

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1251

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

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

MHT No. HA-1251

SHA Bridge No. H-94

Bridge name Cherry Hill Road over Deer Creek

LOCATION:

Street/Road name and number [facility carried] Cherry Hill Road

City/town Rocks State Park

Vicinity x

County Harford

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 Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractable Pontoon

Metal Girder :
Rolled Girder Rolled Girder Concrete Encased
Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete :
Concrete Arch Concrete Slab Concrete Beam Rigid Frame
Other Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural x

Describe Setting:

Bridge H-94 carries Cherry Hill Road over Deer Creek approximately 1.5 miles south of the town of Rocks. Cherry Hill Creek runs generally in a north/south direction in the area while Deer Creek flows to the east then south. The bridge is situated in a wooded valley next to a 4-H campsite. The area is relatively undeveloped with no residential buildings around the bridge.

Describe Superstructure and Substructure:

Bridge H-94 is a single span Pratt through truss measuring 117 feet in total length. It has 9 panels and features diagonal endposts. The top chord is a built-up section of two channels with cover plates and stay bars. The bottom chord consists of two rectangular eyebars. The floor system consists of only the original floorbeams; the rest of the floor system has been replaced by a "mabey panel" pony truss which is located inside the through truss structure. The verticals consist of rivetted rolled sections with welded angle additions; diagonals are paired rectangular eyebars, while the counters are cylindrical eyebars. All connections are pinned. The clear width of the roadway is 15'-3". There is no sidewalk on the bridge and the truss members are protected by the new pony truss erected within the original truss. The bridge has a 90 degree alignment to the streambed. The abutments are concrete with concrete wingwalls.

Discuss Major Alterations:

Harford County records indicate the Acrow, or mabey, truss, fitting inside the original truss, was added in 1991 to supplement the load carrying capacity of the bridge. The original through truss supports only its dead load, while the added "mabey panel" truss bridge carries both its own dead load and the live loads of the bridge.

HISTORY:

WHEN was the bridge built 1885-1900

This date is: Actual _____ Estimated x

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify): Photographs of the bridge's plaque survive, noting Wrought Iron Bridge Co. but no date. The appearance of the bridge is compatible with W.I.B.Co bridges of 1885-1890.

WHY was the bridge built?

To facilitate local travel needs.

WHO was the designer?

Wrought Iron Bridge Company

WHO was the builder?

The bridge was built by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond and incorporated in 1871, the company was an early and prolific wrought iron bridge builder.

The company published a 'Book of Designs' in 1874, which featured a history of wrought iron bridge building in the U.S. and Europe and a detailed record of the firm's experience. Numerous plans illustrated the variations available.

Like so many of the early bridge builders, the Wrought Iron Bridge Company was eventually bought out by the American Bridge Company. In 1901 the American Bridge Company was purchased by and became a subsidiary of United States Steel, presently known as USX. Purchased by Mr. Brock Rowley, the American Bridge Company was reorganized in early 1987 and presently operates independently with headquarters in Pittsburgh, Pennsylvania.

WHY was the bridge altered?

To maintain load carrying capacity.

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

Bridge H-94 was not 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

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

Bridge H-94 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. During the late nineteenth century Baltimore County and Harford County advertised and built a number of metal truss bridges.

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 that built truss bridges in the state 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.

Harford County Trends

Nine extant metal truss bridges were identified in Harford County as a result of SHA's 1994-1995 historic bridge survey:

H-1, single span Pratt through truss built in 1884
 H-54, single span Pratt truss built c. 1889-1897
 H-53, single span Pratt pony truss built c. 1885-1900
 H-58, single span Pratt through truss built in 1886
 H-94, single span Pratt through truss built c. 1885-1900
 H-160, single span Pratt through truss built in 1883
 12016, single span Pratt truss built in 1934
 12033, single span Warren pony truss built c. 1930
 12052, 2 Pratt spans built in 1927

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?

This metal truss bridge would have facilitated travel in this area of Harford counties.

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 not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge is a somewhat compromised example of a Pratt through truss.

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

The bridge has lost integrity of a number of its character defining elements with the introduction of the 1991 load-carrying steel pony truss. The new truss has been added in a non-intrusive way and it is clearly distinguishable from the original. It allows the truss to remain in places, and does not visibly detract significantly from the historic appearance of the truss. The bridge retains enough of its integrity to represent its type, which is a rapidly diminishing resource type.

This bridge retains integrity of location, setting, feeling and association.

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

The bridge significant as a remaining example built by the Wrought Iron Bridge Company of Canton, Ohio.

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

Bridge H-94 is listed in the Maryland Historical Trust's Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:

County inspection/bridge files _ **SHA inspection/bridge files**

Other (list):

County survey files of the Maryland Historical Trust

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 January 1996

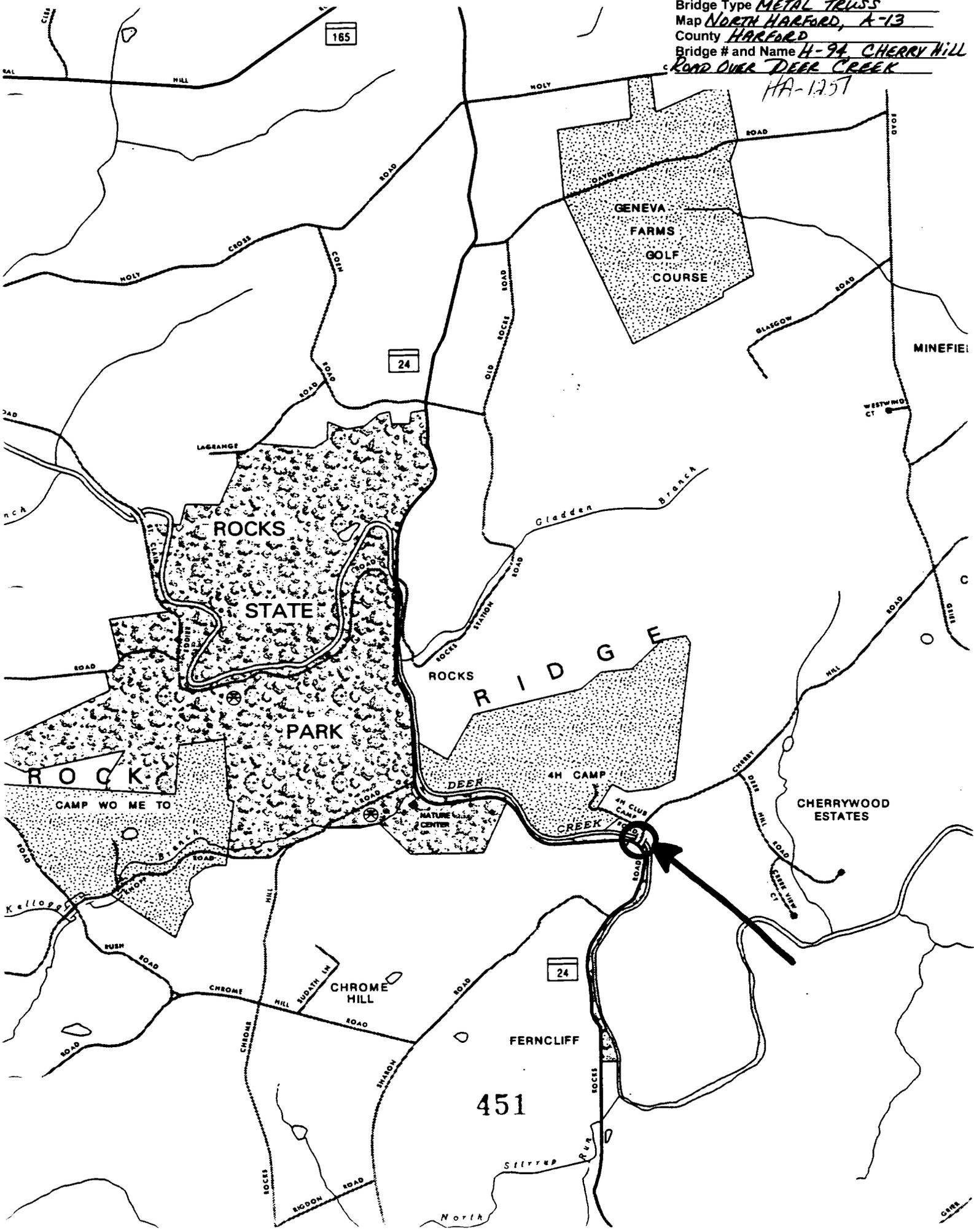
Name of surveyor Paula Spero/Colin Farr

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 NORTH HARFORD, A-13
County HARFORD
Bridge # and Name H-94 CHERRY HILL
ROAD OVER DEER CREEK
HA-1257





1294

EAST ELEVATION

(2)

1 HA-1251

2 Crown - Road over New Creek

3 Hartford County

4 Cedar Hill

5 February 1972

6 P.C. Spelman Campground - only a P.D. 211, 1941

7 Chou, H. 1000 m. New Creek, east elevation

8 1009



H94 NORTH EAST ELEVATION

5

1 HA 1/51

2 Cherry Hill Road over Deer Creek

3 Deerfield County

4 Corn Field

5 February 1970

6 PAC Spewand Company, Town ID 21204

7 Cherry Hill Road over Deer Creek, north east
elevation

B 5 of 9



H94

NORTH PORTAL

1

1 HA-1251

2 Cherry Hill Road over Deer Creek

3 Harford County

4 Colin Fair

5 February 1996

6 PAC Spuro and Company, Towson MD 21284

7 Cherry Hill Rd. over Deer Creek, North
portal

8-3 of 9



H 74

VERTICALS

10

1 4-251

2 Snow Mill land over Deer Creek

3 Hanford County

4 Colin Fure

5 February 1975

6 PAC Spewand Company, Town ID 21204

7 Churchill land over Deer Creek, TRUSS
8 4 6 9 members



H94

TOPCHORD + END POST

7

HA-1251

- Cherry Hill Rd over Deer Creek

- Harford County

- Colin Fair

February 1996

- PAC Spewand Company, Towson MD 21284

- Cherry Hill Rd. over Deer Creek topchord
and endpost

5 of 9



H94 office P.M. Conn section

2

1 # 1251

Cherry Hill Road over Deer Creek

Harford County

Colon Farm

Johnston, P.M.

P.M. Spencer and Company, Town of MD 2124

Cherry Hill Road over Deer Creek, office
P.M. connection

6 of 9



1 HA-1251

2 Cherry Hill Road over Deer Creek

3 Harford County

4 Colin Farr

5 February 1996

6 PAC Spew and Company, Towson MD

7 Cherry Hill Rd. over Deer Creek,

21204

8 7 of 9

underdeck



1. HA-1251
2. H94, Cherry Hill Road over Peck Creek
3. Harford County, MD
4. Tim Tamburino
5. July 1997
6. MD 9413
7. North approach
8. E of 9



1. HA-1251

2. H94, Cherry Hill Road over Deer Creek

3. Hartford County, MD

4. Tim Tomberlin

5. July 4th

6. no photo

7. East elevation

8. 9 of 9

9700373

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

Property/District Name: Cherry Hill Road Bridge (Bridge#94) Survey Number: HA-1251

Project: Rehabilitation of Cherry Hill Road Bridge Agency: FHWA/Harford County

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)

The Cherry Hill Road Bridge, carrying Cherry Hill Road over Deer Creek in northeastern Harford County, is eligible for the National Register under Criterion C as a remaining example of a Pratt truss constructed by the Wrought Iron Bridge Company of Canton, Ohio. The single lane, single span, through Pratt truss was built between 1885 and 1900. Metal truss bridges were erected in large numbers in Maryland and across the country in the late 19th and early 20th centuries. Harford County embarked on an extensive program of metal truss bridge construction in the late 19th century. This bridge is one of approximately 50 metal truss bridges remaining in vehicular use in the state and one of nine extant metal truss bridges identified in Harford County through the statewide historic bridge inventory. Organized in 1864 and incorporated in 1871, the Wrought Iron Bridge Company was an early and prolific wrought iron bridge builder.

The 1991 addition of a jumper bridge within the historic truss altered the appearance and function of the historic bridge. As part of this temporary fix, the deck and stringers were removed. The original bridge presently supports only its dead load, while the jumper bridge carries both its own dead load and the live loads. Despite this alteration, the bridge retains sufficient integrity to represent its type, which is a rapidly diminishing resource type. Fortunately the jumper bridge was added in such a way that it may be removed without damage to the historic bridge.

On March 21, 1996, the interagency bridge review committee, composed of representatives of the Federal Highway Administration, State Highway Administration and Maryland Historical Trust Historical Trust evaluated the bridge and determined it to be eligible for the National Register. The interagency review committee's finding of eligibility was subsequently endorsed by an advisory committee composed of prominent bridge engineers and historians.

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

Form HA-1251

Prepared by: John Hnedak (c. 1981 form), Paula Spero & Colin Farr, PAC Spero (1996 form)

Elizabeth Hannold March 14, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
Peter E. Kuntz 3/17/97
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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

II. Chronological/Developmental Periods:

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

III. Prehistoric Period Themes:

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

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure

Historic Environment: Rural

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

Known Design Source: Wrought Iron Bridge Company of Canton, Ohio

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

IRON TRUSS BRIDGE

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Cherry Hill Road & Deer Creek

CITY, TOWN

Rocks

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Harford County

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

NA-1251

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A seven-panel Pratt through-truss with pinned connections. Major members are compound "lattice" beams.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Historic American Engineering Record
Baltimore Industrial Musuem Staff

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

TELEPHONE

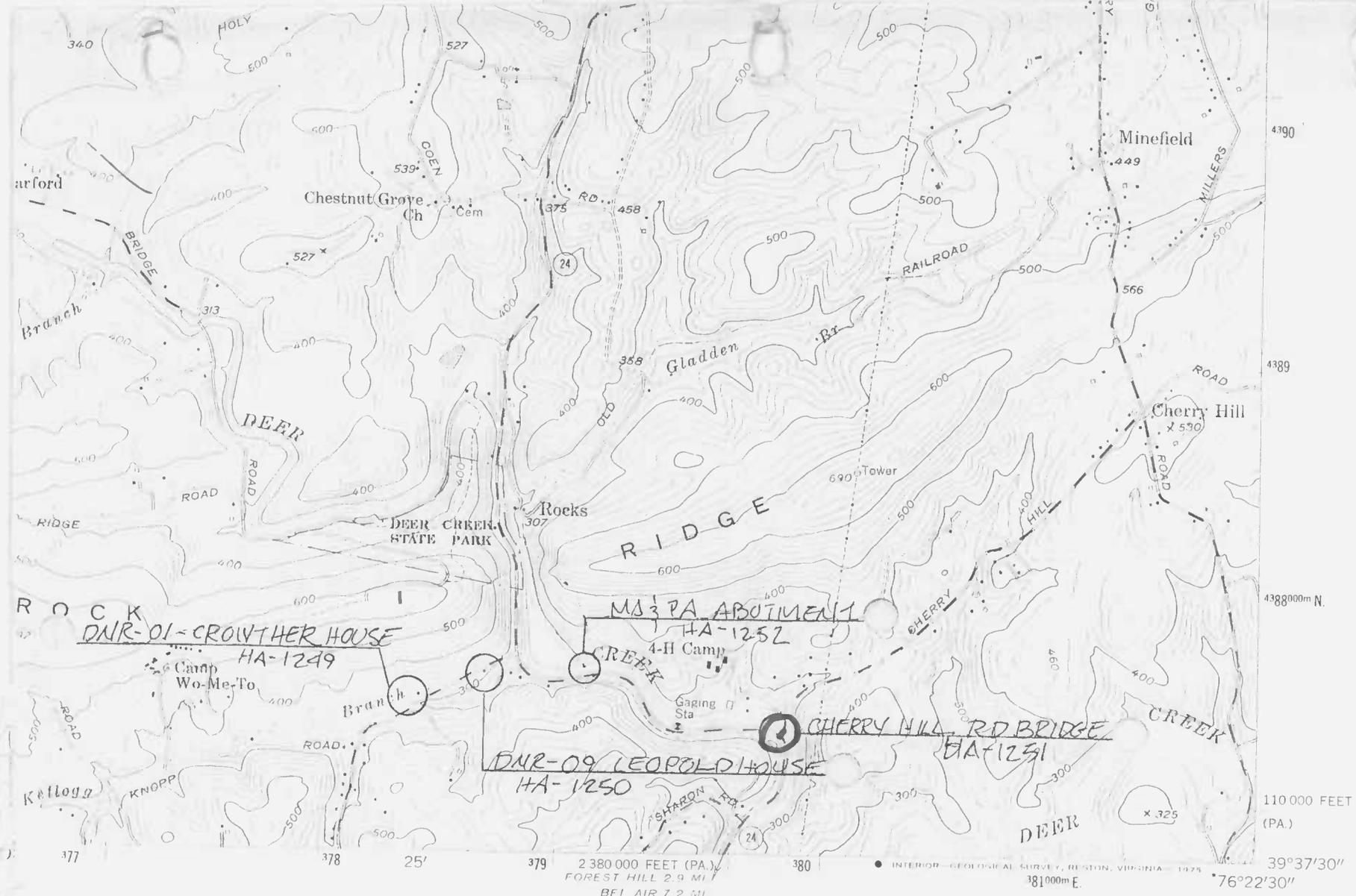
CITY OR TOWN

STATE

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



SCALE 20 FEET
 DATUM OF 1929



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	
	U. S. Route		State Route

FAWN GROVE, MD.—PA.

N 3937.5 — W 7622.5 / 7.5

MAP ACCURACY STANDARDS
 SURVEY, RESTON, VIRGINIA 22092
 ADDITIONAL SYMBOLS IS AVAILABLE ON REQUEST

Regions shown in purple computed from aerial
 photographs taken 1974. This information not held checked.

1956
 PHOTO REVISITED 1974

110 000 FEET (PA.)
 39°37'30"
 76°22'30"

(BEL AIR)
 5763 III SE

HA-1251





HA-1251

A black and white photograph showing a close-up of a bridge railing. The railing features a decorative lattice pattern. Atop the railing is a manufacturer's plaque with a gabled top. The plaque contains the text "WROUGHT IRON BRIDGE CO.", "BUILDERS", "CANTON", and "OHIO". The background is filled with the dense foliage of trees, with sunlight filtering through the leaves, creating a bokeh effect.

WROUGHT IRON BRIDGE CO.
BUILDERS
CANTON OHIO

HA - 1251





HA-1251

