

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Bennies Hill Road Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Bennies Hill Road over Catoctin Creek

CITY, TOWN Middletown NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

STATE Maryland VICINITY OF Sixth
CODE 24 COUNTY Frederick CODE 021

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 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 The Board of County Commissioners of Frederick County, Maryland
c/o William Fout, Roads Department Engineer

STREET & NUMBER Winchester Hall; 12 East Church Street

CITY, TOWN Frederick VICINITY OF Maryland 21701

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Frederick County Roads Department (Bridge #0308)

STREET & NUMBER Montevue Lane

CITY, TOWN Frederick VICINITY OF Maryland 21701

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Engineering Record

DATE Summer, 1977 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS National Park Service, 1100 L Street, NW

CITY, TOWN Washington VICINITY OF D. C. 20240

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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

The Bennies Hill Road Bridge spans Catoctin Creek southwest of Middletown, Frederick County, Maryland, on Bennies Hill Road, at the base of Bennies Hill.

It is an iron bowstring pony truss bridge in a single span 94 feet in length and 14 feet 8 inches in width, built circa 1880 by the King Iron Bridge Manufacturing Company of Cleveland, Ohio. The structure is set on two abutments; the one on the west bank is a replaced reinforced concrete pier installed in summer 1977, the other is an original random stone abutment with wing walls. The entire structure, including new steel stringers, new wood planking, and a coat of paint was rehabilitated during the summer of 1977.

It is believed that a wood truss bridge originally stood in the present location of Bennies Hill Bridge. Certainly by the flood of June, 1889, there were several iron truss bridges located south of Middletown as documented by this entry in the Frederick County Commissioners Minutes of Friday, August 16, 1889: "Messrs. Miller, Hightman, Madell, and Eyler took carriage and proceeded to Middletown."¹ Immediately after the flood the Commissioners had sent for an "expert or good mechanic" from the King Iron Bridge Manufacturing Company and the Canton Wrought Iron Bridge Company,² and later authorized \$75,000.00 to be borrowed to build buidges.³

1 Frederick County Commissioners Minutes, Friday, August 16, 1889, p. 43.

2 Ibid., Tuesday, June 4, 1889, p. 30.

3 Ibid., Friday, June 28, 1889, p. 37.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) industrial archeology
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES circa 1889

BUILDER/ARCHITECT King Iron Bridge Company,
Cleveland, Ohio

STATEMENT OF SIGNIFICANCE

The Bennies Hill Road Bridge is the larger of two bowstring arch truss bridges in the county. Since the destruction of the Keysville Road Bridge, a twin arch column bridge, and relocation of the Detour Bridge, the Bennies Hill Road Bridge and Crum Road Bridge are the only two known bow arch bridges in Maryland situated in their original location. As such, the preservation of these bridges is important in documenting the history of bridge engineering design in Frederick County and the State of Maryland.

The bowstring arch truss bridge was a popular design for the King Iron Bridge and Manufacturing Company. Its founder, Zenas King, patented the Tubular Arch Bridge in 1859, and the company began manufacturing bridges at the rate of approximately twenty-five per year. But by 1874 when the company's catalog was published, 250 to 300 bridges in Tubular Arch style were being built a year. By 1884 King Iron Bridge and Manufacturing Company was one of the largest highway bridge works in the United States.¹ There are two other bridges in Frederick County known to have been built by the company and one more is attributed. However, the Bennies Hill Road Bridge is by far one of the finest examples of early iron truss bridge construction remaining in Frederick County, Maryland.

¹ Dan Deibler, Metal Truss Bridges in Virginia, 1865-1932, (Virginia Highway and Transportation Research Council, 1975), p. 35.

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Frederick County

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MAJOR BIBLIOGRAPHICAL REFERENCES

Deibler, Dan. Metal Truss Bridges in Virginia, 1865-1932. Vol. I.
Virginia Highway and Transportation Research Council, 1975.

Jackson, Donald. "Railroads, truss bridges and the rise of the civil engineer."
Civil Engineering (October, 1977), 97-101.

Meeting minutes of the Frederick County Commissioners, 1882-1889.

The Frederick Examiner, Wednesday, September 13, 1854.

