and Substructure:**

Bridge No. 10091, constructed in 1934 by the American Bridge Company, is a 4-span structure composed of a 2-span steel Warren pony truss and two (2) metal girder approach spans. The structure measures 92.96 meters (305 feet) in total length; each truss span is 31 meters (102 feet) long and each approach span is 15.2 meters (50 feet) in length. The truss has eight (8) panels with diagonal endposts. The top chord is a built-up section of channels connected by cover plates; the bottom chord is a built-up section of channels connected with batten plates. The floor system has a concrete deck with steel stringers and floorbeams. All verticals and diagonals are angles with plates and rolled I-beam sections; all connections are riveted. The clear roadway width is 6.7 meters (22 feet) and the out-to-out width is 7.8 meters (25.66 feet). The structure has concrete abutments, a concrete pier, and concrete wingwalls.

According to the 1997 inspection report, the structure was in fair condition. The abutments had fine and open vertical and irregular cracks and some areas of heavy scaling. All verticals and diagonals had heavy rust and section loss. The structure has a sufficiency rating of 60.4.

**Discuss Major Alterations:**

According to the 1997 inspection report, there have been no major alterations to the structure.

**HISTORY:**

WHEN was the bridge built:  1934

This date is: Actual  X  Estimated \_\_\_\_\_

Source of date: Plaque \_\_\_ Design plans \_\_\_ SHA/County bridge files/inspection form  X

Other (specify): \_\_\_\_\_

**SURVEYOR/HISTORIAN ANALYSIS:**

This bridge may have National Register significance for its association with:

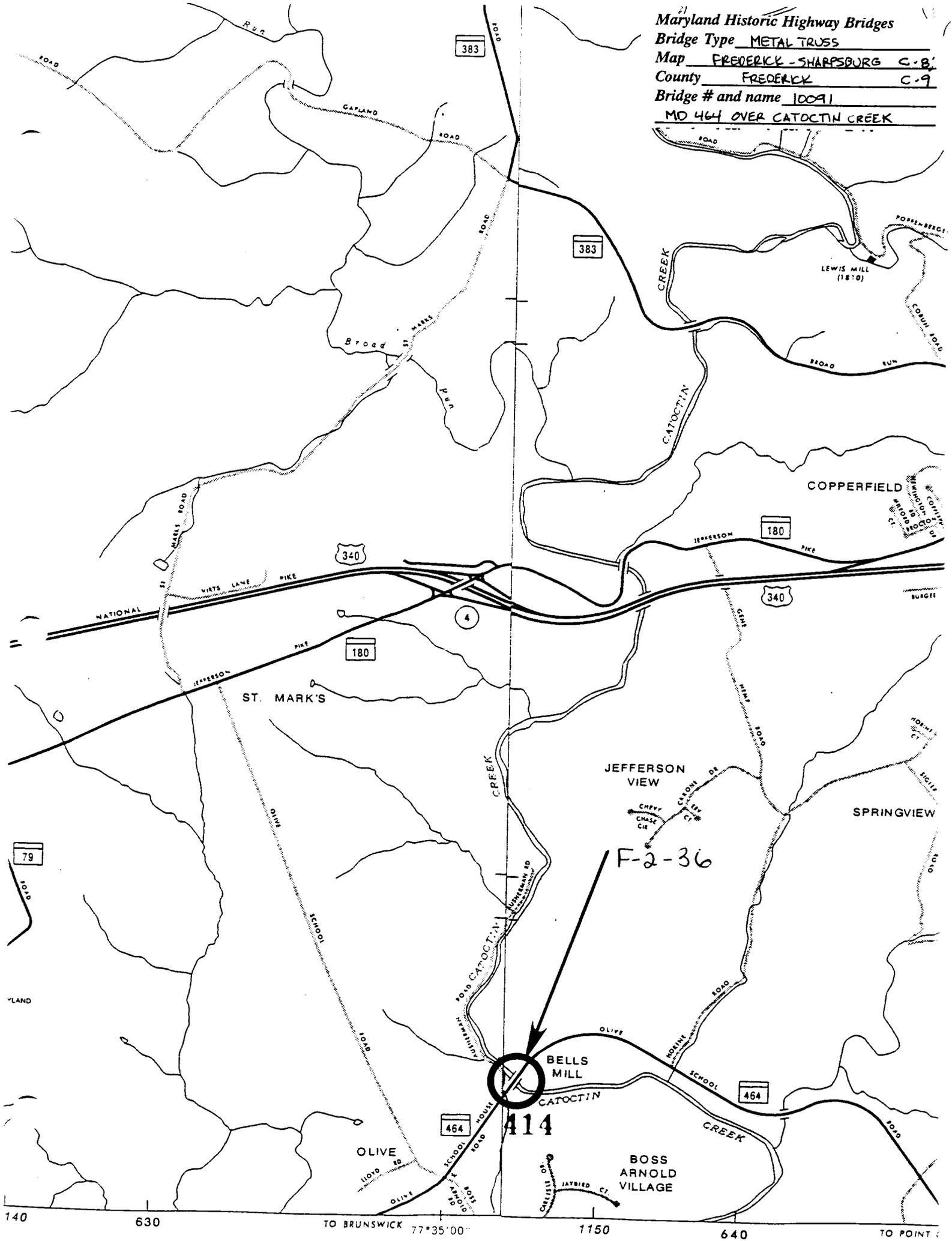
A - Events  X  B- Person \_\_\_\_\_  
C- Engineering/architectural character \_\_\_\_\_ X

The bridge was determined eligible for the National Register of Historic Places by the Maryland Historical Trust in February 1993.

**SURVEYOR:**

**Date bridge recorded** March 1998  
**Name of surveyor** Dave Dick/Caroline Hall  
**Organization/Address** Wallace Montgomery and Associates, 110 West Road, Towson, MD 21204/  
P.A.C. Spero & Co., 40 W. Chesapeake Ave, Suite 412, Baltimore, MD 21204  
**Phone number** (410) 296-1635 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges  
 Bridge Type METAL TRUSS  
 Map FREDERICK - SHARPSBURG C.B.  
 County FREDERICK C.9  
 Bridge # and name 10091  
MD 464 OVER CATOCTIN CREEK



F-2-36

414

140 630 TO BRUNSWICK 77°35'00" 1150 640 TO POINT C



CATOCTIN  
CREEK

1.  $\frac{1}{x^2} = x^{-2}$

2.  $\frac{1}{x^3} = x^{-3}$

3.  $\frac{1}{x^4} = x^{-4}$

4.  $\frac{1}{x^5} = x^{-5}$

5.  $\frac{1}{x^6} = x^{-6}$

6.  $\frac{1}{x^7} = x^{-7}$

7.  $\frac{1}{x^8} = x^{-8}$



1. Faint text

2. Faint text

3. Faint text

4. Faint text

5. Faint text

6. Faint text

7. Faint text

8. Faint text

F-2-36

1933, 1934

Maryland 464/Catoctin River Bridge  
Bells Mill vicinity  
public (unrestricted)

Carrying Maryland Route 464 over the Catoctin River outside of Bells Mill, Maryland, this bridge consists of two steel pony truss sections, each measuring 102 feet in length, and two 49 foot long steel beam spans placed at each end of the structure. Simple concrete balustrades line the steel beam segments and serve as guard rails.

Constructed in 1933 and 1934 by the American Bridge Company, Maryland Route 464/Catoctin River Bridge is one of six historic truss bridges -- part of Maryland's state road system in Frederick County, and one of 26 bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey produced during 1980-81.



MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

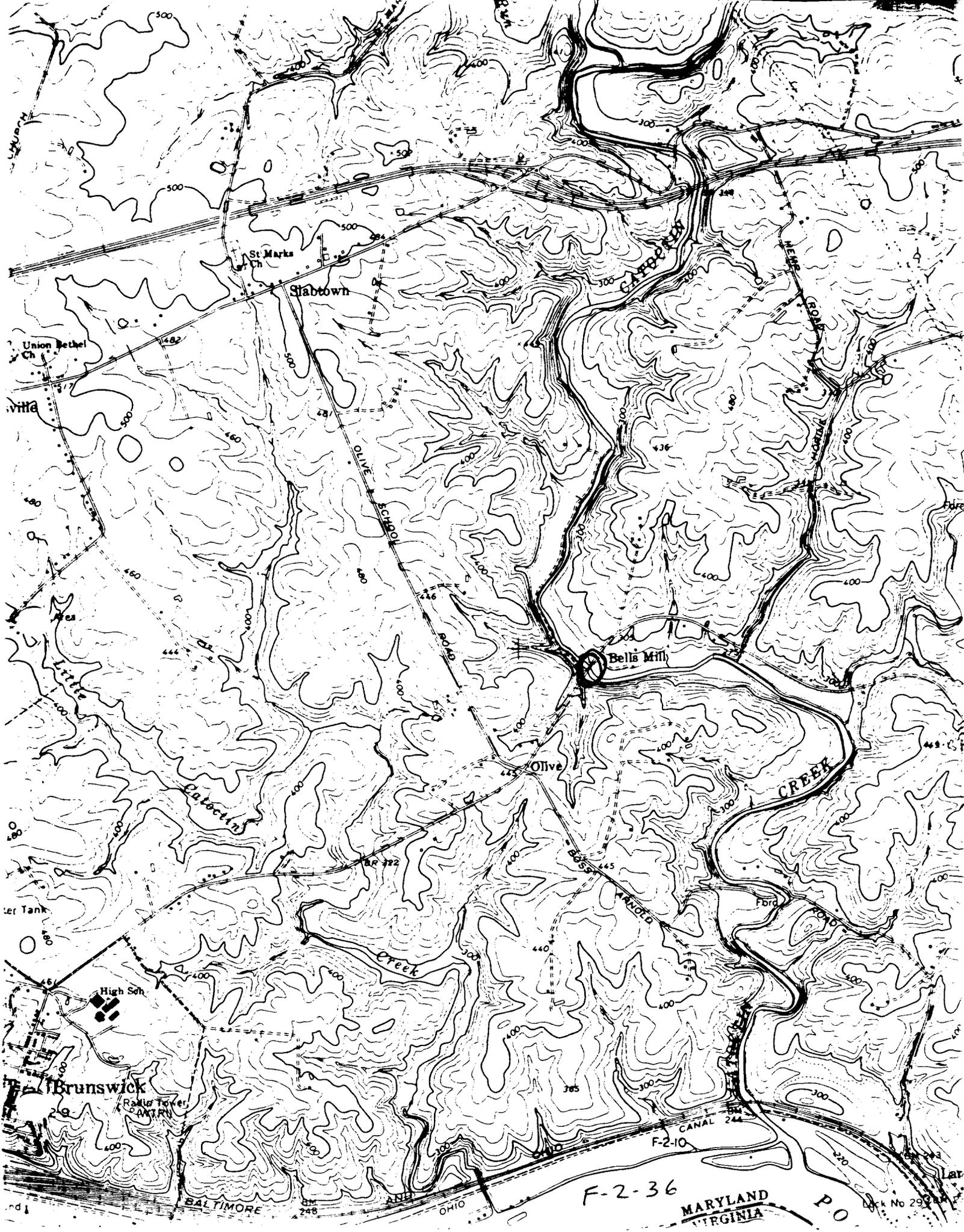
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: ~~Unknown~~ American Bridge Company



St. Marks Ch  
Slabtown

Union Bethel Ch

Bells Mill

Olive

High Sch

Brunswick

Roller Tower  
ANTENNA

BALTIMORE

OHIO

F-2-36

MARYLAND  
VIRGINIA

P O

Sheet No 29



PHOTOGRAPH NO. 3  
LOOKING UPSTREAM (WEST)



PHOTOGRAPH NO. 4  
LOOKING DOWNSTREAM (EAST)



PHOTOGRAPH NO. 19  
ELEVATION NORTH PIER



PHOTOGRAPH NO. 20  
FAR WALL

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Maryland 464/Catoctin River Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

Bells Mill

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Frederick

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" 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 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

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. Frederick County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

F-2-36

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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

This bridge carries Maryland Route 464 over Catoctin Creek in a generally NE-SW direction. It consists of two steel pony triangular trusses, end to end, 102' long each, with two steel beam spans of 49' in length, each, one at each end of the bridge. The width of the roadway is 22'; all connections are riveted. Simple concrete balustrades line the steel beam segments as guard rails. These are in poor condition. All truss connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

F-2-36

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 checked="" 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		

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SPECIFIC DATES 1933; 1934 BUILDER/ARCHITECT American Bridge Company

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STATEMENT OF SIGNIFICANCE

Only eight bridges with pony trusses as the major structural device were built by the State prior to 1935, and these were all built between 1931 and 1934. See also general bridge significance, M/DOT Survey, attached.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Files of the Bureau of Bridge Design, State Highway Administration,  
301 West Preston Street, Baltimore, Md. drawer 92.

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

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

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

Quadrangle Name: Point of Rocks, MD  
Quadrangle Scale: 1:24 000  
UTM References: 18.277700.4356640

**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

## 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 side-stepped 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.

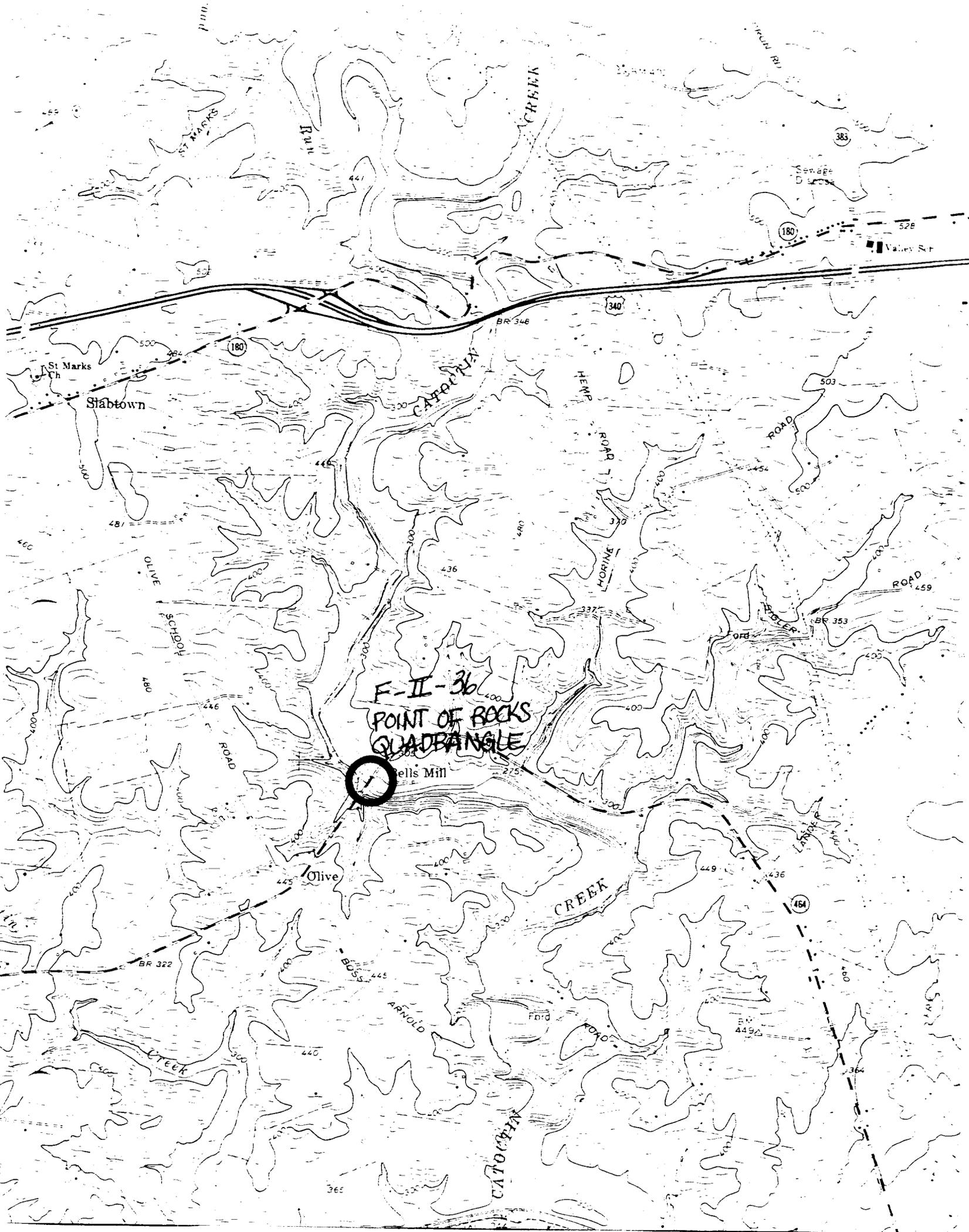
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across 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 sit 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 quiet, 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.



F-II-36  
POINT OF ROCKS  
QUADRANGLE



Bells Mill

Olive

CREEK

CATOBRI  
CREEK

Slabtown

St Marks  
Ch

SCHOOL

OLIVE

MORINE

ROAD

ROAD

ROAD

ROAD

BR 322

BR 353

BR 449A

180

340

180

383

528

500

503

436

440

400

400

400

446

275

449

436

464

445

ARNOLD

ROAD

ROAD

364

396

340



F-2-36

F-II-36  
Md 464/Catoctin Creek  
M/DOT  
Hnedak/Meyer  
Summer 1980