

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-8-136

Name: MD26 OVER ISRAEL 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: <u>BRIDGE DEMOLISHED IN 1999</u>	
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>

*Ang*

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

MHT No. F-8-136

SHA Bridge No. 10026 Bridge name MD 26 over Israel Creek

**LOCATION:**

Street/Road name and number [facility carried] MD 26 (Liberty Road)

City/town Frederick Vicinity X

County Frederick

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is the 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

Vertical Lift

Bascule Single Leaf

Retractable

Bascule Multiple Leaf

Pontoon

Metal Girder  \_\_\_\_\_:

Rolled Girder

Plate Girder

Rolled Girder Concrete Encased \_\_\_\_\_

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. 10026 carries MD 26 (Liberty Road) over Israel Creek in Frederick County. MD 26 runs east-west and Israel Creek flows north-south. The bridge is located in the vicinity of Frederick, and is surrounded by farmland.

**Describe Superstructure and Substructure:**

Bridge No. 10026 is a 2-span, 2-lane, metal girder bridge. The bridge was originally built in 1931, and there have been no major alterations. The structure is 83 feet, 6 inches long and has a clear roadway width of 27 feet; there are no sidewalks on the bridge. The out-to-out width is 30 feet, 9 inches. The superstructure consists of eight plate girders which support a concrete deck and pierced concrete parapets. The girders are 12" x 24" and are spaced 4 feet, 1 inch apart. The roadway is carried on the girders. The concrete deck is 9¾ inches thick and it has a bituminous wearing surface. The structure has pierced concrete parapets, and the roadway approaches have narrow shoulders and steel guardrails. The substructure consists of two (2) concrete abutments and an intermediate concrete pier at mid-length. There are four (4) concrete wing walls; the southwest wing wall is u-shaped, and the other three (3) wing walls are flared. The bridge is not posted, and has a sufficiency rating of 23.4.

According to the 1996 inspection report, this structure was in fair condition with various cracks and scaling of concrete. There are some areas of spalled concrete, exposed reinforcing bars under the deck, rusting on the concrete surface, and deposits of efflorescence. Many of the girders have severe section loss. The asphalt wearing surface has depressions in the traffic lanes. The concrete is scaling and spalling on both the substructure and the superstructure, and there is spalling and erosion at the joints. Also, the concrete parapet is scaling and is damaged in some places.

**Discuss Major Alterations:**

The bridge has not had any major alterations, and there have been no recent repairs to the bridge.

**HISTORY:**

WHEN was the bridge built: 1931

This date is: Actual X

Source of date: Plaque \_\_\_\_\_ Design plans X

Other (specify): State bridge files/inspection form

Estimated \_\_\_\_\_  
County bridge files/inspection form \_\_\_\_\_

**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?**

N/A

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

There is no evidence that the bridge was built as part of an organized bridge building campaign.

**SURVEYOR/HISTORIAN ANALYSIS:**

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

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

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of metal girder construction. The structure has integrity of form and materials and retains such character-defining elements of the type as the original metal girders, abutments and wing walls, deck, and parapet. The bridge is a representative example of a twentieth century metal girder bridge that has not been altered.

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

Metal girder bridges were most likely introduced and first popularized in Maryland by the state's major railroads of the nineteenth century including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. Bridge engineering historians have documented the fact that James Milholland (or Mulholland) erected the earliest plate girder span in the United States on the Baltimore and Susquehanna Railroad in 1846 at Bolton Station, near present-day Mount Royal Station. The sides (web) and bottom flange of Milholland's 54-foot-long span were wholly of wrought iron and included a top flange reinforced with a 12x12-inch timber. Plates employed in the bridge were 6 feet deep and 38 inches wide, giving the entire bridge a total weight of some 14 tons. Milholland's pioneering plate girder cost \$2,200 (Tyrrell 1911:195). By December 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill (Gunnarson 1990:179-180).

As in the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffic. The 1899 Maryland Geological Survey report on highways noted that "there are comparatively few I-beam bridges, one of the cheapest and best forms for spans less than 25 or 30 feet" (Johnson 1899:206). Interestingly, the report also urged construction of a composite metal, brick, and concrete bridge, noting that "no method of construction is more durable than the combination of masonry and I-beams, between which are transverse arches of brick, the whole covered with concrete, over which is laid the roadway" (Johnson 1899:206). Whether any such bridges (transitional structures between I-beams and reinforced concrete spans) were built is unknown.

Official state and county highway reports—issued between 1900 and the early 1920s through the Highway Division of the Maryland Geological Survey and its successor, the State Roads Commission—generally do not reference or describe girder construction. An analysis of the current

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*.  
Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

Tyrrell, Henry G.

1911 *History of Bridge Engineering*. Published by author, Chicago.

**SURVEYOR:**

**Date bridge recorded** 3/1/97

**Name of surveyor** Caroline Hall/Ryan McKay

**Organization/Address** P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

**Phone number** (410) 296-1685 **FAX number** (410) 296-1670

statewide listing of county and municipal bridges (a listing maintained by the State Highway Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. (It should be noted that the "1900" date is often given when no exact date is pinpointed for a bridge that is clearly old). A grand total of 200 bridges (including "steel culverts"), out of 550 bridges dated on the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that among the various highway bridge types built in the early twentieth century metal girder bridges in Maryland between 1900 and 1930 were second in popularity only to reinforced concrete bridges. However, these numbers must be interpreted with caution, as they do not necessarily include all county and municipal bridges.

**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?**

The bridge is located in an area which does not appear to be eligible for historic designation.

**Is the bridge a significant example of its type?**

The bridge is a potentially significant example of a metal girder 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 metal girders, abutments and wing walls, deck, and parapet; however some deterioration is evident.

**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?**

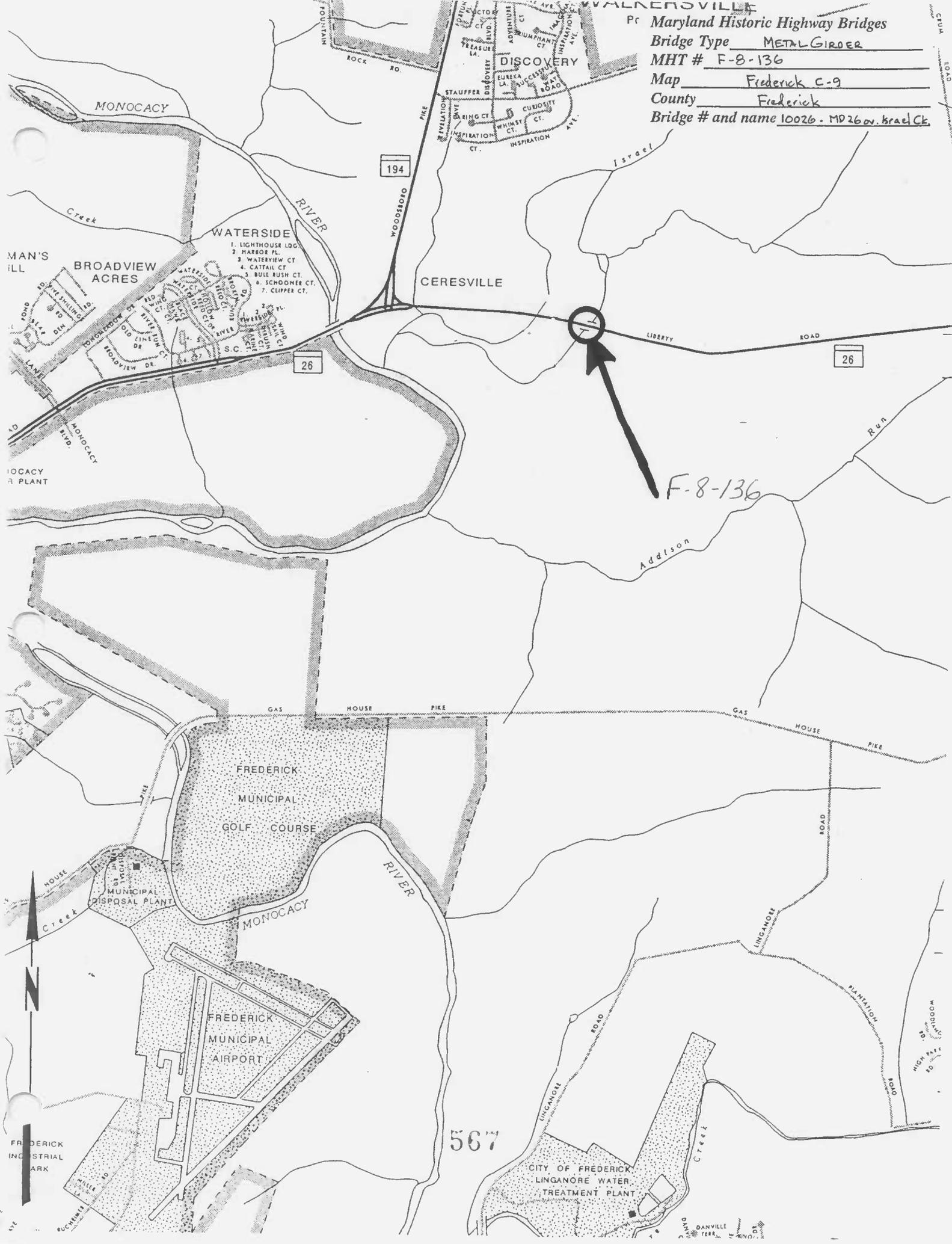
No further study of this bridge is required to evaluate its significance.

#### **BIBLIOGRAPHY:**

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

Gunnarson, Robert  
1990 *The Story of the Northern Central Railway, From Baltimore to Lake Ontario*. Greenberg Publishing Co., Sykesville, Maryland.

Pr Maryland Historic Highway Bridges  
 Bridge Type METAL GIRDER  
 MHT # F-8-136  
 Map Frederick C-9  
 County Frederick  
 Bridge # and name 10026 - MD 26 over Israel Ck.





1. F-8-136
2. MD 26 over Isreal Creek
3. Frederick Co, MD
4. Ryan Mc Kay
5. 3/97
6. MD SHPO
7. Down stream parapet
8. 1 of 5



1. F-8-136
2. MD 26 over Isreal Creek
3. Frederick Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Upstream elevation
8. 2 of 5



- 1 F-8-136
- 2 MD 26 Over Isreal Creek
- 3 Frederick Co, MD
- 4 Ryan McKay
- 5 3/97
6. MD SHPO
- 7 Detail of pier & beams
8. 3 of 5



1. F-8-136
2. MD 26 over Isreal Creek
3. Frederick Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Down stream elevation
8. 4 of 5



1. E-8-136
2. MD 26 over Isreal Creek
3. Frederick Co, MD
4. Ryan McKay
5. 3/97
6. MD SHPO
7. Detail of upstream elevation
8. 5 of 5

## Capsule Summary Sheet

**Survey Number:** F-8-136

**Dates:** 1931-1999

**Name:** SHA Bridge No. 10026 over Israel Creek

**Location:** MD 26, Frederick County, Maryland

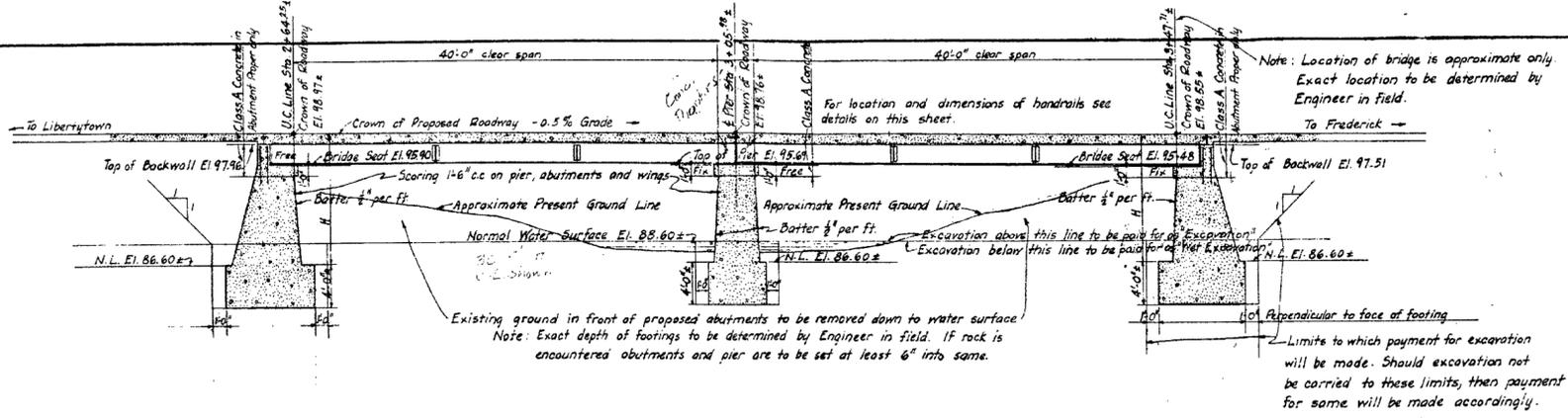
**Description:** SHA Bridge No. 10026, MD 26 over Israel Creek, was removed in 1999. It was a 1931 steel beam (girder) structure with two 43-foot spans, for a total span of 86 feet, and a 27-foot wide roadway. The structure was a rolled girder bridge with a concrete deck supported on parallel rolled-steel beams, in turn supported by concrete substructures. These eight beams, which extended east to west through the two spans, rested on a single pile.

**Significance:** Bridge 10026 was built to an existing SHA standard in 1931 that widely duplicated at numerous crossings throughout Maryland. The crossing of MD 26 over Israel Creek was a minor crossing in Frederick County. MD 26 follows an alignment that existed there as early as 1795, and the State Roads Commission constructed Bridge No. 10026 to replace a narrow one-way structure when the roadway was widened to its present width. Originally sited within a pastoral and rural area, the environs is increasingly being developed for housing, as it is located on the fringes of Walkersville.

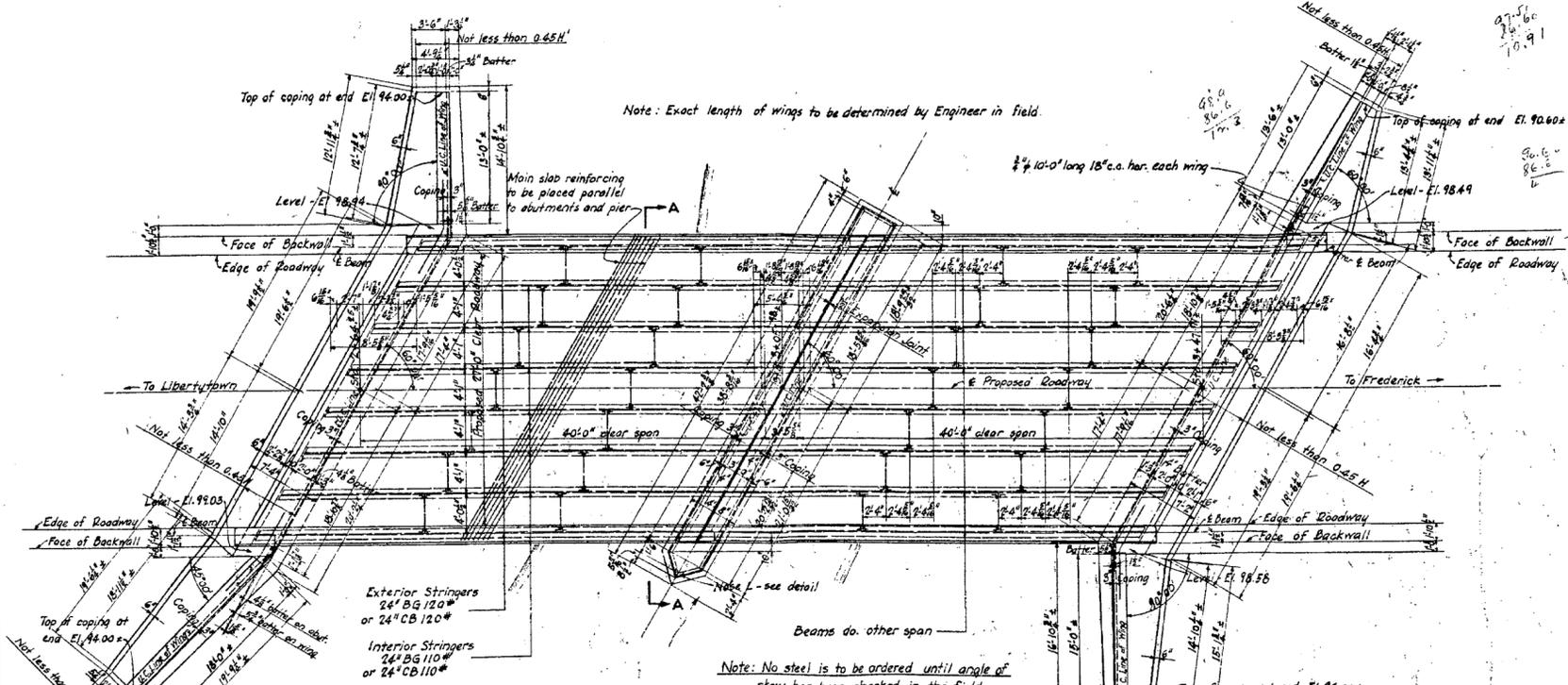
Steel beam bridges were second only to reinforced concrete bridges in their use as replacement structures built in the early twentieth century. Steel beam bridges were increasingly used as railroad grade crossing elimination continued to prompt the use of deck girder and half-through plate girder spans. Although beam bridges are generally too numerous to be considered individually eligible for the National Register, this bridge was considered a good example of the standard plan utilized in the 1930's for a rural setting and thus qualified under Criterion C for inclusion in the National Register.

Prepared by:  
Ms. Rita M. Suffness  
Cultural Resources Manager  
MD SHA  
2/28/2000

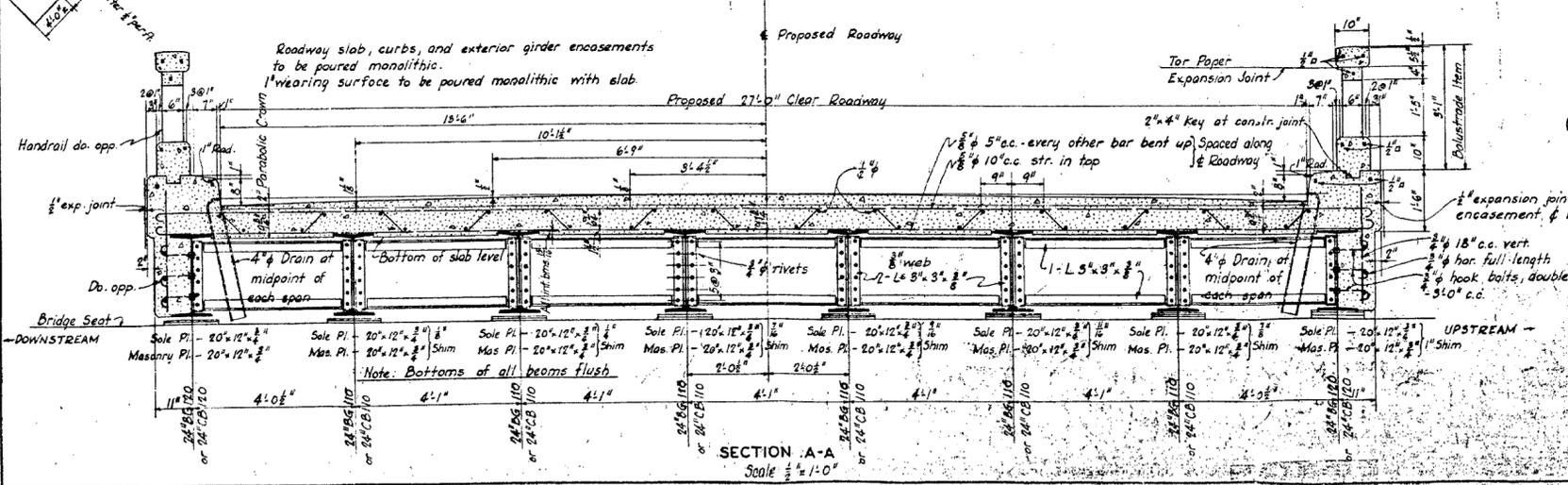
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15



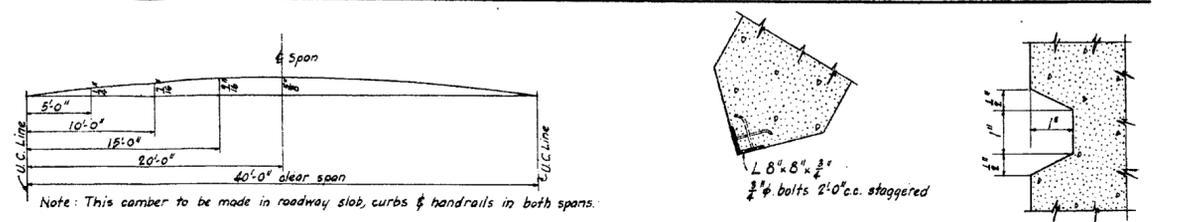
SECTION ALONG PROPOSED ROADWAY  
Scale 1/8" = 1'-0"



PLAN  
Scale 1/2" = 1'-0"



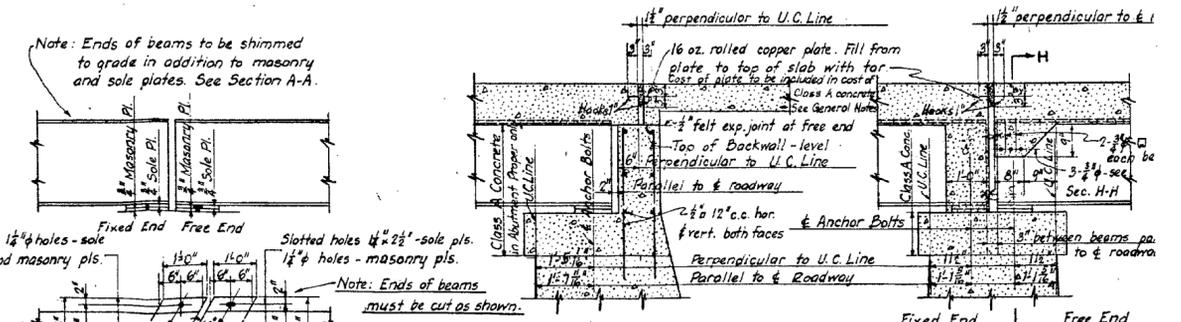
SECTION A-A  
Scale 1/2" = 1'-0"



CAMBER DIAGRAM  
Not to Scale

NOSE ANGLE DETAIL  
Scale 1/2" = 1'-0"

SCORING DETAIL  
Scale Half Size

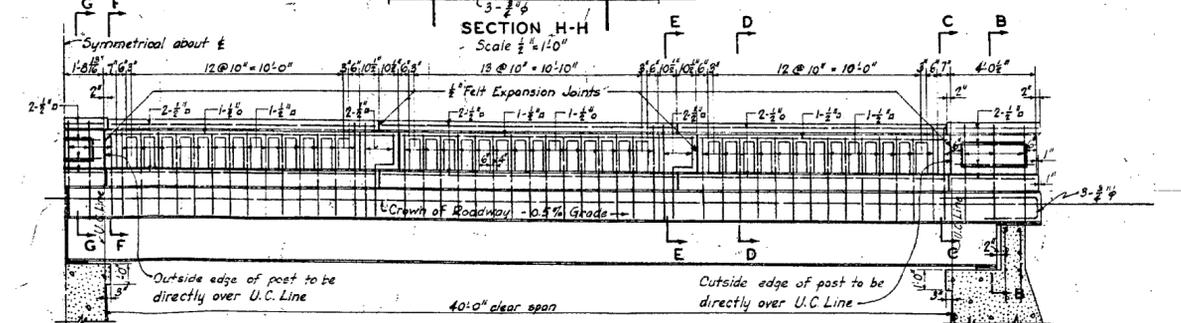


EXPANSION JOINT AT ABUTMENT  
Scale 1/2" = 1'-0"

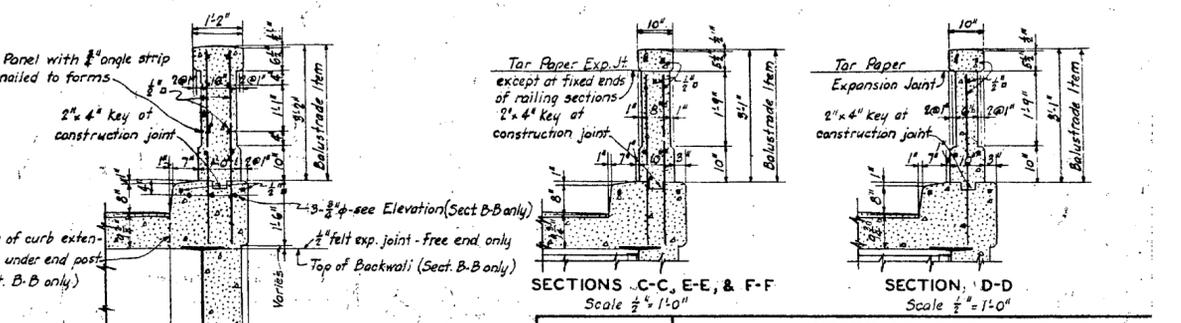
EXPANSION JOINT AT PIER  
Scale 1/2" = 1'-0"



BEARING PLATE DETAIL  
Scale 1/2" = 1'-0"



HALF ELEVATION OF HANDRAIL  
Scale 1/2" = 1'-0"



SECTION B-B  
SECTION G-G  
Scale 1/2" = 1'-0"

STATE OF MARYLAND STATE ROADS COMMISSION BALTIMORE, MD.		
<b>PROPOSED STEEL GIRDER BRIDGE OVER ISRAEL CREEK LIBERTYTOWN-FREDERICK</b>		
<b>GENERAL DESIGN</b>		
SCALE AS NOTED	DEC. 9, 1930.	CONTRACT F-119
MADE BY W. J. M.	APPROVED	
TRACED BY W. J. M.	<i>William J. M.</i>	CHIEF ENGINEER
CHECKED BY A. L.	Dec 12, 1930	
CORRECT		
BRIDGE ENGINEER		SHEET NO. 9 OF 9

General Notes: [Latest S.R.C. Roadway Specifications, & U.S. Dept. of Agriculture Specifications: Latest S.R.C. Bridge Spec. June, 1931, Bulletin No. 1259.]  
Concrete: All concrete in substructure to be Class B, except as noted. All concrete in superstructure to be Class A.  
Reinforcing Steel: All reinforcing steel to be deformed bars.  
Structural Steel: Open Heigth steel paint one shop and two field coats as per specifications, except surfaces encased in concrete, which are not to be painted.  
Drains: Cost of drains to be included in cost of Class A concrete.  
Expansion Joints: Cost of all material and labor used in construction of expansion joints to be included in cost of Class A concrete.

BRIDGE NO. 10 0 2 6

File No. X Per D. O. S. 11.9

F-8-136





F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

VIEW EAST ENVIRONMENTAL

1/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK Co., MD

ROBERT SHELLEY

11-99

MD SHPO

EAST APPROACH

2/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK  
FREDERICK Co., MD

ROBERT SHELLEY

11-99

MD SHPO

VIEW WEST ENVIRONMENTAL

3/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK Co., MD

ROBERT SHELLEY

11-99

MD SHPO

WEST APPROACH

4/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTH WEST PARAPET

5/16



10026

F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

DETAIL, NORTH EAST PARAPET

6/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

SOUTH ELEVATION

7/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK Co., MD

ROBERT SHELLEY

11-99

MD SHPO

VIEW SOUTHWEST, OBLIQUE ELEVATION

8/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

VIEW SOUTHEAST, OBLIQUE ELEVATION

9/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

SOUTH EAST ELEVATION, SHOWING PIER AND  
SOUTHWEST WING WALL

10/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTH ENVIRONMENTAL

11/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTHEAST ABUTMENT AND WINGWALL

12/  
16



F-8-136

BRIDGE #10026, MD26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTHEAST WINGWALL

13/16



F-8-136

BRIDGE #10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTHWEST WINGWALL AND PIER

14  
/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

VIEW NORTHEAST, OBLIQUE ELEVATION

15/16



F-8-136

BRIDGE # 10026, MD 26 OVER ISRAEL CREEK

FREDERICK CO., MD

ROBERT SHELLEY

11-99

MD SHPO

NORTH EAST ELEVATION

16/16

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

Property/District Name: Bridge No. 10026, MD 26 over Israel Creek, Frederick County  
 Survey Number: F-8-136  
 Project: FR262B21 Agency: SHA  
 Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_  
 Eligibility recommended  Eligibility not recommended \_\_\_\_\_  
 Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

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

Bridge No. 10026 is a 1931 metal girder (beam) bridge which carries Md. 26 over Israel Creek. The structure is a rolled girder bridge with a concrete deck supported on parallel steel beams supported by concrete substructures. This bridge has eight beams extending through two 43' spans resting on a single pier. The eight rolled beams run east to west under the deck are standardized, and were fabricated with open-hearthed steel. Beams 1 and 8 are partially encased in concrete. Stringers were added and riveted into place for additional lateral support.

HA recommends that the bridge be removed because it is in poor condition, lacks integrity, and does not embody distinctive characteristics of type, period or method of construction. It also argued that the bridge was not associated with historical crossings. At the same time, they plan to reconstruct the road and bridge in an effort to prevent flooding on the road. Finally, SHA determined that the bridge was eligible for the National Register in May 1997. They did not produce any evidence that the bridge had deteriorated further since the earlier determination.

The bridge remains eligible for the National Register. Although MD 26 is not a major thoroughfare, the bridge appears to be an early attempt by the State Highway Administration to ameliorate the ongoing flooding problem on the road. Such rolled girder bridges were constructed by SHA in an effort to eliminate dangerous crossings and the Israel Creek crossing demonstrates that effort. Further, the method of construction, rolled girders, riveting and the use of concrete are all necessary to produce a substantial type of bridge and Bridge #10026 is indeed substantial with its two spans resting on a single pier.

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

Prepared by: [Signature]  
 Reviewer, Office of Preservation Services \_\_\_\_\_ Date 11/25/97

NR program concurrence:  yes  no  not applicable  
 Reviewer, NR program \_\_\_\_\_ Date 11/25/97

[Signature]

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:

IV. Historic Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation
- 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): Bridge -- road crossing

\_\_\_\_\_

\_\_\_\_\_

Known Design Source: \_\_\_\_\_

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic

and/or common Bridge No. 10026

## 2. Location

street & number MD 26 over Israel Creek N/A not for publicationcity, town Ceresville  vicinity of congressional districtstate 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 checked="" 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 checked="" type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name State Highway Administrationstreet & number 707 N. Calvert Street telephone no. (410) 545-8561city, town Baltimore state and zip code MD 21202

## 5. Location of Legal Description

courthouse, registry of deeds, etc. County Courthouse liberstreet & number foliocity, town Frederick state Maryland

## 6. Representation in Existing Historical Surveys

title N/Adate  federal  state  county  localpository for survey recordscity, town state

# 7. Description

Survey No. F 8 136

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved    date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET 7.1



# 9. Major Bibliographical References

Survey No. F 8 156

Files of Maryland State Highway Administration Records at Frederick County Historical Society Historic Highway Bridges in Maryland: 1631-1960

F-8-136

# 10. Geographical Data

Acreage of nominated property less than 1 acre

Quadrangle name Walkersville

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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# 11. Form Prepared By

name/title Rita M. Suffness, Leader, Cultural Resources Group

organization	<u>MD State Highway Administration</u>	date	<u>7/25/97</u>
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street & number	<u>707 N. Calvert Street</u>	telephone	<u>(410) 545-8561</u>
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city or town	<u>Baltimore</u>	state	<u>Maryland</u>
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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~~  
 Shaw House  
 21 State Circle  
 Annapolis, Maryland 21401  
 (301) 269-2438

**MARYLAND HISTORICAL TRUST.**  
 DHCP/DHCD  
 100 COMMUNITY PLACE  
 CROWNSVILLE, MD 21032-2023  
 514-7600

F-8-136  
Bridge No. 10026  
Frederick County, Maryland

Summary Sheet

Description Summary

Bridge No. 10026 carries MD 26 over Israel Creek. It is located in a rural environment that consisted of farmland in the nineteenth century. Despite the extensive housing developments that currently exist in the general area, the immediate environs of the bridge is still largely utilized for crops or as pasture for horses. MD 26 was in its present alignment near the project area as early as 1795. Bridge No. 10026 was constructed by the State Highway Administration in 1931 to replace a narrow one-way structure when the roadway was widened to its present width. The structure is a metal girder bridge--specifically part of a subgroup of girders known as a steel beam bridges.

Significance Summary

Bridge 10026 is a 1931 steel beam (girder) structure with two 43-foot spans for a total span of 86 feet and a 27 foot wide roadway. It is an unremarkable structure built to a standard, duplicated at numerous crossings throughout Maryland. The crossing of MD 26 over Israel Creek was and remains an extremely minor crossing in Frederick County that had no particular identity or significance as an historical crossing. The structure is an unremarkable steel beam structure that has lost considerable integrity because of the deterioration of its constituent members. Steel beam bridges were only less popular than reinforced concrete bridges among the various highway bridge types built in the early twentieth century, a trend that continued throughout the 1930's as railroad grade crossing elimination continued to prompt the use of deck girder and half-through plate girder spans.

Bridge No. 10026 (F-8-136)

Ceresville

Frederick County, Maryland

**HISTORIC CONTEXT:**

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA**

**Geographic Organization:** Piedmont (Frederick County)

**Chronological/Developmental Period:** Modern (1930-Present)

**Prehistoric/Historic Period Theme:** Transportation

**Resource Type:**

**Category:** Structure

**Historic Environment:** Rural

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

**Known Design Source:** Bridge Division, Maryland  
State Highway Administration

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 7.1  
Description

Description Summary

Bridge No. 10026 carries MD 26 over Israel Creek. It is located in a rural environment that consisted of farmland in the nineteenth century. Despite the extensive housing developments that currently exist in the general area, the immediate environs of the bridge is still largely utilized for crops or as pasture for horses. MD 26 was in its present alignment near the project area as early as 1795. Bridge No. 10026 was constructed by the State Highway Administration in 1931 to replace a narrow one-way structure when the roadway was widened to its present width. The structure is a metal girder bridge--specifically part of a subgroup of girders known as a steel beam bridges.

Description

Bridge No. 10026 carries MD 26 over Israel Creek. It is located in a rural environment that consisted of farmland in the nineteenth century. Despite the extensive housing developments that currently exist in the general area, the immediate environs of the bridge is utilized for agriculture. MD 26 was in its present alignment near the project area as early as 1795.

Bridge No. 10026 was constructed by the State Highway Administration in 1931 to replace a narrow one-way structure when the roadway was widened to its present width. The structure is a rolled metal girder structure (not a plate girder bridge). The steel beam consists of a concrete deck supported on parallel steel beams that are carried by concrete substructures. This structure has eight beams extending through two (2) 43' spans resting on a single pier.

The eight rolled beams run east to west under the reinforced concrete deck, designated 1-8 from upstream to downstream. The beams were fabricated of open- hearthed steel with standardized measurements. Once the dimensions and load needs of the bridge were determined the steel I-beams (defined as I because of the top and bottom flange supported by a web which gives the beam the appearance of the letter I) were ordered from a catalogue and brought to the site. Spaced at 4-foot intervals the 24' beams are fixed at the abutments and pier. Beams 1 and 8 are partially encased in concrete. This encasement is part of a monolithic mass that includes the deck slab and the curbs. Stringers were added and riveted into place for additional lateral support.

Bridge No. 10026(F-8-136)  
Frederick County, Maryland

Continuation Sheet 7.2  
Description

The deck is reinforced concrete and has a clear roadway width of 27'. The wearing surface of the roadway is bituminous and concrete. The deck is part of the monolithic mass that includes the curbs and exterior girder encasement. This bridge has two 38' abutments and 2 sets of wingwalls. The eastern set is 18' and 14'. The western set of wingwalls is 16' and 14'.

It has a reinforced concrete balustrade-type railing typical of the State Road Commission Standards for Open Handrails. The handrail consists of five sections of concrete railing, composed of simple vertical openings, which are separated by rectangular solid panels that provide expansion capability for the structure. The two end panels and the middle one are emphasized by their slight forward projections both the upstream and downstream sides, and the incised rectangle. The bridge plaque is located in the middle panel of the inside face of the structure. A concrete coping caps the railing.

These pierced balustrades (railings or parapets) are not supporting members and are designed according to a 1928 Maryland State Roads Commission standards. This design for railings established a the 13 hole to 1 expansion joint segment which is common to post 1930 concrete balustrades. The balustrades are subject to appreciable changes of temperature, much larger than the rest of the structure. The design provides expansion joints not only at the joints of the deck but also at one or more intermediate points. The panels within the pierced balustrades on Bridge 10026 act as expansion joints.

The substructure of the bridge consists of reinforced concrete abutments, wingwalls, and piers (upstream profile has a triangular configuration) with a typical horizontal striation pattern. Presently the bridge is only in fair condition, with a sufficiency rating of 25 out of a total possible rating of 100. Recently the bituminous roadway-wearing surface was partially removed and replaced and the bridge joint expansion material was also replaced.

Current Condition

The condition of this bridge would necessitate extensive member replacement to keep it open. The replacement of the character defining elements of this bridge would greatly effect its integrity. The Historic Highway Bridges of Maryland: 1631-1960: Historic Context Report (July 1996) states that the rolled longitudinal I-beams are of primary importance. A July 1996 inspection report documented that the beams have advanced sectional loss, deterioration, and spalling. Beams 1,2, 7, and 8 have heavy rust, scaling, pitting and sectional loss on webs and flanges in both spans. Beam 7, span 1 at the

Bridge No. 10026(F-8-136)  
Frederick County, Maryland

Continuation Sheet 7.3  
Description

western abutment has a 13 " long by 1.5 " wide hole in the web along the bottom flange. Beam 1, span 1 at the pier bearing has a 3" by 2" hole in the web. There are additional holes of varying sizes throughout the beams. In addition the stringers have severe sectional loss in the flanges at the midspan and the webs at the pier bearings. The areas of sectional loss could be plated; however, this is only a delaying action. The majority of the loss is at or near bearing points. The application of plates would only extend the life of these areas 1-5 years. The beams and the stringers have to be replaced.

Additional close inspection reveals that all bearing points have heavy to severe rust scaling, pitting and minor section loss on plates and anchor bolts. Blocking for additional support is in place on the western abutment in bay #6 and #7, and the eastern abutment in bay 1.

Both faces of the pier have patched core holes, exposed Rebar, heavy erosion at the footing with aggregate exposed. The backwall over the pier has fine irregular cracks on both faces. In bays #3 and #6 of the western face there is heavy scaling and spalling. Bays #6 and #7 of the eastern face have heavy efflorescence. Overall the pier is only in fair condition.

The replacement of the beams alone would result in the loss of the only listed, primary, character defining element (CDE) for the substructure of a rolled girder bridge [see Historic Highway Bridges of Maryland: 1631-1960: Historic Context Report (July 1996), p. C49]. As beams 1 and 8 are partially encased, the monolithic mass of the deck, curbs and girder encasement has to be removed in order to have access to these beams. The removal of the concrete deck would also affect the balustrades.

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 8.1  
Statement of Significance

Significance Summary

Bridge 10026 is a 1931 steel beam (girder) structure with two 43-foot spans for a total span of 86 feet and a 27 foot wide roadway. It is an unremarkable structure built to a standard, duplicated at numerous crossings throughout Maryland. The crossing of MD 26 over Israel Creek was and remains an extremely minor crossing in Frederick County that had no particular identity or significance as an historical crossing. The structure is an unremarkable steel beam structure that has lost considerable integrity because of the deterioration of its constituent members. Steel beam bridges were only less popular than reinforced concrete bridges among the various highway bridge types built in the early twentieth century, a trend that continued throughout the 1930's as railroad grade crossing elimination continued to prompt the use of deck girder and half-through plate girder spans.

Significance

Bridge 10026 is a 1931 steel beam (girder) structure with two (2) 43 foot spans for a total span of 86 feet and a 27 foot wide roadway. It is an unremarkable structure built to a standard, duplicated at numerous crossings throughout Maryland. The crossing of MD 26 over Israel Creek had no particular identity or significance as an historical crossing. The structure is an unremarkable steel beam structure that has lost considerable integrity because of the deterioration of its constituent members.

Historical Context: The crossing of MD 26 over Israel Creek was and remains an extremely minor crossing in Frederick County that had no particular identity or significance as an historical crossing. Despite the fact that MD 26 was in its present alignment near the project area as early as 1795, this crossing of Israel Creek did not develop an identity and/or a local community immediately adjacent to it. Israel Creek, a low order stream, never fostered the creation of an identity, let alone any kind of settlement. Communities were frequently formed at crossings as they became points of commerce and congregation, often as the result of the establishment of ferries, mills and other features. Some fords or ferry crossings developed identities associated with the persons who lived there, or manned them, and or provided transportation-related services, such as mills or blacksmith's facilities. The excerpts from the 1748 Judgement Records of Frederick County, Maryland document such locations within the original limits of Frederick County. To name a few, there were ferries over at the mouth of the Monocacy River, at the mouth of the Conococheague Creek, and over the Middle Ford on the Monocacy River. These crossings had specific identities in the past.

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 8.2  
Statement of Significance

There were also fords that developed identities that were significant, such as the Middle Ford, the Monocacy Ford, etc. Frequently these locations were named for the persons who lived in the vicinity, such as Captain Joseph Ogle's Ford (today Stull's Ford), John Bigg's Ford, Hughes Ford, Ogle's Wagon Road Ford (today Mumma Ford) and Hussey's Ford. "Middle Ford", where MD 28 crosses the Monocacy River, is known as Furnace Ford today.

Bridge Context: Metal beam or girder bridges exemplify the modern application of traditional bridge technology. The metal girder bridge is essentially a structure in which a floor system and roadway (made of timber or concrete) are supported by girders that are plain or encased in concrete.

Metal girder bridges constructed of iron began to be constructed during the 1850's in response to industrial and manufacturing advances. Under the impetus of the railroads, metal girder bridge design and construction reached full development during the last quarter of the nineteenth century. With the automotive revolution bringing heavy traffic loads to ordinary highway bridges, the early twentieth century witnessed further standardization of design for girders erected on roads as well as railroads.

By 1905, standard design plans and specifications for all types of girder bridges were available through such organizations as the American Railway Engineering Association and the American Society of Civil Engineers, and such prominent private bridge building firms as the American Bridge Company. Further development in girder bridge technology between 1900 and 1930 was marked primarily by the spread of concrete-encased rolled I-beam structures, and the introduction of the familiar mid-to-late twentieth century highway bridge in which deep steel beams support a deck of reinforced concrete.

Metal Girder Bridges in Maryland: Metal girder bridges were most likely first popularized in Maryland by the state's major railroads of the nineteenth century, including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. By December 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot, double-span bridge over Jones Falls and the 106-foot double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill.

Perhaps because girder bridge construction technology was not difficult and became

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 8.3  
Statement of Significance

Readily standardized, few descriptions of nineteenth century deck girder or plate girder construction in Maryland have been located. As in the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century, caused by automobile and truck traffic.

Official state and county highway reports-issued between 1900 and the early 1920's through the Highway Division of the Maryland Geological Survey, and its successor, the State Roads Commission-generally do not reference or describe girder construction. An analysis of the current statewide listing of county and municipal bridges (a listing maintained by the State Highway Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. A grand total of 200 bridges (including "steel culverts"), out of 500 bridges dated on the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that metal girder bridges in Maryland between 1900 and 1930 were only less popular than reinforced concrete bridges among the various highway bridge types built in the early twentieth century.

Analysis of the more detailed 1993 Maryland State Highway Administration Bridge Inventory offers a portrait of historical patterns for the state's extant metal girder bridges built between 1900 and 1940. The earliest steel girder bridge listed on the state bridge inventory is the U.S. 11 bridge, a 308-foot-long, three-span structure built in 1909 to carry the road over the Potomac River and the Western Maryland Railway. Only one steel girder or beam structure, Bridge 3092 on MD 147 over Long Green Creek, is dated between 1910 and 1920 (it is a single span of 37-feet built in 1915 and reconstructed or altered in unspecified fashion in 1969). Between 1921 and 1930, however, 13 bridges now extant were built as steel girders or beams, or incorporating such spans. Included in this latter category are two major movable bridges constructed under state contracts (the 1924 Severn River Bridge on MD 450, featuring a double-leaf bascule along with steel beam spans, and the 1929 Bridge 2081\_carrying State Route 436 over Weems Creek, a swing bridge with thirteen 20-foot steel beam spans). By 1921, most girder bridges erected by the State Roads Commission included reinforced concrete decks; as the inventory also clearly indicates, many girder bridges were structures built to eliminate dangerous railroad grade crossings.

The 1930's saw the continuation of trend to utilize steel girder construction. More than 60 steel girder or steel beam structures are listed on the state inventory as dating from the 1931-1940 period. Railroad grade crossing elimination continued to prompt the use

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 8.4  
Statement of Significance

of deck girder and half-through plate girder spans (the elimination program itself was given a welcome boost by New Deal planning surveys sponsored in 1935-1940 by the U.S. Bureau of Public Roads). Improvement of such older roads as U.S. 1 (the Baltimore-Washington Boulevard) and construction of the new Pulaski Highway (U.S. 40) from Baltimore to Perryville spurred construction of many steel girder highway spans. Until the World War II interruption of major bridge building, steel girder spans continued to be built in Maryland, under county, municipal, and state auspices.

Evaluation of Bridge 10026 in accordance with the Criteria of the National Register of Historic Places

In order to qualify for listing in the National Register of Historic Places, a bridge must possess integrity of location, design, setting, materials, and association. This bridge has been analyzed for eligibility for listing in the National Register of Historic Places according to the standard criteria, and the results are as follows:

(A) Bridge 10026 is not associated with events that have made a significant contribution to the broad pattern of our history. It does not reflect trends in the social, economic, industrial and transportation development of the locality, state, region, or nation and is not associated with historical crossings.

(B) Bridge 10026 is not associated with the lives of persons significant in our past. It is not associated with the efforts of specific individuals or groups significant in the history of the locality, region, state, or nation.

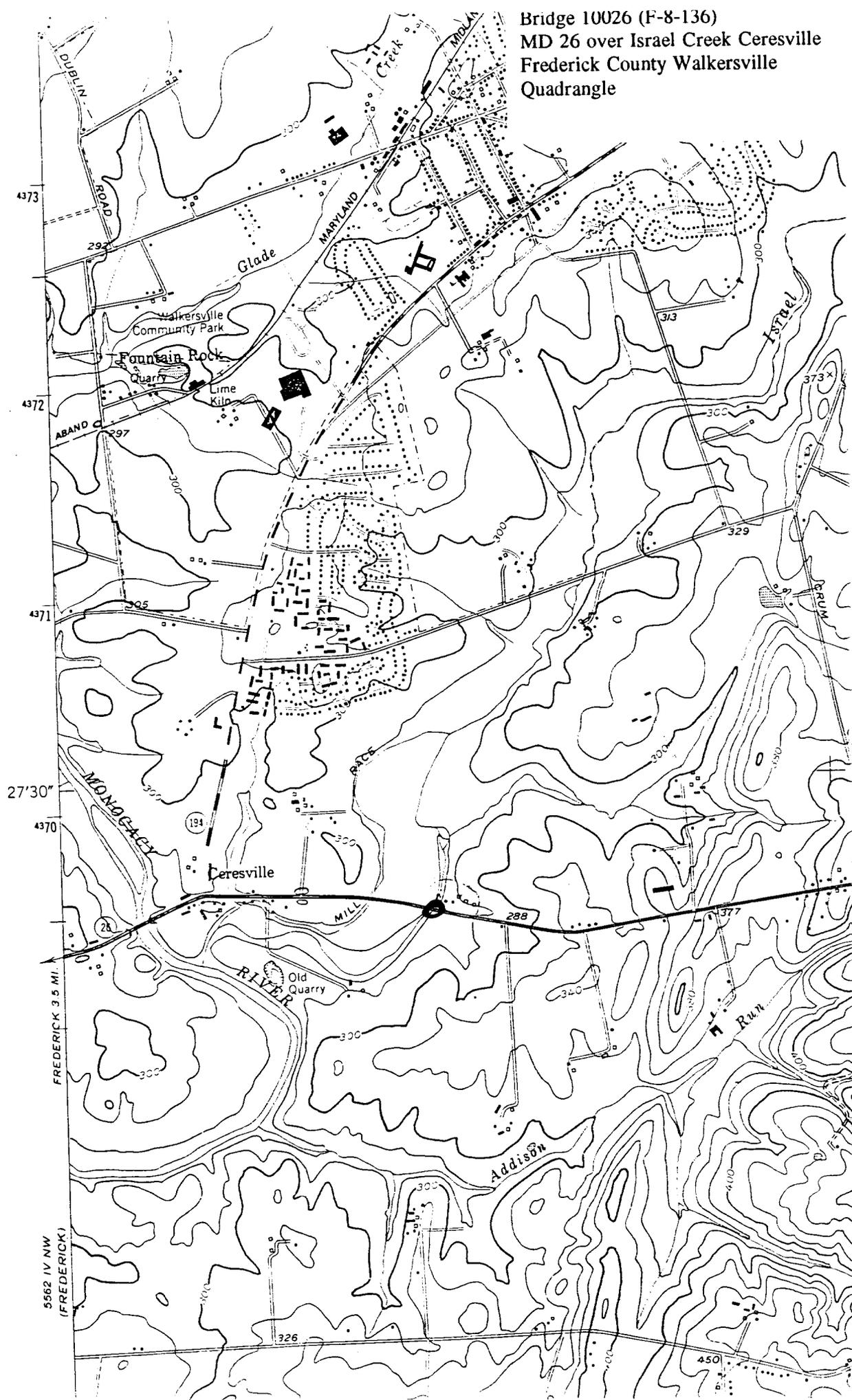
(C) It does not embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values. It is not significant in the history of bridge engineering, in the history of bridge design principles, or in the development of bridge construction techniques and is not an example of bridges designed or built by renowned engineers, craftsmen, bridge companies, or contractors. It is not a significant example of engineering solutions developed in response to conditions characteristic of the locality or region and does not reflect traditional forms or construction techniques, or exemplifies innovative technological solutions. Furthermore, it does not retain sufficient integrity of design, materials, workmanship, association, setting, and location to stand as a representative example of a specific bridge type that may survive in substantial numbers. Finally, Bridge 10026 does not exemplify a bridge type that is now rare, even though its integrity may be compromised to a greater degree and does not possess architectural or artistic distinction in overall design or detailing.

Bridge No. 10026 (F-8-136)  
Frederick County, Maryland

Continuation Sheet 8.5  
Statement of Significance

(D) It has not yielded, or may be likely to yield, information important in history or prehistory as a Phase I reconnaissance has been conducted with negative results. It is not likely to reveal important information on the development of bridge technology, nor would it yield important information on the work of a currently unknown or little-known bridge builders.

Bridge 10026 (F-8-136)  
MD 26 over Israel Creek Ceresville  
Frederick County Walkersville  
Quadrangle



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F. 8-136

Bridge 10026

MD 26 over Great Creek

Frederick County

Ceresville

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F-8-136

Bredy 10026

MD 26 over Israel Creek

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Suppress 3/97

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Fr-8-136

Bridge 10026

md 26 over Israel Creek

Corvallis

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MB SHPO

Catwater and Western  
Kingwood

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F-8-13L

Bridge 1002L

MD 26 over road

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F-8-136

Bridge 10026

Rd 26 over Israel Creek

Ceresville

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Feb 8 - 136

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