

PH 0665398

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED MAR 22 1978
DATE ENTERED SEP 13 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC

Jericho Covered Bridge

AND/OR COMMON

Franklinville Road Bridge No. 4

2 LOCATION

STREET & NUMBER

Franklinville Road, 0.24 miles southeast of

Jerusalem Road

CITY, TOWN

Jerusalem

VICINITY OF

Second

STATE

Maryland

CODE

24

COUNTY

Baltimore-Harford

CODE

005-025

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME Baltimore County/
Harford County - Joint Tenants

c/o Mr. Ernest Radoci, Chief
Structural Design & Approval Sec.

STREET & NUMBER

c/o Baltimore Cnty. Dept. of Public Works, 111 W. Chesapeake Avenue

(Mail stop 1204)

CITY, TOWN

Towson

VICINITY OF

STATE

Maryland 21204

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Baltimore County Courthouse

STREET & NUMBER

CITY, TOWN

Towson

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Buildings Survey

DATE

1930's

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Library of Congress

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Jericho Covered Bridge carries Franklinville Road (formerly Jericho Road) across the Little Gunpowder Falls .24 mile southeast of Jerusalem Road between Baltimore and Harford Counties, Maryland. It is a Burr arch through truss, named for the inventor of the support design, Theodore Burr of Pennsylvania. Burr began to develop the style in 1803 and patented it in 1804. He later practiced bridge building in Maryland, constructing a notable span over the Susquehanna at Port Deposit. In Burr's technique, a series of king-post trusses was combined with a long wooden arch, a mixture that resulted in a stronger bridge. Single king posts had been used since the Middle Ages for short crossings. The pioneering and innovative bridge builders of the nineteenth century learned that it was possible to combine a series of structural triangles, king posts or queen posts, into a unified span. 1



Burr's "truss," the arch, upper chord and the diagonals of the truss withstand forces of compression; the vertical members of the truss and lower chord withstand the forces of tension. 2

By combining the rectangular frame or truss with the arch. . . Burr was being somewhat cautious. As Ithiel Town demonstrated with his lattice truss, wood trusses of reasonable span could stand alone. 3

Bridges of this type were strong, but the wood tended to weather rapidly, and builders adopted the European technique of roofing them over and boxing them in to protect both structural members and deck.

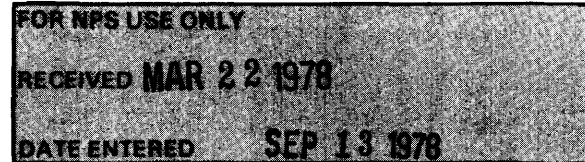
Jericho Covered Bridge was built some 61 years after the Burr truss was invented. It is 87 feet 6 inches long in its truss portion with an additional six feet of length devoted to the overhanging entrance roofing at each end, making a maximum length of 99 feet 6 inches. The bridge flooring is 15 feet above river level. Internal width is 17 feet, with 14 feet 10 inches clear road width. Overhead clearance is 12 feet 4 inches at the centerline of the roadway and 10 feet at the curb line.

Functionally, each of the two trusses consists of ten king-post panels, including the half-panels at each end. Four wooden arches are bolted to the upright members of the multiple king-post system, two arches on each side of the roadway, one arch on each side of each truss.

Both trusses and arches rest on stone-masonry abutments.

See Continuation Sheet #1.

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Baltimore/Harford Counties

CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

DESCRIPTION (Continued)

A number of steel tie rods were added as part of the repairs carried out circa 1937 to link the upper chord to the vertical members. These elements would not change the classification of the bridge from a pure Burr arch through truss. (Note: One published article erroneously calls this span a Burr-Howe Truss, but a Howe Truss incorporates iron or steel vertical members.)

Flooring is timber of 3 by 10 inch size, full dimension. The flooring is supported by six steel I-beam stringers with timber nailing strips attached, the steel members added circa 1937 after the beginning of the automobile era. (The stringers are members that run lengthwise through the bridge.)

Size 8 I 18.4 steel stringers
3-3/4 inch X 8 inch timber nailers
Spacing 3.0 feet center to center
Condition Good (1973)

The floor beams supporting the stringers are of steel. Technical data gathered in 1966 and revised in 1973 follows:

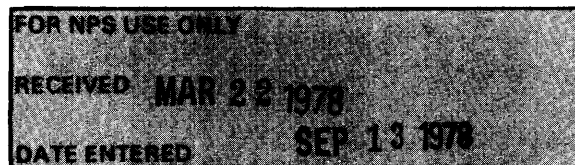
Type Steel WF beams
Size Approximately 6-3/4 inches X 12 inches
X 1/4 inch thick fl.
Spacing 8 feet 9 inches center to center
Condition Good

The lower chord of the bridge is 12 by 12 inch timber.

The bridge is roofed with one inch of sheathing and shingle; sidewalls are of vertical board. The "unusual" features of the bridge, according to Jane Plant, writing in 1954, were the sloping portals and the narrow-strip flooring; that decking, of one-inch by two-inch oak strips, has since been replaced by heavy plank, laid transversly to the principal axis.⁴

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Maryland

CONTINUATION SHEET ITEM NUMBER 7 PAGE 2

DESCRIPTION (continued)

The 1973 structural report stated that the bridge was unsafe for bus or truck traffic because of cracked and rotting timber. A 6-foot length of one timber-arch member was found to suffer from cracking (downstream side). This and the heavy repairs to the lower chord of the truss nearby indicate possible failure damage. The downstream arch was found to be affected with rot at the bearing on the south abutment.⁵ Whether by mistake or design, the vertical board siding does not extend down far enough to afford protection to the arch bearing.

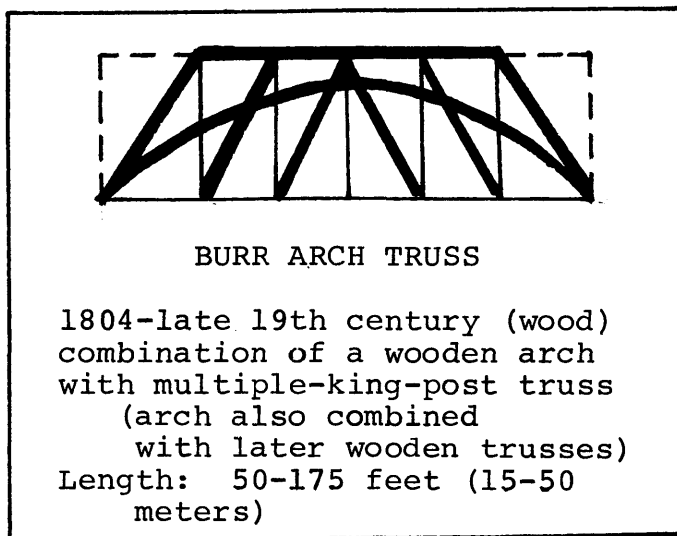


Figure 1.
BURR ARCH TRUSS

Heavy lines are members that withstand forces of compression. Lighter lines are members that withstand forces of tension.⁶ There is no stress on members represented by dotted lines.

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DESCRIPTION (Continued)

Footnotes

- 1 T. Allen Comp and Donald Jackson, Bridge Truss Types (Nashville, 1977), p. 2.
- 2 Comp and Jackson, Bridge Truss Types, pp. 2, 5.
- 3 Theodore Anton Sande, Industrial Archaeology (Brattleboro, Vermont, 1976), p. 94.
- 4 Jane Plant, "The Peace and Charm of Our Covered Bridges," American, Baltimore, April 4, 1954.
- 5 Baltimore County Bridge Department, "Bridge Reconnaissance and Rating Report," and "Structure Inventory & Appraisal Sheet," 1973. Updated, 1977.
- 6 Comp and Jackson, Bridge Truss Types, Diagram 9, p.5.

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 type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1865 BUILDER/ARCHITECT Thomas F. Forsyth

STATEMENT OF SIGNIFICANCE

While not one of the engineering marvels of its class, the Jericho Covered Bridge is the last such span in either Baltimore or Harford Counties, and its basic structure is an authentic survival of the 19th century horse-drawn era.

A bridge had been requested by citizens of both Harford and Baltimore Counties in early 1864. At a session of the General Assembly on February 24 of that year, Mr. Hitchcock of the House of Delegates "presented a petition from citizens of Harford County praying for a law to authorize the commissioners of Harford and Baltimore Counties to make an appropriation for a bridge over the Little Gunpowder Falls."¹

Mr. Pearce of Baltimore County presented a petition from D. S. Gittings and forty persons of Baltimore County, "praying the passage of an act to build a bridge across the Little Gunpowder Falls, between Baltimore and Harford Counties."

A bill was drawn up under the title: "An Act to Authorize the Commissioners of Baltimore and Harford Counties to construct a bridge across the Little Gunpowder Falls, between Jericho and Jerusalem Mills, and to levy a sum of money therefore."²

The bill was read twice, ordered to be engrossed for a third reading, read again, and passed on March 4, 1864.

Dr. David Sterett Gittings, whose name headed the list of petitioners was a prominent citizen, a graduate of Edinburgh University (1818) and a resident of Roslyn estate on Joppa Rolling Road (since renamed Bradshaw Road) at Upper Falls. Possibly the persons who dwelt between two toll roads, as did Dr. Gittings, wanted a free crossing somewhere nearby so they could avoid paying tolls on the Jerusalem Pike or Philadelphia Turnpike. The 1850 map of Baltimore County by J. C. Sidney and the 1857 map by Robert Taylor showed a road crossing Little Gunpowder Falls upstream of Jericho; possibly that crossing was a ford, or else a bridge had stood there and washed out.

The Little Gunpowder valley was in the 18th and 19th centuries the scene of several industries, with a flour mill at Jerusalem, a spade factory and wrought iron works at Franklinville and two cotton factories: Jericho

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #10

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre

UTM REFERENCES

A 18 | 38,06,10 | 4,36,84,8,0
 ZONE EASTING NORTHING

B [] | [] | []
 ZONE EASTING NORTHING

C [] | [] | []
 ZONE EASTING NORTHING

D [] | [] | []
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
Maryland	024	Harford	025
Maryland	024	Baltimore	005

njm

11 FORM PREPARED BY

NAME / TITLE

John W. McGrain, Executive Secretary, Landmarks Preservation Commission

ORGANIZATION

DATE

Office of Planning and Zoning

July 1977

STREET & NUMBER

TELEPHONE

County Courts Building, 401 Bosley Avenue

494-3495

CITY OR TOWN

STATE

Towson,

Maryland 21204

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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

John N. Pearce 3/16/78

TITLE STATE HISTORIC PRESERVATION OFFICER

DATE

FOR NPS USE ONLY

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

R. B. Rethig

DATE 9/13/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST: William Kellovich

DATE 9/11/78

KEEPER OF THE NATIONAL REGISTER

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STATEMENT OF SIGNIFICANCE (continued)

and Franklinville. Each mill town spawned a cluster of workers' houses, various outbuildings, sheds, stores, dams, races, sluices, forebays and tailraces. The area was also noted for its series of Biblical names, which included Joppa and Egypt along with Jerusalem and Jericho already mentioned.

The records of the county commissioners trace the history of the bridge. The estimated account for 1865 showed a \$2,000 "special appropriation" for the bridge between Jerusalem and Jericho.³

On June 17, 1865, the first advertisement for proposals appeared in the local papers:

To Bridge Builders

OFFICE COMMISSIONERS OF BALTIMORE CO.

Towsontown, June 7th 1865

Proposals will be received at this office on the 5th day of July next, at noon,

for the erection of a WOODEN BRIDGE, of about eighty (80) feet span to be covered with shingles, and weatherboarded, with stone abutments, about fifteen feet high, well cemented, over the Little Gunpowder Falls, between Jericho and Jerusalem Mills. Persons proposing will submit plan, &c.

June 17.--3t

J. F. COCKEY, President (4)

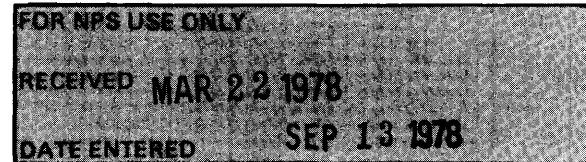
The commissioners' records for July 5 show that Hugh Simms was appointed to superintend the building of the bridge and the contract was awarded to Thomas F. Forsyth.⁵

Simms was owner of the Franklinville Cotton Factory downstream of the proposed bridge site. Houston's 1867 city directory listed Thomas Forsythe as a "machinist" at 116 North Bond Street, and he was listed in the 1877 patron list in Hopkins' atlas as a resident of Pikesville and still a machinist; he had moved there that year from his native Baltimore City. The newspapers reported the award of contract:

See Continuation Sheet #5

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STATEMENT OF SIGNIFICANCE (continued)

COUNTY COMMISSIONERS.--The Board at their session on Wednesday, 5th inst. awarded the contract for the building of the bridge between Jericho and Jerusalem Mills, to Mr. Thomas F. Forsyth. Mr. Hugh Sims. of Franklin Factory, was appointed to superintend the work.⁶

The commissioners' records of the award are very brief:

That the contract to build a bridge over Little Gunpowder falls between Jericho and Jerusalem be awarded to Thos. F. Forsyth at Three thousand 125 dollars, one thousand dollars to be paid when the abutments are finished and the material to complete the bridge is placed on the ground where the bridge is to be erected. The balance to be paid when the bridge is finished. Harford County and Baltimore County to pay the bridge in equal proportions.⁷

Part of the project was completed by October 13, when the commissioners resolved:

That the treasurer pay Thos. F. Forsyth Five Hundred Sixty Two 50/100 dols. on a/c of Bridge over Little Gunpowder between Jericho and Jerusalem.⁸

The entire span was completed by December 5, when the commissioners resolved:

That the Treasurer pay Thomas F. Forsyth one thousand dols, in full of Balto. County's portion for building a bridge over the Gunpowder falls between Jericho & Jerusalem.⁹

At the same session, they received two varieties of Bridge Report:

Upper Falls, Balto. Co.
1st Dec 1865

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STATEMENT OF SIGNIFICANCE (continued)

To the Hon the Commissioners
of Baltimore County

Gents. The undersigned being appointed by your Honorable body and also by the Hon. Commissioners of Harford County, Examiners of the Bridge and filling connected with it, over the falls of Little Gunpowder between Jericho and Jerusalem Mills, have the honor to report, that the bridge is finished and is a very substantial structure, finished according to the specifications and contract and reflects great credit upon Mr. Forsyth the Builder; the filling is nearly finished and when completed will be fully up to the contract, the filling being so nearly finished and the contractors being highly responsible gentlemen we recommend you to settle their account as well as that of the Contractor for the Bridge.

Hugh Simms
Edw. H. Beans¹⁰

... the filling up of both ends of the bridge is finished fully up to the contract; no pains having been spared to make it fully satisfactory ...¹¹

Contractor for the filling operation was a Mr. Haskins. The Maryland Journal contains no reference to the completion in the weeks and months following the payment of the contractor.

During the early automobile era, the bridge was strengthened, and in 1937, a Sun correspondent stated that the bridge at Jerusalem

is by far the best kept in Maryland. Thanks to recent repairs which include a reinforcement of the original bow-string arch with a queen-post truss, the addition of some metal braces and tie-rods, the laying of a new floor and the raising of new walls, it should stand for decades to come. Due to the very completeness of the repairs, however, it is not at the moment among the most picturesque; it looks too new.¹²

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STATEMENT OF SIGNIFICANCE (continued)

Hervey Brackbill, the Sun writer, seemed to scramble some technical terms -- there isn't any queen-post truss -- but his story pins down the repair date more accurately than any papers available in the county records. He also interviewed an elderly gentleman of the neighborhood and asked of the dark black box was afflicted with ghosts.

"Yes" was the gruff reply. "Parkers!"

"Parkers?" Brackbill smelled a story. "Who was Parker and what did he do?"

"Parkers, parkers," came the retort. "Automobiles. Young fellows and girls. They drive in the bridge at night and park, and the Lord knows what they don't do."

The youth of Maryland, using modern conveniences was still living up to the old remantic traditions of the state's covered bridges.¹³

The repairs were most likely carried out in 1937, as the annual report of the county roads engineer shows nothing spent over 1934-1935, and only \$47.75 in 1936. In the year ending December 31, 1937, a total of \$1,969.72 was spent on the bridge, followed by nothing in 1938.¹⁴

On the other hand, the date of repair was given as 1935 in an undated clipping from one of the town papers in the Bel Air public library:

The old covered bridge leading from Jerusalem to Jericho is in excellent shape having been repaired and strengthened to 20-tons capacity during the W.P.A. program of 1935. Ladies belonging to the Garden Club strongly urged that the bridge be preserved as a relic and this suggestion was followed. Strengthening and repairing the span cost many thousands (missing words) consequence the former W.P.A. administrative staff, and all road workers formerly carried under that department have been paid entirely from Harford County funds.¹⁵

As the number of such bridges dwindled--there was once a total of fifty in Harford County--Jericho Bridge attracted more attention from photographers and writers. When it was featured in the Washington Star in 1952, it was painted white; it was a deep green when photographed in 1964, and later became a deep orange-red, much splotched by names,

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STATEMENT OF SIGNIFICANCE (continued)

mottoes and personal messages now dignified by the name graffiti.¹⁶

The bridge is often spoken of as historic, although no specific events are associated with it. There have been erroneous stories that James Mahool, owner of Franklinville Cotton Factory, died when his horse bolted in the covered bridge; but that fatal accident took place ten years before the bridge was built, and on the Philadelphia Turnpike. Harry Gilmor's Confederate raiders reputedly galloped across the bridge, but they were more than a year too early; they did indeed raid the Jerusalem Mill on July 11, 1864.¹⁷ There have even been legendary visits from George Washington.

- ¹ Proceedings of the House of Delegates, 1864, Annapolis, P.521.
- ² Proceedings of House, 1864, p. 689.
- ³ County Commissioners, Journal of Proceedings, Records Management Office, Towson, 1:171.
- ⁴ Maryland Journal, Towson, July 1, 1865, p. 3, col. 4.
- ⁵ County Commissioners, Journal, 1:186.
- ⁶ Maryland Journal, July 8, 1865, p. 2, col. 5.
- ⁷ County Commissioners, Journal, 1:197.
- ⁸ " " " 1:199.
- ⁹ " " " 1:215.
- ¹⁰ " " " 1:218.
- ¹¹ " " " 1:224.
- ¹² Hervey Brackbill, "Maryland's Covered Bridges," Sun, October 17, 1937.
- ¹³ Brackbill, 1937, Also, Richard Sanders Allen, Covered Bridges of the Middle Atlantic States (New York, 1959), pp. 47-49.

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STATEMENT OF SIGNIFICANCE (footnotes continued)

14 Annual Report of the Roads Engineer of Baltimore County for the Year Ending December 31, 1937 (Towson, 1938), p. 8. Also, reports of 1934, 1935, 1936, 1938.

15 "The Best of Harford County's Remaining Covered Bridges," Bel Air, n.d.

16 "Bridges into the Past," Jane Plant, Washington Star, Pictorial Magazine, November 30, 1952, p. 6.

17 Robert E. Michel, Colonel Harry Gilmore's Raid Around Baltimore (Baltimore, 1976), p. 11.

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p. 8. Also reports for 1935, 1936, 1938.

"The Best of Harford County's Remaining Covered Bridges" Bel Air, n.d.,
clipping in VF of Harford County Public Library, Bel Air.

Brackbill, Hervey "Maryland's Covered Bridges," Sun, Baltimore,
October 17, 1937.

Comp, T. Allan, and Jackson, Donald Bridge Truss Types. Nashville,
Tenn., 1977; p.2.

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Records Management Office, Room 10, Towson Courthouse.

"Covered Bridge and a Half Owned by Harford County." Unidentified
Bel Air newspaper clipping, June 17, 1949. VF of Harford
County Public Library.

"Franklinville, Jericho Is Last Covered Bridge to Survive Here."
The Aegis, Bel Air, February 10, 1977, p. B-1.

Maryland General Assembly. Proceedings of the House of Delegates,
1864. Annapolis, 1864; pp. 689, 521, 753.

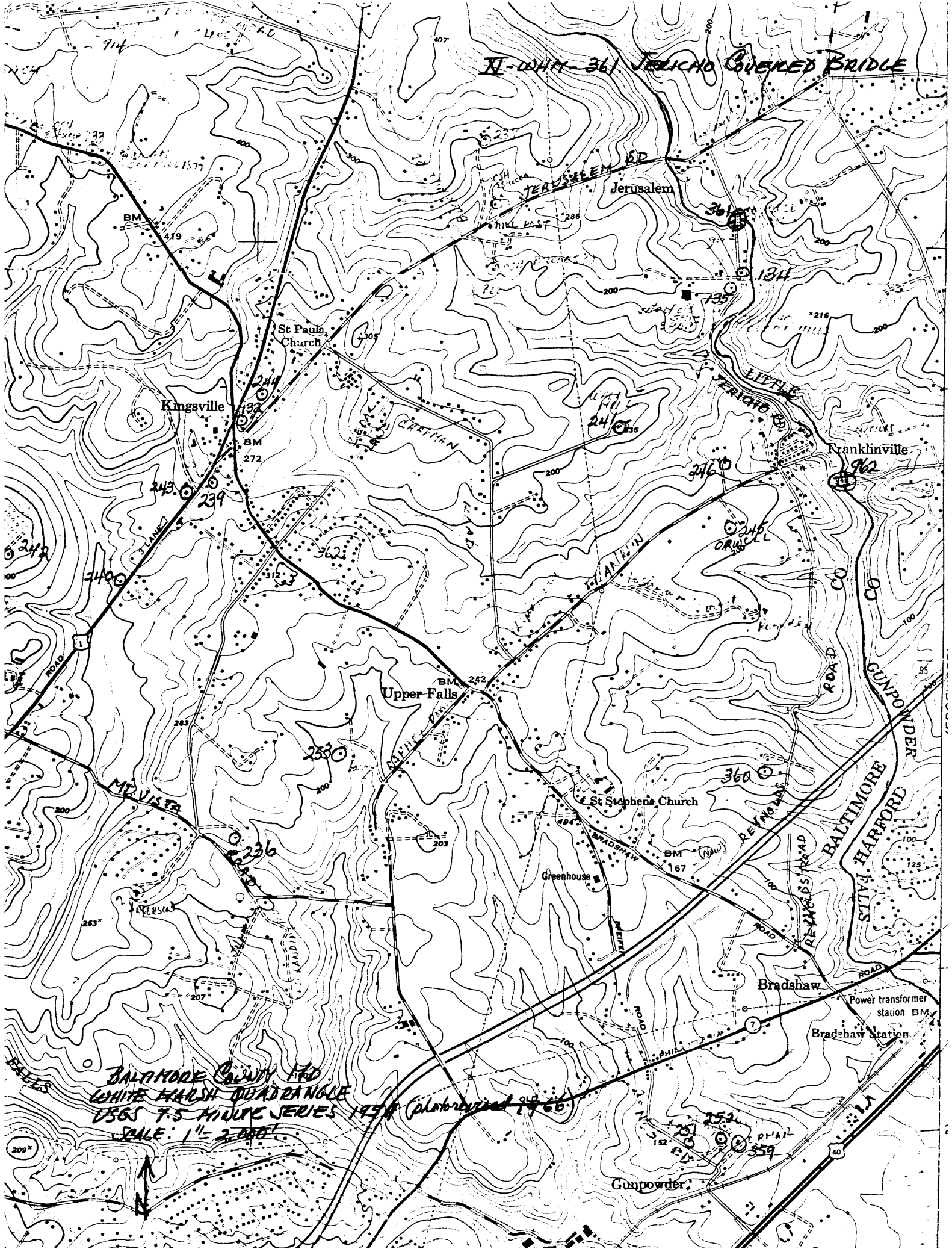
Michel, Robert E. Colonel Harry Gilmore's Raid Around Baltimore.
Baltimore, 1976; p. 11.

Plant, Jane. "Bridges into the Past." Washington Star Pictorial
Magazine, November 30, 1953; p. 6.

Sande, Theodore Anton. Industrial Archaeology. Brattleboro, Vermont,
1976; p. 94.

Sears, David F. "Maryland's Covered Bridges." Portals, September,
1964.

II-WM-361 JERICHO COVERED BRIDGE



BALTIMORE COUNTY MD
WHITE MARSH QUADRANGLE
USGS 7.5 MINUTE SERIES 1954 (revised 1966)
SCALE: 1" = 2,000'

