Maryland Historical Trust

MHP #

Maryland Inventory of Historic Properties number: SHA # CE-064 CE-1498

Name: Gallagher Rd over Grames Run.

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 __X____

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: Previously detd. Not eligible Aug. 2000.

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. CE-1498

SHA Bridge No. CE064 Bridge name Gallagher Road over Gramies Run

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

City/town Elk Mills Vicinity X

County Cecil

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

Ownership: State ____ County X Municipal ____ Other ____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes ____ No X
National Register-listed district ____ National Register-determined-eligible district ____
Locally-designated district ____ Other ____

Name of district ____

BRIDGE TYPE:
Timber Bridge X:
Beam Bridge X Truss -Covered ____ Trestle ____ Timber-And-Concrete ____

Stone Arch Bridge ____

Metal Truss Bridge ____

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 No. CE064 carries Gallagher Road over Gramies Run in Cecil County. Gallagher Road runs north-south and Gramies Run flows west to east. The bridge is located north of Elk Mills, near the Fair Hill Natural Resource Area, and is surrounded by open fields.

Describe Superstructure and Substructure:

Bridge No. CE064 is a 2-span, 2-lane timber beam bridge. The bridge was originally constructed in 1930. The structure is 9.4 meters (31 feet) long and has a clear roadway width of 7 meters (23 feet); there is no sidewalk. The out-to-out width is 7.3 meters (24 feet). The superstructure consists of eighteen timber beams which support a timber plank deck and a timber railing. The beams are 15.2 centimeters (6 inches) wide by 35.5 centimeters (14 inches) high. Beams one through seventeen are spaced .42 meters (1.4 feet) apart, while beams seventeen and eighteen are spaced 25.4 centimeters (10 inches) apart. The deck consists of timber planks which are 7.6 centimeters (3 inches) thick and 30.4 centimeters (12 inches) wide. The structure has two strand timber railings. The substructure consists of two stone and concrete abutments and a concrete intermediate pier at mid-length. There are two straight, stone wing walls. The bridge is posted for 6.3 tonnes (7 tons) and has a sufficiency rating of 49.0.

According to the 1997 inspection report, this structure was in satisfactory condition with minor checking of the timber deck and timber railings. The concrete is spalling at various areas of the abutment, center pier and footings.

Discuss Major Alterations:

There have been no major alterations to this structure, however sections of the timber plank deck have been replaced over time.

HISTORY:

WHEN was the bridge built: 1930
This date is: Actual ____X____ **Estimated** _____
Source of date: Plaque ____ **Design plans** ___ **County 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?

Unknown

WHO was the builder?

Unknown

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 _____

The bridge does not have National Register significance.

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

The earliest bridges built in North America were timber bridges. According to one account, European settlers at first utilized the bridges constructed by the Native American populations, which consisted of tied timbers laid across up-turned forked tree trunks (American Association of State Highway Officials 1953: 19). This design was adopted by the settlers, who then modified the design by hewing the upper portions of the timbers to provide a flat surface and by adding a handrail to one side (American Society of Civil Engineers 1976: 143). Where crossings exceeded the length of the available timber, short spans were joined and supported on wood piles or on timber cribs filled with earth or stone. In fact, the earliest recorded bridge built by European settlers in America was most likely this type of design. Constructed in 1611 on James Towne Island, Virginia, this timber bridge extended approximately 200 feet into the water and provided docking facilities in the 12 foot deep channel (American Association of State Highway Officials 1953: 19).

The railroads had a significant impact on the construction as well as the on-going popularity of the timber bridge. During the 1830s, the Baltimore & Ohio Railroad employed engineers such as Theodore Burr and Lewis Wernwag to construct bridges over its major crossings. Burr, Town and Long trusses were all extensively employed and became standard for railroad-bridge construction (Waddell 1916: 21).

Another type, the timber trestle bridge, also was used extensively by the railroads. The first timber trestle was built by the Philadelphia and Reading Railroad in 1840 (Waddell 1916: 22). With timber in abundant supply, the railroads used this functional design as an inexpensive and practical bridge design for its lines, particularly in remote locations of the country.

The combination of timber with other materials began with the invention of the Howe truss in 1840. William Howe patented a truss which utilized iron verticals as tension members and wood diagonals as compression members. The Howe truss became a standard of railroad bridge design. By the 1860s, the problem of wood deterioration was under better control with the invention of pressure creosote treatments, which extended the life of the wood members. Timber pile bent structures remained popular, particularly in tidal areas, into the twentieth century. These were most often used in combination with concrete.

The popularity of the timber bridge continued into the 1880s even with the ascension of iron and steel as bridge materials. Due to the availability of lumber in the state, the timber bridge was a

functionally popular bridge type in Maryland from the European settlement era to the twentieth century. The numerous small streams that cross the state as well as the larger rivers such as the Susquehanna were often spanned by timber bridges during the eighteenth and nineteenth centuries.

Despite the rise of use of metal and concrete in bridge building, timber bridges continued to be constructed in Maryland in the twentieth century. Many of these later timber bridges were combination structures that have been favored in the flat terrain of the Tidewater Region.

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?

A significant example of a timber beam bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which has had portions of the timber deck replaced, is an undistinguished example of a timber beam bridge.

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

The bridge retains some character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including timber stringers, railing, stone abutments and stone wing walls.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

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

Ketchum, Milo S.
1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

CE-1498

1920 *The Design of Highway Bridges of Steel, Timber and Concrete*. Second edition. McGraw-Hill Book Company, New York.

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Maryland State Roads Commission
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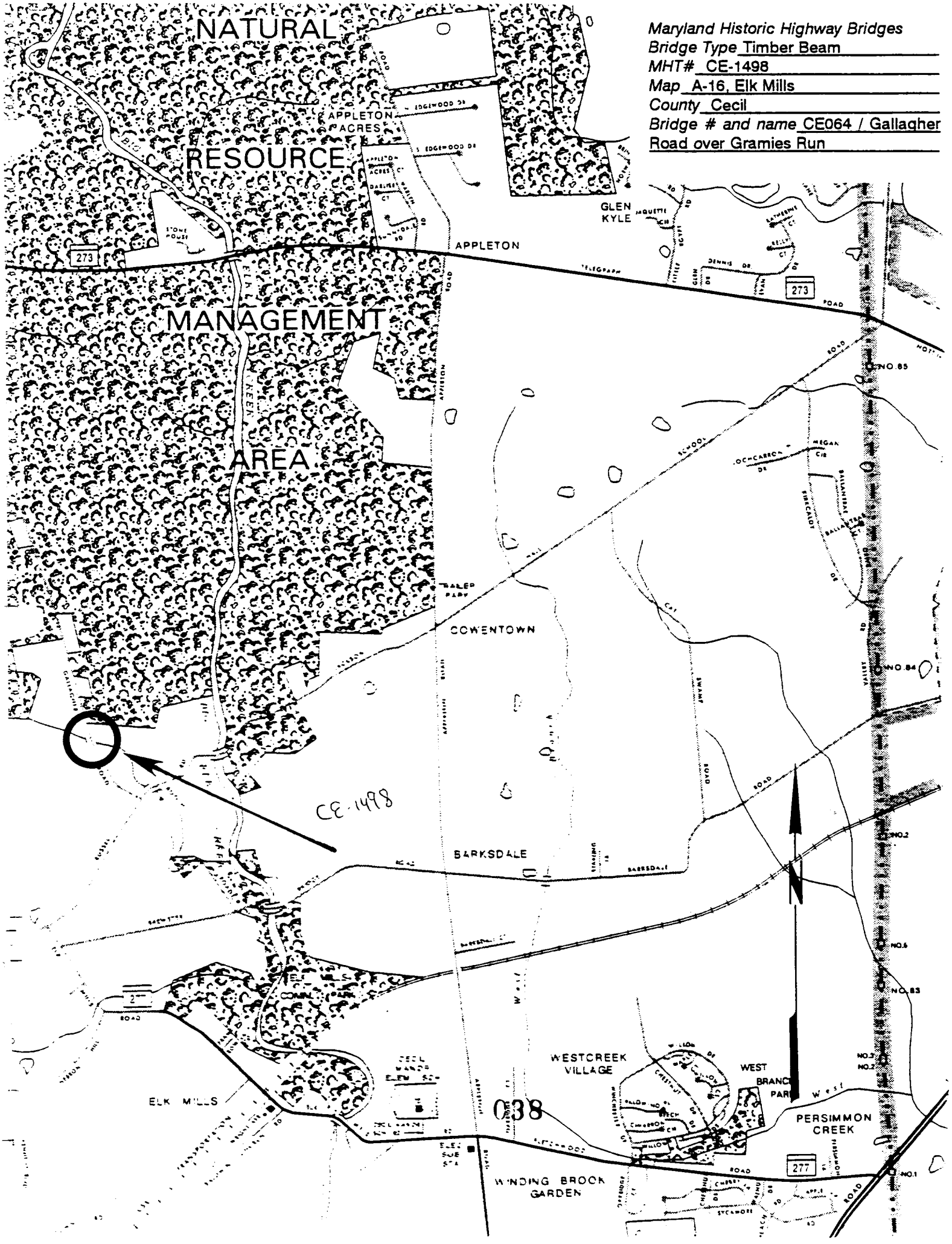
Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

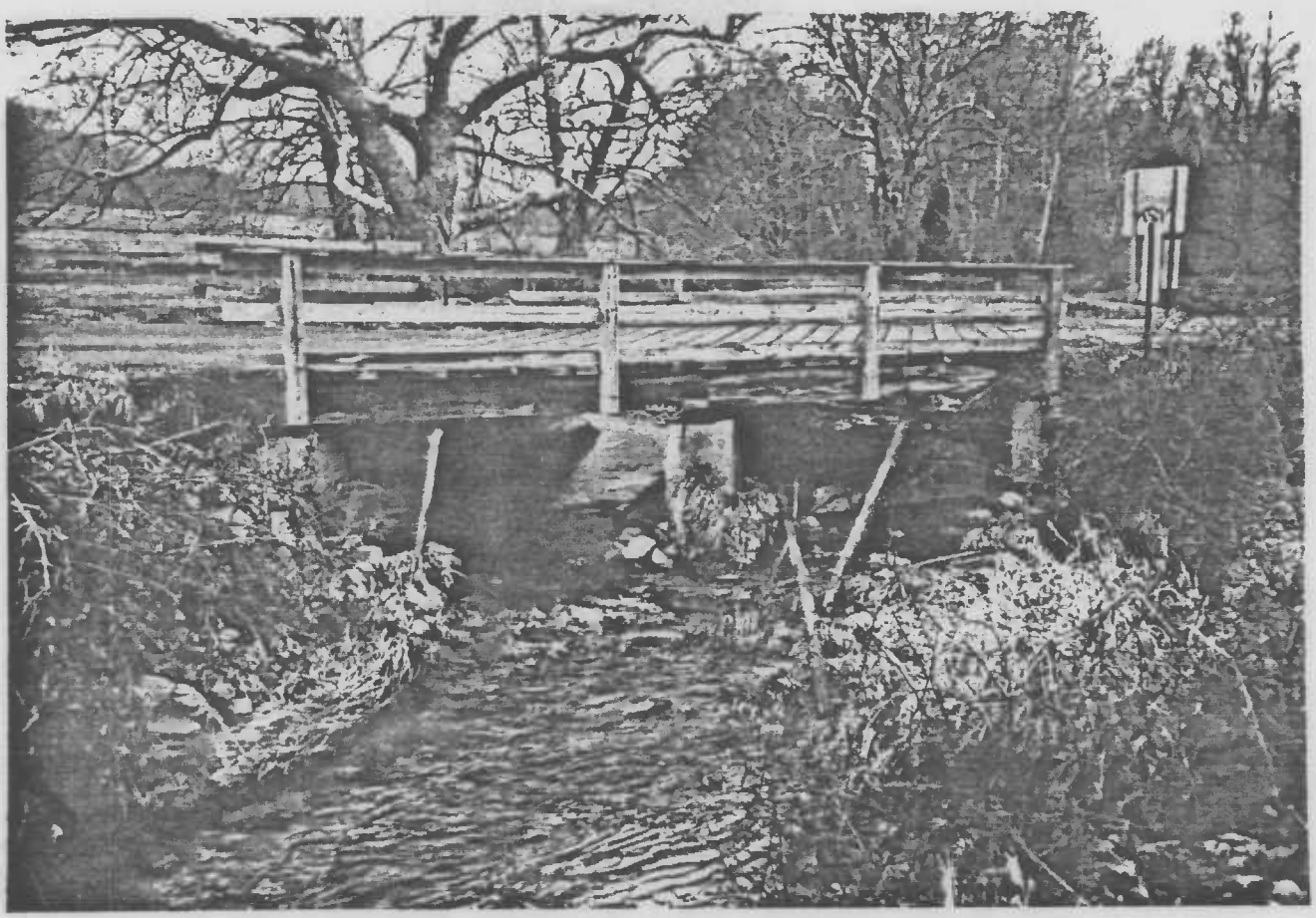
Date bridge recorded February 1998
Name of surveyor Caroline Hall/Marris German
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204/ Wallace Montgomery and Associates, 110 West Road, Towson, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type Timber Beam
MHT# CE-1498
Map A-16, Elk Mills
County Cecil
Bridge # and name CE064 / Gallagher Road over Gramies Run



ARCHIVAL PRESERVERS

CE-1498



ARCHIVAL PRESERVES

CE-1498

ARLHWAL FILESKIVERS

CE-1498

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

Property/District Name: Gallagher Road over Gramies Run Survey Number: CE-1498

Project: Bridge Replacement Agency: MDE/COE

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

Eligibility recommended _____ Eligibility **not** recommended X

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

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

Gallagher Road over Gramies Run Bridge (MIHP #CE-1498) is a 2-lane, 2 span timber beam bridge, which was included in the Maryland State Highway Administration's statewide inventory of historic bridges in 1995. Because the bridge has poor integrity, the Interagency Historic Bridge Committee, made up of members from SHA, Federal Highway Administration and the Maryland Historical Trust determined that the bridge was not eligible for inclusion in the National Register of Historic Places. No new information has been provided, and it appears that the bridge's integrity has decreased. Based on this information it appears that the bridge is not eligible for the National Register under either Criteria A (transportation) or C (engineering).

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

Prepared by: Fred Orr, Deputy Director, Cecil County Department of Public Works

Anne E. Bruder — August 15, 2000
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

B. Kintz — 8/15/00
Reviewer, NR program — Date

Survey No. CE-1498

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

x	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
X	Modern Period	A.D. 1930-Present
	Unknown Period (___ prehistoric ___ historic)	

III. Prehistoric Period Themes:

- ____ Subsistence
- ____ Settlement
- ____ Political
- ____ Demographic
- ____ Religion
- ____ Technology
- ____ Environmental Adaptation

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Stream Crossing/Transportation
Known Design Source: Unknown

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

MHT No. CE-1498

SHA Bridge No. CE064 **Bridge name** Gallagher Road over Gramies Run

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

City/town Elk Mills **Vicinity** X

County Cecil

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

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

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

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

Stone Arch Bridge _____

Metal Truss Bridge _____

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** _____

CE-1498

DESCRIPTION:

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

Describe Setting:

Bridge No. CE064 carries Gallagher Road over Gramies Run in Cecil County. Gallagher Road runs north-south and Gramies Run flows west to east. The bridge is located north of Elk Mills, near the Fair Hill Natural Resource Area, and is surrounded by open fields.

Describe Superstructure and Substructure:

Bridge No. CE064 is a 2-span, 2-lane timber beam bridge. The bridge was originally constructed in 1930. The structure is 9.4 meters (31 feet) long and has a clear roadway width of 7 meters (23 feet); there is no sidewalk. The out-to-out width is 7.3 meters (24 feet). The superstructure consists of eighteen timber beams which support a timber plank deck and a timber railing. The beams are 15.2 centimeters (6 inches) wide by 35.5 centimeters (14 inches) high. Beams one through seventeen are spaced .42 meters (1.4 feet) apart, while beams seventeen and eighteen are spaced 25.4 centimeters (10 inches) apart. The deck consists of timber planks which are 7.6 centimeters (3 inches) thick and 30.4 centimeters (12 inches) wide. The structure has two strand timber railings. The substructure consists of two stone and concrete abutments and a concrete intermediate pier at mid-length. There are two straight, stone wing walls. The bridge is posted for 6.3 tonnes (7 tons) and has a sufficiency rating of 49.0.

According to the 1997 inspection report, this structure was in satisfactory condition with minor checking of the timber deck and timber railings. The concrete is spalling at various areas of the abutment, center pier and footings.

Discuss Major Alterations:

There have been no major alterations to this structure, however sections of the timber plank deck have been replaced over time.

HISTORY:

WHEN was the bridge built: 1930
This date is: Actual ____X____ **Estimated** _____
Source of date: Plaque ____ **Design plans** ___ **County 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?

Unknown

WHO was the builder?

Unknown

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 _____

The bridge does not have National Register significance.

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

The earliest bridges built in North America were timber bridges. According to one account, European settlers at first utilized the bridges constructed by the Native American populations, which consisted of tied timbers laid across up-turned forked tree trunks (American Association of State Highway Officials 1953: 19). This design was adopted by the settlers, who then modified the design by hewing the upper portions of the timbers to provide a flat surface and by adding a handrail to one side (American Society of Civil Engineers 1976: 143). Where crossings exceeded the length of the available timber, short spans were joined and supported on wood piles or on timber cribs filled with earth or stone. In fact, the earliest recorded bridge built by European settlers in America was most likely this type of design. Constructed in 1611 on James Towne Island, Virginia, this timber bridge extended approximately 200 feet into the water and provided docking facilities in the 12 foot deep channel (American Association of State Highway Officials 1953: 19).

The railroads had a significant impact on the construction as well as the on-going popularity of the timber bridge. During the 1830s, the Baltimore & Ohio Railroad employed engineers such as Theodore Burr and Lewis Wernwag to construct bridges over its major crossings. Burr, Town and Long trusses were all extensively employed and became standard for railroad-bridge construction (Waddell 1916: 21).

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The combination of timber with other materials began with the invention of the Howe truss in 1840. William Howe patented a truss which utilized iron verticals as tension members and wood diagonals as compression members. The Howe truss became a standard of railroad bridge design. By the 1860s, the problem of wood deterioration was under better control with the invention of pressure creosote treatments, which extended the life of the wood members. Timber pile bent structures remained popular, particularly in tidal areas, into the twentieth century. These were most often used in combination with concrete.

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functionally popular bridge type in Maryland from the European settlement era to the twentieth century. The numerous small streams that cross the state as well as the larger rivers such as the Susquehanna were often spanned by timber bridges during the eighteenth and nineteenth centuries.

Despite the rise of use of metal and concrete in bridge building, timber bridges continued to be constructed in Maryland in the twentieth century. Many of these later timber bridges were combination structures that have been favored in the flat terrain of the Tidewater Region.

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?

A significant example of a timber beam bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which has had portions of the timber deck replaced, is an undistinguished example of a timber beam bridge.

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

The bridge retains some character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including timber stringers, railing, stone abutments and stone wing walls.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

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.

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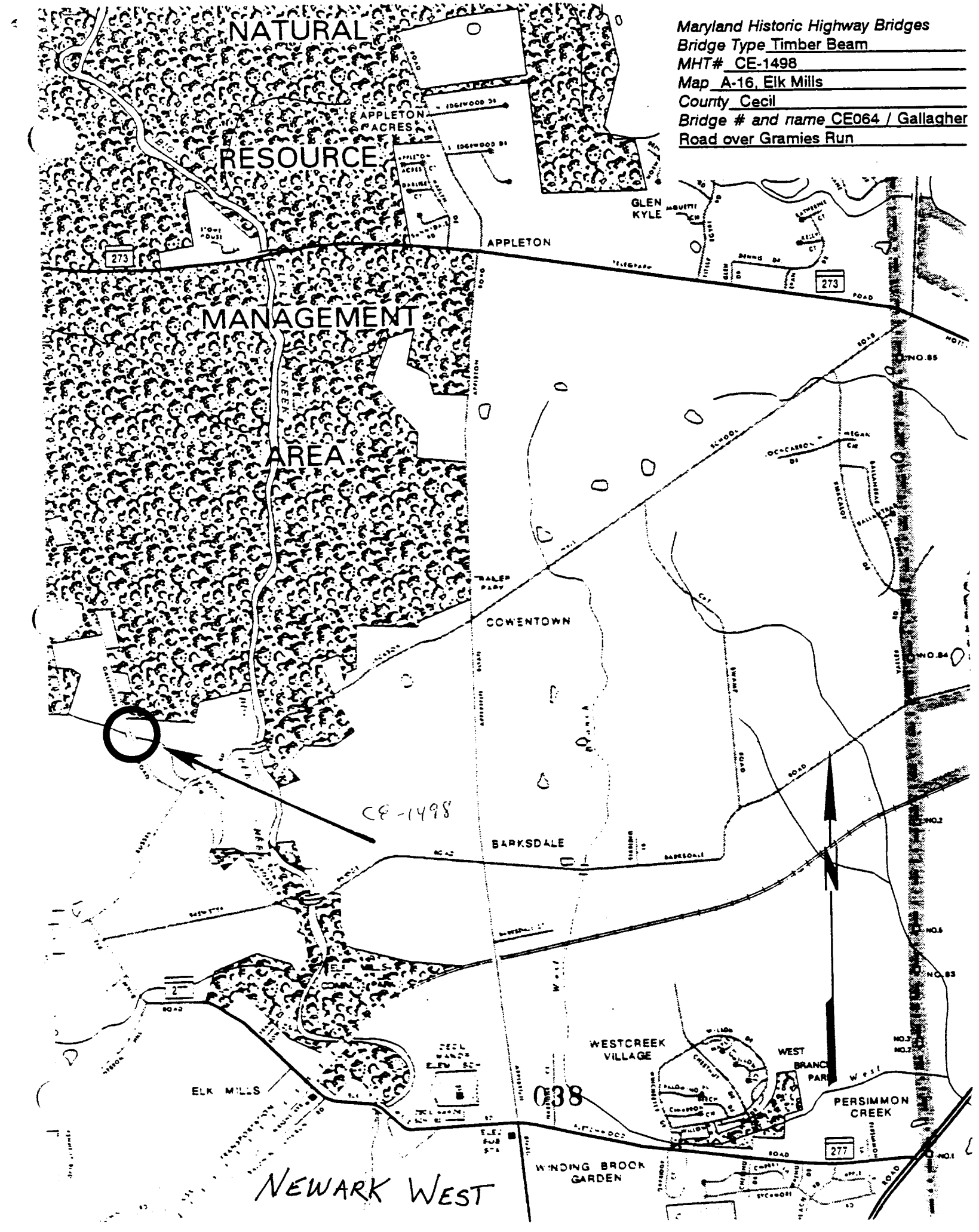
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

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


Maryland Historic Highway Bridges
Bridge Type Timber Beam
MHT# CE-1498
Map A-16, Elk Mills
County Cecil
Bridge # and name CE064 / Gallagher Road over Gramies Run
NATURAL RESOURCE MANAGEMENT AREA
APPLETON ACRES
GLEN KYLE
APPLETON
273
COWENTOWN
CE-1498
BARKSDALE
WESTCREEK VILLAGE
WEST BRANCH PARK
PERSIMMON CREEK
277
ELK MILLS
038
WINDING BROOK GARDEN
NEWARK WEST

1 CE-1498
2 Gallagher Rd. over Grammes Run
3 Cecil Co. MD
4 3/98
5 Marris German, WMA
6 MD SHPO
7 Elevation looking downstream
8 2 of 2

RESTRICTED BR
SINGLE UN
COMBINATION

1 CE-1498

2 Gallagher Rd over Gramies Run

3 Cecil Co. MD

4 3/98

5 Marris German. WMH

6 MD SHPO

7 Looking North

8 1 of 6

1 CE-1498
2 Gallagher Rd over Grame's Run
3 Cecil Co MD
4 3/98
5 Harris German, UMA
6 MD SHPO
7 Elevation looking upstream
8 3 of 6

1 CE-1498

2 Gallagher Rd over Gramies Run

3 Cecil Co., MD

4 3/98

5 Marvis German, WMA

6 MD SHPO

7 Elevation looking upstream

8 4 of 6

RESTRICTED BRIDGE
SINGLE UNIT
14000 LBS GVW
COMBINATION UNIT
14000 LBS GCW

1 CE-1499

2 Gallagher Rd over Granny Run

3 Cecil Co, MD

4 3/28

5 Marris German, WMA

6 MD SHPO

7 Looking South

8 5 of 6

1 CE-1498

2 Gallaher Rd over Gramies Run

3 Cecil Co, MD

4 3/98

5 Marris German, WMA

6 MD SHPO

7 North abutment wall Stone

8 6 of 6