Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-105

Name: CREAMERY RD. OVER TOMS 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 X Eligibility Not Recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: _____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

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

MHT No. F-6-105

SHA Bridge No. F-508 **Bridge name** Creamery Road over Toms Creek

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

City/town Emmitsburg **Vicinity** X

County Frederick

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

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

HISTORIC STATUS:
Is 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 ____ **Retractile** ____ **Pontoon** ____

Metal Girder ____:
Rolled Girder ____ **Rolled Girder Concrete Encased** ____
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete ____:
Concrete Arch ____ **Concrete Slab** ____ **Concrete Beam** ____ **Rigid Frame** ____

Other ____ **Type Name** ____

F-6-105

DESCRIPTION:

Describe Setting:

Bridge No. F-508, built in 1928, is located just southwest of Emmitsburg in Frederick County and is surrounded by farmland. The bridge carries one lane of two-way traffic on Creamery Road over Toms Creek and is oriented in the north-south direction with Toms Creek flowing from west to east underneath it.

Describe Superstructure and Substructure:

This single-span, single-lane, Pratt pony truss consisting of six 14'-0" panels with a total out to out length of 86'-0" and a 12'-7" clear roadway width. The top chord is made up of back to back channels riveted to a top cover plate and bottom batten plates. The bottom chord consists of dual square bars except at the center two panels where there is only a single rectangular bar. The verticals consist of two T-shapes which are riveted together using lattice bars and are pinned at the connections with the top chord and floorbeam. The diagonals are all dual metal rods also pinned at the joints. The deck consists of timber planks placed over the interior I-shaped and exterior channel-shaped stringers. The I-shaped stringers are supported by built-up I-shaped floorbeams consisting of plates with angles as flanges, which are suspended from the vertical members. The abutments and wingwalls are constructed out of stone covered with a layer of concrete parging.

Discuss Major Alterations:

In 1990 the stringers were replaced and concrete parging was placed over the stone abutment and wingwalls. The timber deck was replaced in 1992.

HISTORY:

WHEN was bridge built (actual date or date range) 1928
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** _____ **County bridge files/inspection form** X
Other (specify) _____
NOTE: This bridge was reportedly recorded by HAER in the summer of 1977, but Marilyn Ibach at HABS/HAER found no information for it on file.

WHY was bridge built? To provide a reliable crossing of Creamery Road over Toms Creek, to meet local transportation needs.

WHO was the designer _____

WHO was the builder _____

WHY was bridge altered? [check N/A _____if not applicable] Safety/structural needs

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

This bridge was built by Frederick County as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events X **B- Person** _____
C- Engineering/architectural character X
Was bridge constructed in response to significant events in Maryland or local history? No__ **Yes** X

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 Creamery 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 Creamery 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. The bridge's use of a pony truss--a truss which has no lateral bracing connecting the top chords of its superstructure--is unusual in the state. Pony trusses probably comprise no more than about 20 percent of Maryland's metal truss bridges. This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1928, 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 in the 1920s, it represents the transition form the relatively delicate

members of the early truss bridges to the heavy solid members that characterized bridges erected in the 1930s and 1940s.

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

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

In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Roanoke Iron and Bridge Company, the McClintic-Marshall Company, and the American Bridge Company. Although this bridge bears a State Roads Commission plaque, it was likely built by one of these three companies or one of their competitors.

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

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Frederick 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.

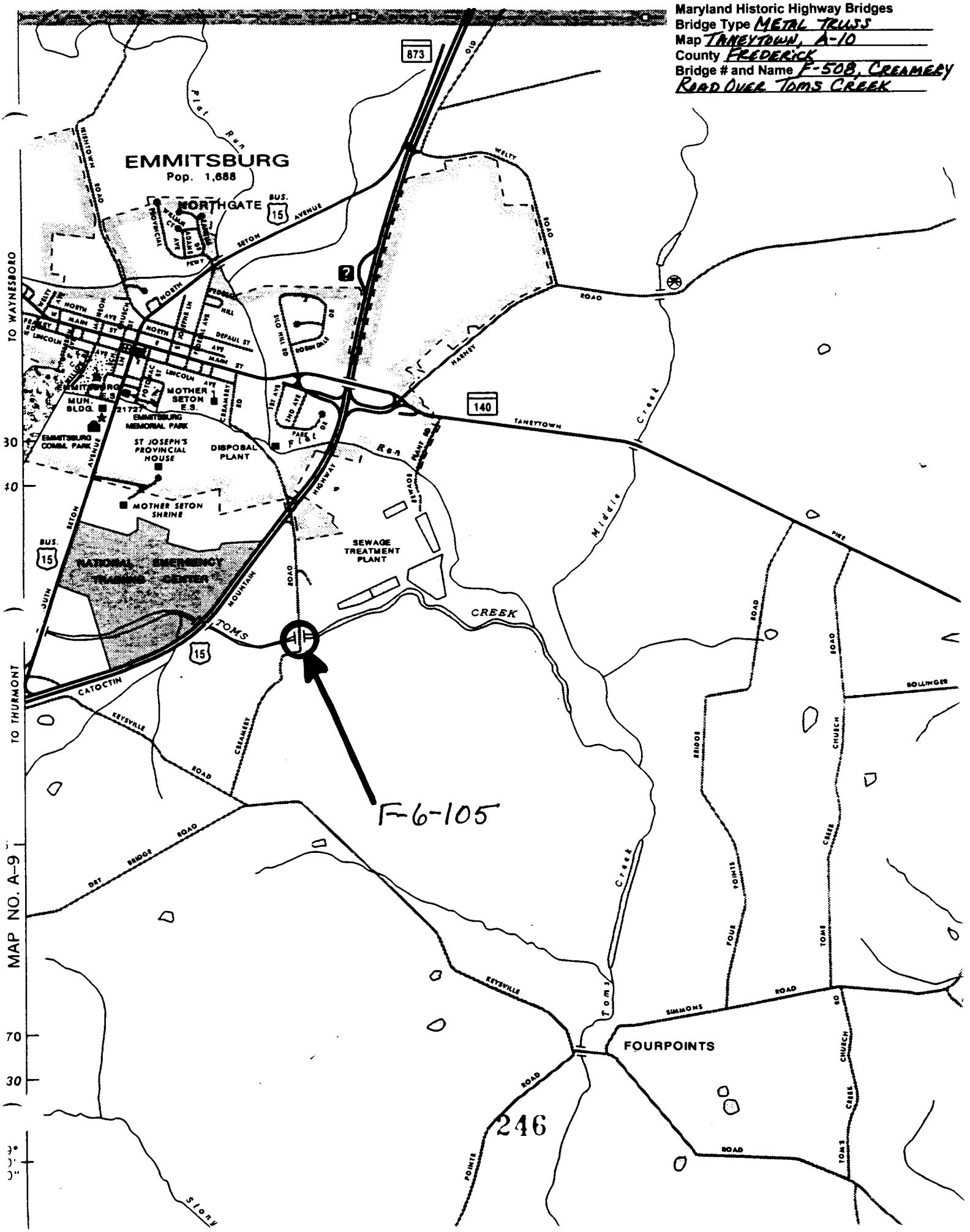
Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/8/95

Name of surveyor Frank Juliano/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 FREDERICK
Bridge # and Name F-508, CREAMERY ROAD OVER TOMS CREEK



Inventory # F-6-105

Name F508- CREAMERY RD OVER TOMS CREEK
County/State FREDERICK COUNTY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~23~~ 1 of ~~36~~ 4

WEIGHT NOT
TO EXCEED
6000 LBS
AND
SPEED NOT
TO EXCEED
15 MPH

Inventory # F-6-105

Name F503-CREAMERY RD OVER TOMS CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number ~~24~~ 2 of ~~36~~ 4

Inventory # F-6-105

Name F508- CREAMERY RD OVER TUMS CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description SOUTH APPROACH

Number ~~25~~ 3 of ~~36~~ 4

WEIGHT NOT
TO EXCEED
6000LBS
AND
SPEED NOT
TO EXCEED
15 MPH

Inventory # F-6-105

Name F508 - CREAMERY RD OVER TOMS CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number ~~26~~ 4 of ~~36~~ 4

9203703

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Creamery Road Bridge Survey Number: F-6-105

Project: Rehabilitation of Creamery Road Bridge Agency: COE

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended X Eligibility not recommended ___

Criteria: X A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Creamery Road Bridge was built in 1928 and is a single span steel pony truss carrying Creamery Road over Toms Creek. Under Criteria A, the Creamery Road Bridge derives its significance from its association with the development of transportation in Frederick County. Metal truss bridges represent an important step in engineering design and a uniquely American achievement, the result of intensive experimentation in the 19th century. Relatively cheap and easy to build, these bridges were the most popular form of bridge construction in Frederick County between the 1870s and the 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communication throughout the developing County. Frederick County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. According to information provided to the Maryland Historical Trust by Frederick County Department of Public Works, only 27 metal truss bridges remain on County roads. A number of these are currently slated for replacement. The Creamery Road Bridge is thus an increasingly rare example of the sort of modest structure once common throughout rural Maryland.

Documentation on the property/district is presented in: Project File

Prepared by: _____

Elizabeth Hannold
Reviewer, Office of Preservation Services

January 22, 1993
Date

NR program concurrence: X yes ___ no ___ not applicable

R Kendrew
Reviewer, NR program

1-23-93
Date

Survey No. FR F-6-105

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)
X	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
X	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
X	Transportation

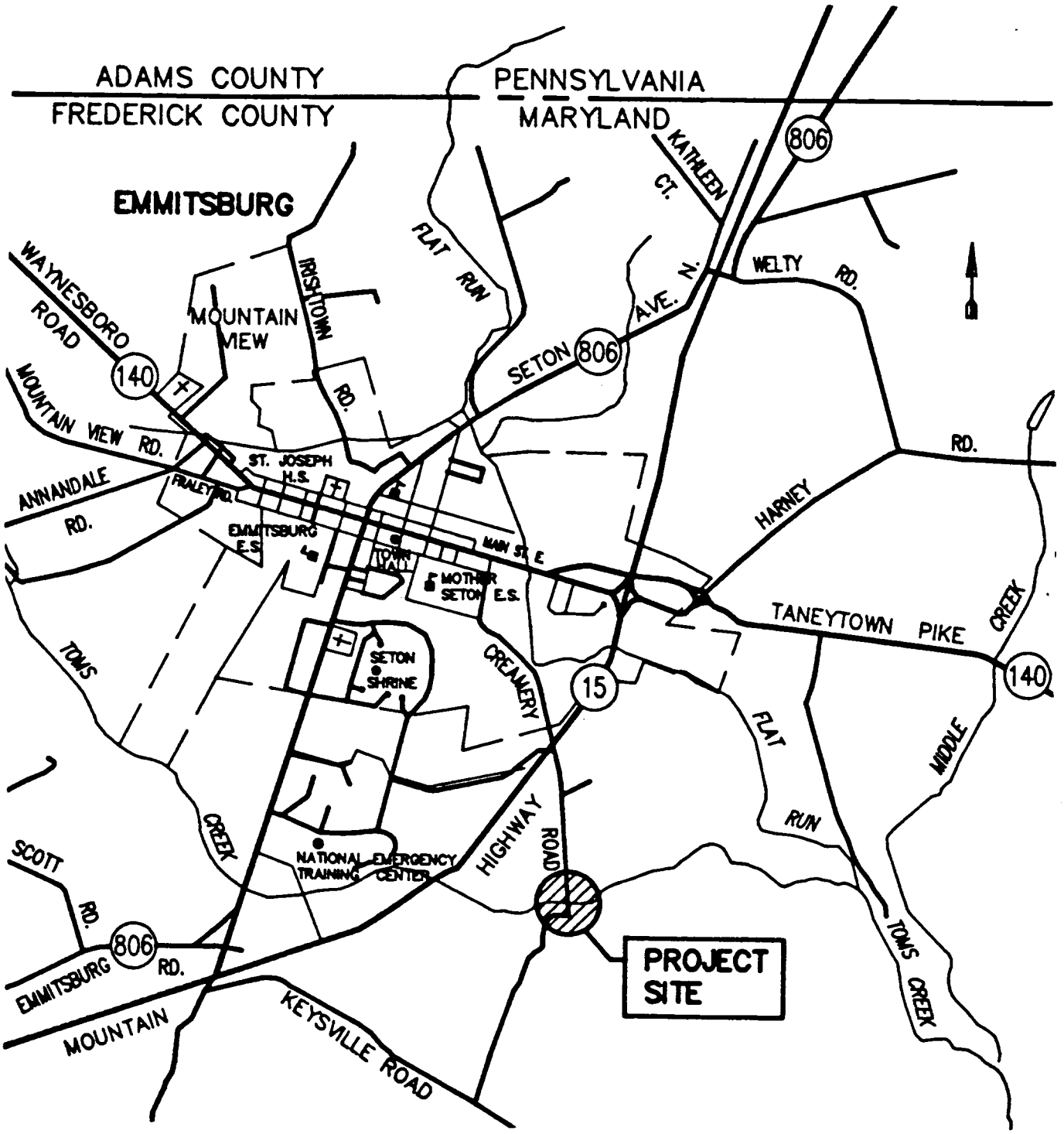
V. Resource Type:

Category: Structure

Historic Environment: Rural

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

Known Design Source: Unknown



FREDERICK COUNTY DEPT. OF PUBLIC WORKS 12 EAST CHURCH STREET FREDERICK, MARYLAND	**CREAMERY ROAD BRIDGE** **NO. F05-08** **LOCATION MAP**	STATE: MARYLAND COUNTY: FREDERICK F-6-105 DATE: 12/92

F-6-105

CREAMERY ROAD BRIDGE

NO. F05-08

ELEVATION

END VIEW