

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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DATE ENTERED

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

1 NAME

HISTORIC Casselman Bridge, National Road

AND/OR COMMON Casselman Bridge, National Road

2 LOCATION

STREET & NUMBER One-half mile east of Grantsville, Md. on Route 40

CITY, TOWN Grantsville ___ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

___ VICINITY OF 6th

STATE Maryland CODE 24 COUNTY Garrett CODE 023

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 checked="" type="checkbox"/> PARK
<input 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 checked="" 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Garrett County Commissioners

STREET & NUMBER Courthouse (3rd Street)

CITY, TOWN Oakland STATE Maryland 21550
___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Garrett County Courthouse
REGISTRY OF DEEDS, ETC.

STREET & NUMBER 3rd Street

CITY, TOWN Oakland STATE Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey

DATE 1968 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Library of Congress/Annex, Division of Prints and Photographs

CITY, TOWN Washington STATE D.C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" 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 Casselman Bridge, a large single arch structure, erected in 1813, extends some 354 feet; the bridge spans the Casselman River. Stones are laid in an irregular ashlar style. The height of the bridge is approximately 30 feet, at the chord of the arc to the waterline below, while its width, at the entrances of the bridge, is about 48 feet.

The Casselman Bridge is at present in relatively sound condition though its appearance has been slightly defaced by the growth of foliage on the bridge as well as the graffiti of tourists who visit the adjacent park. In 1911 the bridge was repaired but today remains essentially unchanged from the time of its construction. Six steel columns support the structure on either side and do not overtly detract from its appearance. The old National Road has been supplanted by the new Route 40 and in actuality no longer exists. There is, however, a small portion of the old National Road on either side of the entrances to the Casselman Bridge. The area surrounding the bridge has been made a public park and picnic tables sit in the area adjacent to the bridge. This public park is very well maintained and campers are frequent visitors throughout the summer months.

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 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 checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The National Road was the Federal Government's first experiment in public highway construction. Congress authorized the road's building in 1806 and by 1818 the road stretched from Cumberland, Maryland, to the Ohio River in what is today West Virginia. Because of the controversy regarding the propriety of the National Government's participation in public road construction the project was halted until 1828. The old National Road provided ready access to the trans-Appalachian Region and greatly stimulated its settlement and growth.

The Casselman Bridge was an integral part of the National Road. Probably the largest bridge of its type, at its completion, it possessed the largest stone arch in the United States. Built in the early 19th century, about 1813, the bridge remains a splendid paradigm of early American engineering prowess. A traveler of the period spoke of it in laudatory terms calling it simply "superb."

HISTORY

The Federal Government's decision to construct a road from Cumberland, Maryland, to the Ohio River was responsible for the erection of the Casselman Bridge. Cumberland had been chosen as the starting point for the new highway because a good road, the Frederick Pike, already ran from Baltimore to Cumberland. Construction of the National Road, or the Cumberland Road as Congress always referred to it, began in the spring of 1811 and the War Department exercised general supervision of the undertaking. Gangs of men, with their picks, shovels, oxen and horses, cleared the roadway leveled the hills and filled hollows. A path sixty-six feet wide angled its way northwest as the road moved toward the Pennsylvania border, climbing and descending one mountain after another. The actual roadway was thirty feet wide, and twenty feet of that width was covered with a layer of stones a foot to eighteen inches deep. The first ten miles had been completed by the fall of 1812, but the war of that same year delayed the building of the final fourteen and a half miles of the road to Pennsylvania.

No sooner had the Maryland section of the National Pike been completed, than a tidal wave of traffic moved across the highway. Great cargo wagons filled the road; some of them that passed over the Casselman Bridge were drawn by twelve horses and carried ten-ton loads. Smaller wagons, stage-coaches and droves of animals also crossed the bridge. Most movement on the

(Continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- A History of Road Building in Maryland (Baltimore, 1959).
 "Uria Brown's Journal," Maryland Historical Trust Magazine X (Sept., 1915).
 Archer B. Hulbert, The Old National Road--The Historic Highway of America
 in Publications, IX (1901).
 Mrs. Carrol Miller, "Romance of the National Pike," Western Pennsylvania
 Historical Magazine, 1-37.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

UTM REFERENCES

A	17	659300	4395400	B	17	659000	4395860
C	17	659000	4395860	D	17	6593100	4395400
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph Scott Mendinghall, Historian

ORGANIZATION

Historic Sites Survey, National Park Service

DATE

5/3/76

STREET & NUMBER

1100 L Street NW.

TELEPHONE

202-523-5464

CITY OR TOWN

Washington

STATE

D.C. 20240

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

9/20/83

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC
 LANDMARKS)

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

road ceased when night fell and the inns and taverns along the highway became crowded. One evening, an inn on Negro Mountain, its 2,328-foot summit being the highest mountain crossed in Maryland, not only gave hospitality to drivers and travelers but also had thirty-six horse teams in the wagon yard, a hundred mules in the barn, a thousand hogs in one enclosure and as many cattle and sheep in the adjacent fields. Traffic moved east and west over the artery with greater speed and ease than ever before, and probably numerous users of the road thought that "the goodness of God must surely have been in the Congress with the measures to finance the construction of the Cumberland Road."

The National Road in Maryland, as well as in other states through which it passed, required constant repair. In addition to the damage incurred from landslides and heavy rains, the constant movement of wagons tended to damage the pavement. Wagons that locked their wheels in descending the many hills cut deep ruts in the roads surface, for example. As a result, in the 1820's and early 1830's laborers practically rebuilt the road, especially during the later period. With the completion of the repairs undertaken in 1831, the United States turned that portion of the National Road located in Maryland over to the state.

The Casselman Bridge, like the road, continued to serve the traveler for many years after Maryland assumed control of her section of the National Road. Indeed, the bridge remained in use until 1933, when the state supplanted it with a concrete and steel structure. The Casselman Bridge now stands as a reminder of the era of the National Road in Maryland.

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CONTINUATION SHEET

ITEM NUMBER

PAGE

The boundary of this NHL is limited to the bridge proper and all land within 50 feet of the structure. Including this land around the bridge is appropriate because alteration of it could easily affect the foundations and hence the integrity of the bridge.