

CAPSULE  
MA & PA RAILROAD TRESTLE ABUTMENTS

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The juncture of the historic Ma and Pa (Maryland and Pennsylvania) line with the equally historic York Turnpike is marked by massive stone abutments which supported at least one if not two early trestles. They stand as proof that Towson has been a cross-roads community in successive eras of transportation and are reminders of a by gone time when the train was a principal means of travel and communications.

Given the long history in this county of using native stone as a construction material, and the importance of the railroad age, it is hoped that these constructions will be allowed to survive. Their strategic location on either side of the main road at the south end of the town suggests an "entrance gate" which future planners should utilize.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Ma and Pa Railroad Trestle Abutments

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

York Road

CITY, TOWN

Towson

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

Ninth

STATE

Maryland

COUNTY

Baltimore

**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 checked="" type="checkbox"/> UNOCCUPIED	<input checked="" 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	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME

Donnelly Advertising Corporation of MD. Telephone #:

STREET & NUMBER

CITY, TOWN

\_\_\_ VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

County Courts Building

Liber #: 3721

Folio #: 405

STREET & NUMBER

CITY, TOWN

Towson

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**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 checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE Jan., 1979

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

That portion of track which crossed the York Road through Towson did so by way of a plated girder bridge. The bridge itself was dismantled in 1959 (reported by the Baltimore Sun newspaper to have then been 58 years old) and is now survived only by the massive stone abutments which supported it.

These abutments stand on the east and west side of the road and are each built into a bank. Measuring from the curb, the east one stands at a distance of 10 $\frac{1}{2}$  feet away, while the west one stands 15 $\frac{1}{2}$  feet away. The stones are roughly cut on three sides and have been cornered on the outer edges. At least two periods of grouting have been observed, the first being a simple ridge bead, the second and most recent being a more decorative bead.

The top half of the "T" shaped abutment on the easternmost side runs parallel with York Road and measures 13 feet high, 19 feet 2 inches long, 5 feet 9 inches wide and has a 6 to 8 inch lip. The distance from the north and south ends of this top portion to the stem measures 5 feet. Two blocks approximately 2 feet square and 1 foot thick are mounted on either end. The stem itself is 14 feet long and runs at an approximate 75 degree angle to York Road.

A remaining portion of a cast iron Victorian fence stands along York Road just north of the abutment. Certain Victorian characteristics include scroll work between each spike and fleur-de-lis patterns. The spikes stand 6 $\frac{1}{2}$  feet high and the entire fence is 10 feet long.

The westernmost abutment is very similar to the other, however, some measurements differ. The height of the portion facing York Road is 14 feet 3 inches, it is 5 $\frac{1}{2}$  feet wide and measures 4 $\frac{1}{2}$  feet from the north and south ends to the stem.

Longitudinal ties are still present, being one foot square and measuring 5 feet 3 inches from center to center. The cross ties are 8 feet square and are lap joined.

**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 checked="" 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" 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      c. 1901

BUILDER/ARCHITECT

**STATEMENT OF SIGNIFICANCE**

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**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Baltimore County Land Records  
 Hilton, George W. The Ma & Pa, A History of the Maryland and Pennsylvania  
 Railroad, Howell-North, Berkeley, California, 1963. Page 66,67

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

**VERBAL BOUNDARY DESCRIPTION**

See Attachment

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

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

WAYNE E. NIELD, II

D. Owings Schultz

ORGANIZATION HISTORIC TOWSON, INC.

DATE

January 1979

STREET &amp; 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

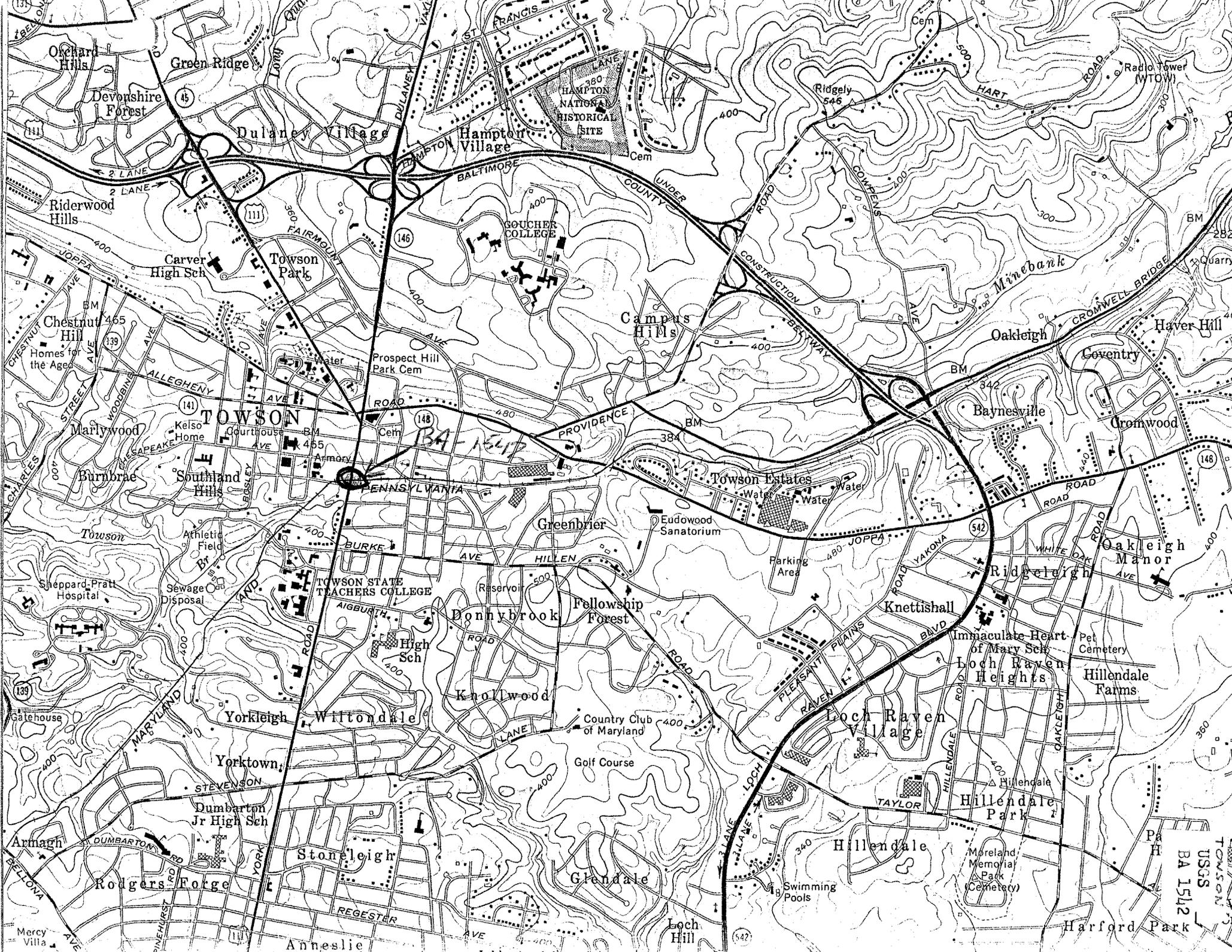
CHAIN OF TITLE FOR MA & PA RAILROAD TRESTLE ABUTMENTS  
Parcel 188, Map 70-A

<u>LIBER</u>	<u>FOLIO</u>	<u>DATE</u>	<u>GRANTOR</u>	<u>GRANTEE</u>
3721	405	July 1, 1916	Maryland & Pennsylvania Railroad Company	Donnelly Advertising Corporation of MD.

Beginning at the southeast  $1\frac{1}{4}$  perches line of a tract of land conveyed by Grafton M. Bosley to Enos Smedley by deed dated July 24, 1854 and recorded in land record 9, folio 222, Northwest 96 feet, Southwest 275 feet to the south side of Susquehanna Avenue, Southeast 97 feet to the northwest corner lot owned by William M. Isaac, Northeast 97.5 feet, Southeast 163 feet to the west side of the Baltimore and York Turnpike Road...Containing .29 acres Plus .04 acres.

Being the two lots conveyed by Enos Smedley and wife to the Baltimore and Delta Railway Company (predecessor of the Maryland & Pennsylvania Railroad Company):

120	591	July 6, 1880		
			Containing .29 acres	
129	587	June 20, 1882		
			Containing .04 acres	



BA-1541

BA 1542

USGS  
TOWSON