Maryland Historical Trust

Maryland Inventory of Historic Properties number: E-7-117

Name: MD 355 over Monocacy River

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 7-117

SHA Bridge No. 10085 **Bridge name** MD 355 over the Monocacy River

LOCATION:
Street/Road name and number [facility carried] MD 355 (Urbana Pike)

City/town Frederick **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 X **No** __
National Register-listed district X **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district Monocacy National Battlefield

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge X

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete ___ :
Concrete Arch_____ **Concrete Slab** __ **Concrete Beam** ____ **Rigid Frame** _____
Other _____ **Type Name** _____

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** X

Describe Setting:

Bridge 10085 carries Maryland Route 355 (Urbana Pike) over the Monocacy River in the vicinity of the city of Frederick, Frederick County. Route 355 runs generally in a north-south direction in the area while the Monocacy River flows north-south. The bridge is situated in a small wooded valley within the boundaries of the Monocacy National Battlefield.

Describe Superstructure and Substructure:

Bridge 10085, constructed in 1930, is a two-span, Parker truss measuring 96 meters (315.08 feet) in total length. Both truss spans are identical, measuring 46.6 meters (153 feet) between bearings, and having nine panels with diagonal endposts. The top chord is a built-up section of two channels with lattice bracing connected by rivets. The bottom chord consists of steel beams connected with rivets. The floor system has sixteen steel stringers and steel floorbeams. All verticals and diagonals are steel beams, and all connections are riveted. The width of the roadway is 7 meters (23 feet) on the north span and 6.87 meters (22.56 feet) on the south span. The distance between the centerline of the trusses on the north span is 7.7 meters (25.38 feet) while the south span distance is 7.6 meters (24.94 feet). There is no sidewalk on the bridge and the truss members are protected by concrete highway barriers. The bridge, which is aligned 90° to the streambed, is not posted and has a sufficiency rating of 47.5. The abutments are concrete capped stone masonry with a concrete capped stone masonry pier and flared concrete capped stone masonry wing walls.

Discuss Major Alterations:

Records indicate that the bridge deck was replaced, concrete highway barriers were installed, and the abutments and wing walls were capped with concrete in 1978. Inspection reports from 1997 detail that the structure has some areas of corrosion, particularly on the bottom chords, and there are areas of cracked and spalled concrete.

HISTORY:

WHEN was the bridge built 1930
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** ___ **State bridge files/inspection form** X
Other (specify): ___

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

The bridge was altered to correct functional or structural deficiencies.

Was this bridge built as part of an organized bridge-building campaign?

The bridge was constructed by the State, as part of a campaign to increase load capacity on secondary roads during the 1930s.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character ____X____

Bridge 10085 was previously surveyed by the Maryland Historical Trust in 1980; however, a determination of eligibility was not made. The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of a metal truss bridge. The structure has a high degree of integrity and retains such character-defining elements of the type as the original truss members, connections, abutments, and wing walls. This bridge is located within the boundaries of the Monocacy National Battlefield, which is listed on the National Register of Historic Places. The bridge is not mentioned in the National Register of Historic Places Inventory-Nomination Form for the Monocacy Battlefield, dated 1973. The bridge does not contribute to the significance of the battlefield; it was constructed in 1930, after the historic events of 1864 which give the battlefield its significance.

Was the bridge constructed in response to significant events in Maryland or local history?

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes rivetted. By 1920, the truss type exhibited more heavily configured members and rivetted connections.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer

Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies in the region that built truss bridges in Maryland between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century. Frederick County erected numerous truss spans during that time. Records indicate that in the early twentieth century the York Bridge Company built a number of metal trusses there, primarily Pratt but also Warren and Parker trusses. In the same county, King Iron Bridge Manufacturing Company erected several bowstring pony truss bridges.

Bridge 10085 is a Parker truss. A Parker truss is a subtype of the Pratt truss. The Pratt truss was first developed in 1844 under patent of Thomas and Caleb Pratt. Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for the hip verticals immediately adjacent to the inclined end posts of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as the second transition to steel usage. The Pratt truss inspired a large number of variations and modified subtypes during the nineteenth and early twentieth centuries. The Parker truss was developed by C.H. Parker in a series of patents he filed between 1868 and 1871. Characterized by Pratt design but with an inclined top chord, the Parker truss was popular for longer spans well into the twentieth century.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

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

This bridge is located within the boundaries of the Monocacy National Battlefield, which is listed on the National Register of Historic Places. The bridge is not mentioned in the National Register of Historic Places Inventory-Nomination Form for the Monocacy Battlefield, dated 1973. The bridge does not contribute to the significance of the battlefield; it was constructed in 1930, after the historic events of 1864 which give the battlefield its significance.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a truss bridge, possessing a high degree of integrity.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original truss members, connections, abutments, and wing walls.

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

This bridge is a significant example of the work of the State Roads Commission in the 1930s.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _ **SHA inspection/bridge files** X
Other (list):

Maryland Historical Trust, *Maryland Historical Trust Inventory Form for State Historic Sites Survey #F 7-117.* 1980.

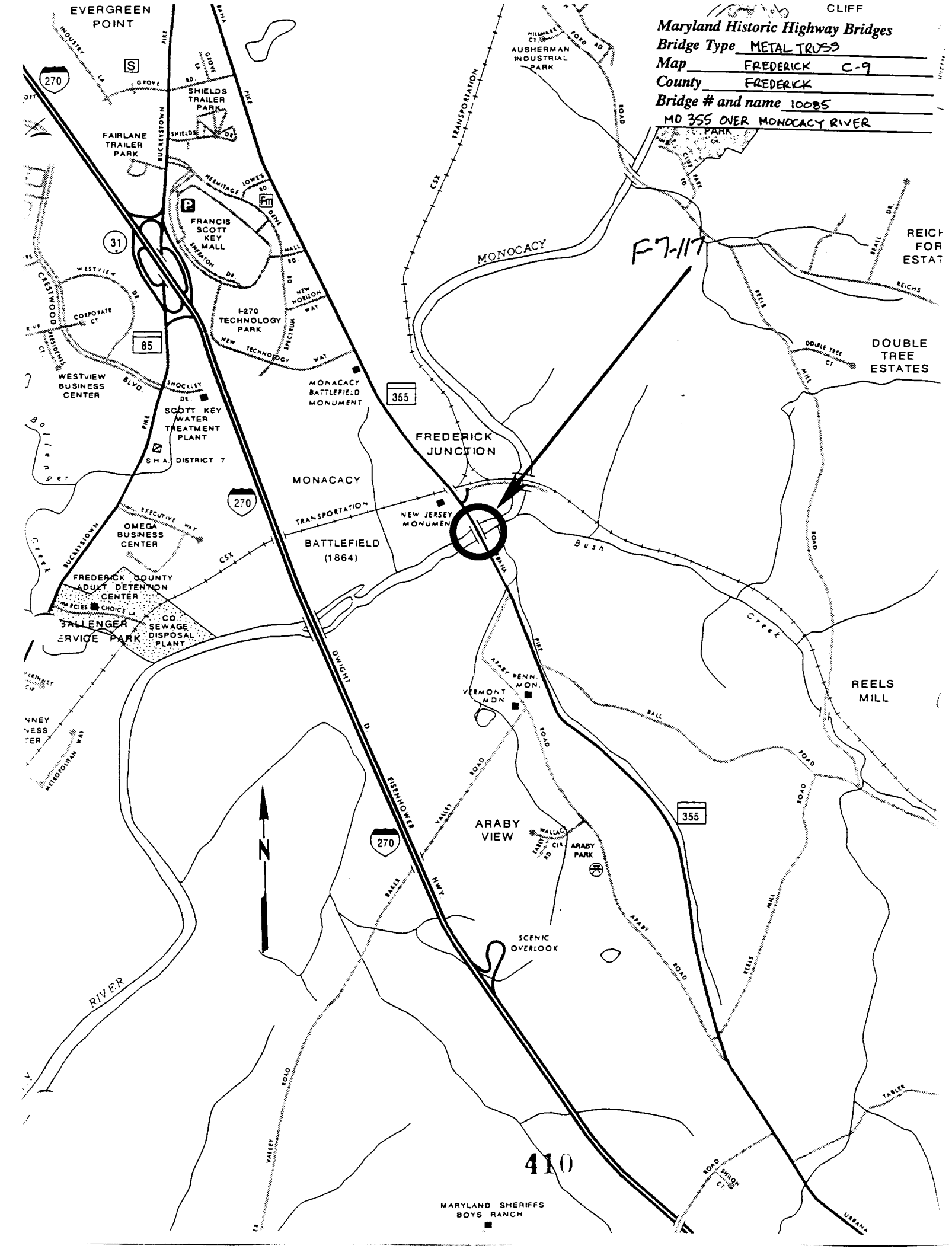
National Park Service, *National Register of Historic Places Inventory-Nomination Form, Monocacy Battlefield.* 1973.

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

SURVEYOR:

Date bridge recorded July 1997

Name of surveyor Caroline Hall/Ryan McKay
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670


Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map FREDERICK C-9
County FREDERICK
Bridge # and name 10085
MD 355 OVER MONOCACY RIVER
F-7-117
EVERGREEN POINT
SHIELDS TRAILER PARK
FAIRLANE TRAILER PARK
FRANCIS SCOTT KEY MALL
I-270 TECHNOLOGY PARK
WESTVIEW BUSINESS CENTER
SCOTT KEY WATER TREATMENT PLANT
S.H.A. DISTRICT 7
MONACACY BATTLEFIELD MONUMENT
MONACACY
BATTLEFIELD (1864)
FREDERICK JUNCTION
NEW JERSEY MONUMENT
OMEGA BUSINESS CENTER
FREDERICK COUNTY ADULT DETENTION CENTER
BALLENGER SERVICE PARK
CO. SEWAGE DISPOSAL PLANT
AUSHERMAN INDUSTRIAL PARK
MONOCACY
DOUBLE TREE ESTATES
REELS MILL
VERMONT MDN.
PENN. MON.
ARABY VIEW
ARABY PARK
SCENIC OVERLOOK
MARYLAND SHERIFFS BOYS RANCH
RIVER
N
270
31
85
355
CSX TRANSPORTATION
DWIGHT D. EISENHOWER HWY.
BUCKEYSTOWN PIKE
BALLENGER CREEK
Bush Creek
REELS MILL ROAD
ARABY ROAD
VALLEY ROAD
BAKER
BALL ROAD
REICHS
CLIFF
410

F-7-117 1930
Monocacy River Bridge
Frederick vicinity
public (unrestricted)

The Monocacy River Bridge carries Maryland Route 355 over the Monocacy River outside of Frederick, Maryland. It consists of two Parker steel through trusses, each 154 feet in length, set end to end. The juncture of the bridges rest on a stone pier with concrete coping. Similar stone abutments with concrete coping support each end of the bridge. The use of such stone wing walls and cutwater is unusual in association with steel truss bridges, and especially with a Parker truss.

Erected in 1930, this structure was designed by the Maryland State Roads Commission, under the chairmanship of G. Clinton Uhl, H.D. Williar, Chief Engineer, and W.C. Hopkins, Bridge Engineer.

The Monocacy 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 general structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Deaprtment of Transportation in a jointly conducted survey during 1980-81.

SHA# 10085

MARYLAND HISTORICAL TRUST

F-VII-117

MAGI# 1711738 17

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Monocacy River Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Maryland Route 355 and the Monocacy River

CITY, TOWN

SW of Frederick Jct. — VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Frederick

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

State Highway Administration DOT

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore — VICINITY OF

STATE, zip code

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC

Frederick County Courthouse

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

7 DESCRIPTION

F-7-117

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Monocacy Bridge carries Maryland Route 355 over the Monocacy River in Frederick County, in a generally NW to SE direction. It consists of two Parker steel through trusses of 154' in length, each, set end to end, their junction resting on a cutwater of ashlar with a concrete coping. There are wing-wall abutments at the extreme of the bridge which are also ashlar. All connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

F-7-117

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
(EHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	_ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	X ENGINEERING	_MUSIC	_THEATER
_1800-1899	_COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION
X1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES 1930

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

State Roads Comm. design
H.D. Williar, Chief Engineer
W.C. Hopkins, Bridge Engineer

The stone wing-walls and cutwater of this structure are unusual by their association with a steel truss bridge, especially with a Parker truss, one of the rarest of truss-types to be found in the state. The bridge plaque identifies the State Roads Commission with Clinton Uhl as chairman and Howard Bruce and John Shaw as commissioners. (see Uhl notes, M.DOT Survey general bridge significance, attached).

CONTINUE ON SEPARATE SHEET IF NECESSARY

F-7-117

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: Buckeystown, MD

Quadrangle Scale: 1:24 000

UTM References: 18.294050.4360250

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	DATE
Maryland Historical Trust	Summer 1980
STREET & NUMBER	TELEPHONE
21 State Circle	(301) 269-2438
CITY OR TOWN	STATE
Annapolis	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 sidestepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

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

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

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

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

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

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

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

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

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

F-7-117

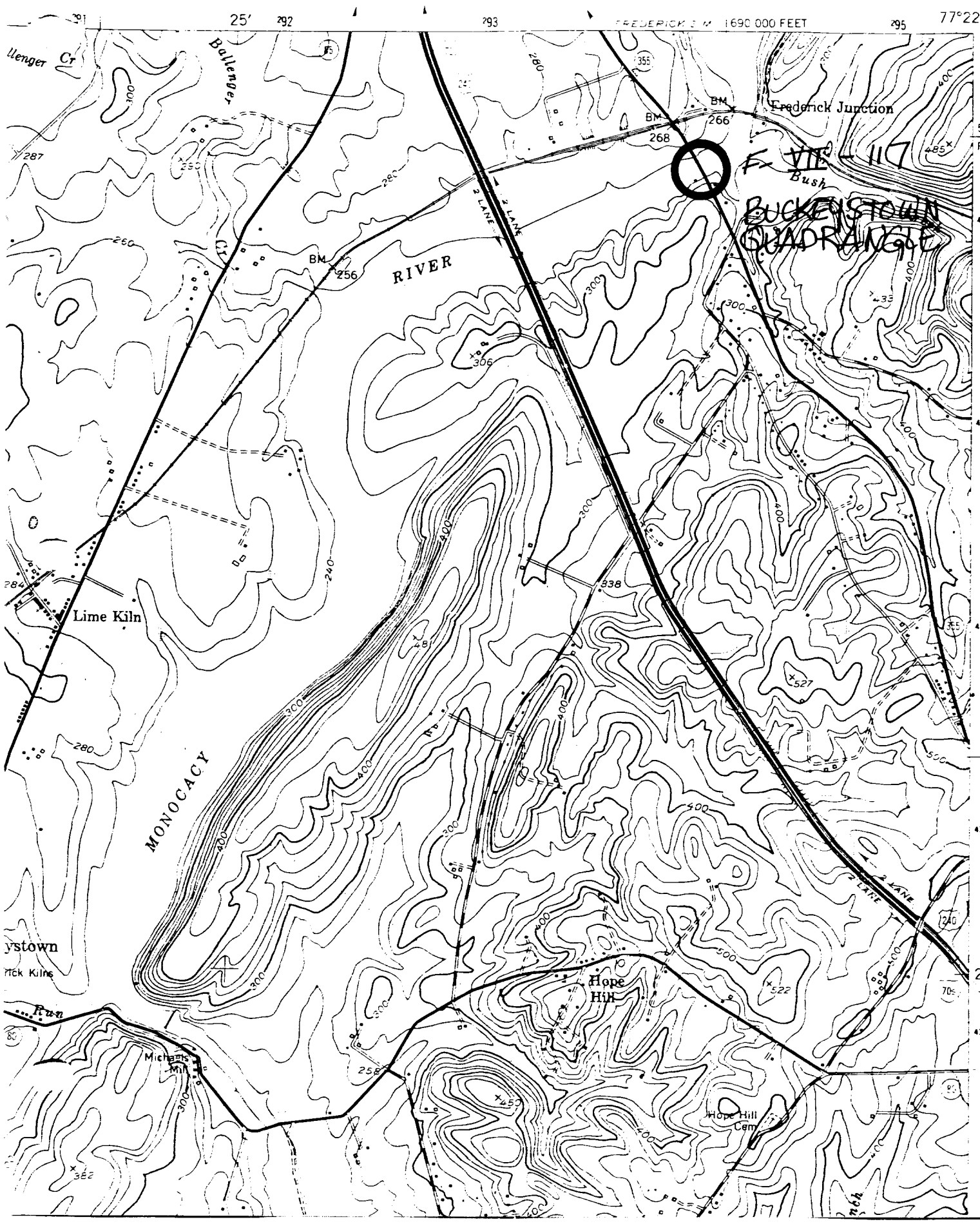
G. Clinton Uhl (1871-1934)

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

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

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

BUCKEYSTOWN QUADRANGLE
MARYLAND–VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)



F-7-117

Monocacy River Bridge

Urbana Pike (MD 355) over Monocacy River

(site of covered bridge during battle)

looking W

Jennifer K. Cosham

11/7/2003

Digital image@MHT

Monocacy
Scenic Rvr

F-7-117
Monocacy River Bridge
Urbana Pike (MD355) over
Monocacy River. (Site of
covered bridge during battle)
Looking NW
Jennifer K. Cosham
11/7/2003
Digital image @ NHT

F-7-117
Monocacy River Bridge
Urbana Pike (MD 355) over Monocacy River
(site of covered bridge during battle)
Looking SE from NJ Monument
Jennifer K. Cotham
11/7/2003
Digital image @ MHT

F-7-117
Monocacy River Bridge
Urbana Pike (MD 355) over Monocacy River
(site of covered bridge during battle)
Looking NW
Jennifer K. Cotham
11/7/2003
Digital image @ MHT

MONOCACY
RIVER

F-VII-117
Md 355/Monocacy
M/DOT
Hnedak/Meyer
Summer 1980