

Ma & Pa Bridge Abutments
HA 1891

The Maryland Central Railroad reached Pylesville from the north late in the year 1883, and by January 21, 1884, the difficult seven mile gap between Pylesville and Forest Hill was completed. Two sets of bridge abutments for the Maryland and Pennsylvania Railroad remain in Pylesville. The most readily seen are the set of concrete abutments that indicate where a bridge had been over Old Pylesville Road, just south of Ridge Road; traffic along the old main road must pass through the narrow opening between them. Located next to and parallel with the 1928 Old Pylesville Road bridge that is still in place, the second set of abutments supported the trestle over Broad Creek.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. HA 1891

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common Ma & Pa Railroad Abutments

2. Location

street & number Old Pylesville Road N/A not for publication

city, town Pylesville vicinity of congressional district 5th

state Maryland county Harford

3. Classification

Category	Ownership	Status N/A	Present Use N/A	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input 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 checked="" 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 checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name N/A

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title none

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. HA 1891

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Two sets of bridge abutments for the Maryland and Pennsylvania Railroad remain in Pylesville. The most readily seen are the set of concrete abutments that indicate where a bridge had been over Old Pylesville Road, just south of Ridge Road; traffic along the old main road must pass through the narrow opening between them. The southern-most abutment of this set is made of coursed long concrete blocks and extends into a concrete retaining wall that retains the hill/ridge upon which the railroad bed was made. Also made of long concrete blocks, the northern abutment of this set is wider at the bottom, tapering slightly to the top.

The second set of abutments are not as readily seen as the first set. Located next to and parallel with the 1928 Old Pylesville Road bridge that is still in place, these abutments supported the trestle over Broad Creek. The abutment on the south side of Broad Creek is again made of coursed long concrete blocks. The northern, however, is of coursed stone with concrete caps. Each of these has a wide base, tapering slightly to the top.

Following the Ma & Pa Railroad bed from south to north through town, the tracks paralleled Old Pylesville Road to the east, crossed the road at the southern set of abutments, and paralleled Old Pylesville Road to its west. A trestle was built through town which crossed Jack's Hole stream, the mill race, St. Mary's Road, Broad Creek, all in a very short distance. This trestle ended where the rise met the track heading north out of town.

8. Significance

Survey No. HA 1891

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 checked="" type="checkbox"/> 1700–1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input checked="" type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates **Builder/Architect**

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Maryland Central Railroad reached Pylesville from the north late in the year 1883, and by January 21, 1884, the difficult seven mile gap between Pylesville and Forest Hill was completed.¹ Service began between Baltimore and Delta that would continue for many years. With the twice daily stops of the Maryland Central (later to be named the Maryland and Pennsylvania), Sundays included, Pylesville was certainly a busier village than it is today. According to one life-time resident, Mrs. Olive McGreevy², eleven significant building structures have disappeared in the town in her lifetime; to include the gristmill, the Pylesville station, the cannery/creamery, a church which later became a dance hall, a blacksmith shop, the Robinson's feedmill warehouse, another warehouse for agricultural freight, the Rabbi's house (he blessed the dairy products heading to Baltimore), the original store, an icehouse, and several residences. With the exception of the mill and original store, these lost structures came into being as a direct result of the Ma & Pa and were dependent on the railroad for their continued existence.

Thanks to the railroad, larger markets for agricultural products were suddenly available for the hinterlands of Harford County. Dairy products were of the greatest abundance, dictating an early morning run. There was a reason that the train was fondly referred to as "The Milky Way". As a receiving station for the products of the many outlying dairy farms, Pylesville creamery, The Western Maryland Dairy, was the reason behind the train's daily scheduled stops. Prior to the creamery, a cannery (1890) occupied the site, processing corn, tomatoes and apples.

As with many rural towns in Harford County, this town peaked during the Ma & Pa era. The train snaked through the county, tying Pylesville and other rural towns and hamlets of the county to the cities and markets of Baltimore and York. These railroad bridge abutments are significant as they are remnants of by-gone rural village life in Harford County.

¹The Ma & Pa: A History of the Maryland and Pennsylvania Railroad, George W. Hilton. 1963

²Conversation with Mrs. McGreevy, May 10, 1995.

9. Major Bibliographical References

Survey No. HA 1891

See attached sheets

10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Delta

Quadrangle scale 24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

Two sets of railroad abutments: one at the southern end of Pylesville crossing Old Pylesville Road, the other across Broad Creek.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
<u>none</u>			

state	code	county	code

11. Form Prepared By

name/title Dianne H. Klair

organization Harford County Planning and Zoning date May 31, 1995

street & number 220 S. Main Street telephone (410) 638-3103

city or town Bel Air state Maryland

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.

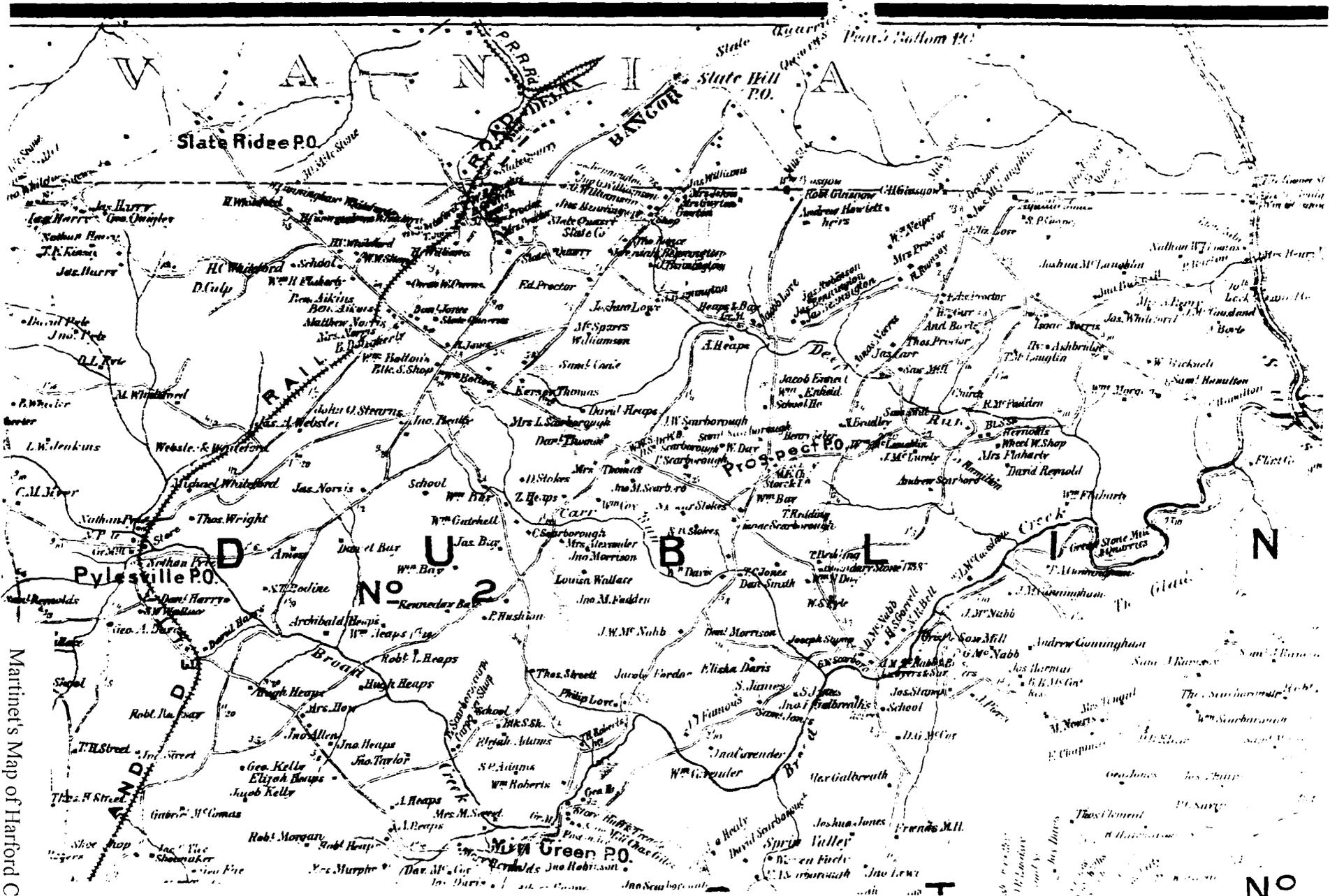
return to: ~~Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438~~

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
301-7600

BIBLIOGRAPHY

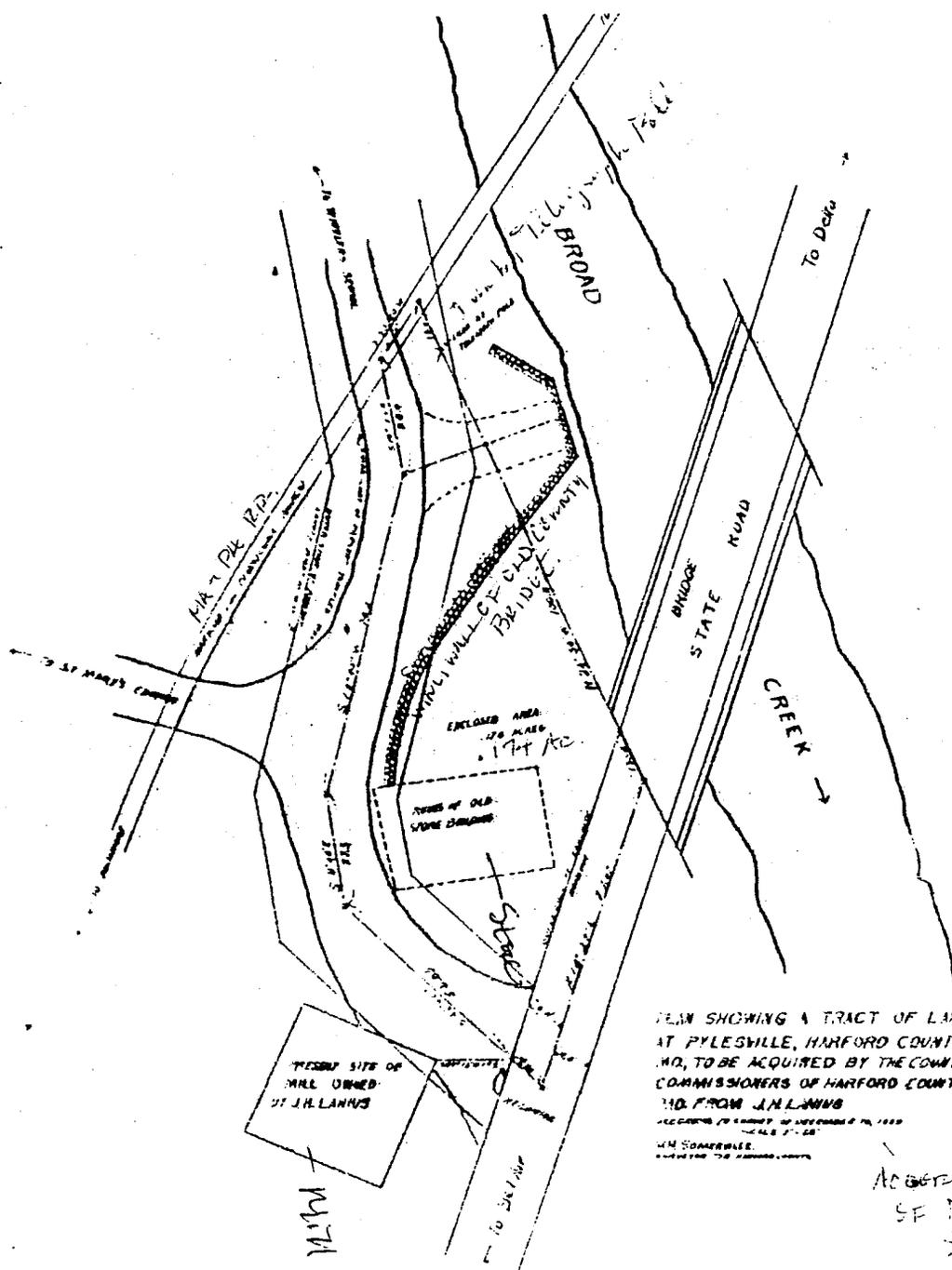
Interview with Olive McGreevy, May 10, 1995.

The Ma & Pa: A History of the Maryland and Pennsylvania Railroad, George W. Hilton. 1963.



Martinet's Map of Harford County
 1878
 (shows Ma & Pa route through
 Pylesville)

DECEMBER 19 1929



PLAN SHOWING A TRACT OF LAND
 AT PYLESVILLE, HARFORD COUNTY,
 MD., TO BE ACQUIRED BY THE COUNTY
 COMMISSIONERS OF HARFORD COUNTY,
 MD. FROM J.H. LANNIS
 ACCORDING TO ORDER OF JUDGE OF THE 1929
 SCALE 1" = 100'
 W.M. SOMMERVILLE

ACCORDING TO ORDER
 OF JUDGE OF THE 1929
 SCALE 1" = 100'

HA 1274

Plat of Road Improvements
 December 19, 1929
 (Shows route of Ma & Pa in
 relation to lost structures)

150 000 FEET
(PA.)

P E A C H B O

4399

4398

33 PENNSYLVANIA YORK CO 32 MARYLAND HARFORD CO

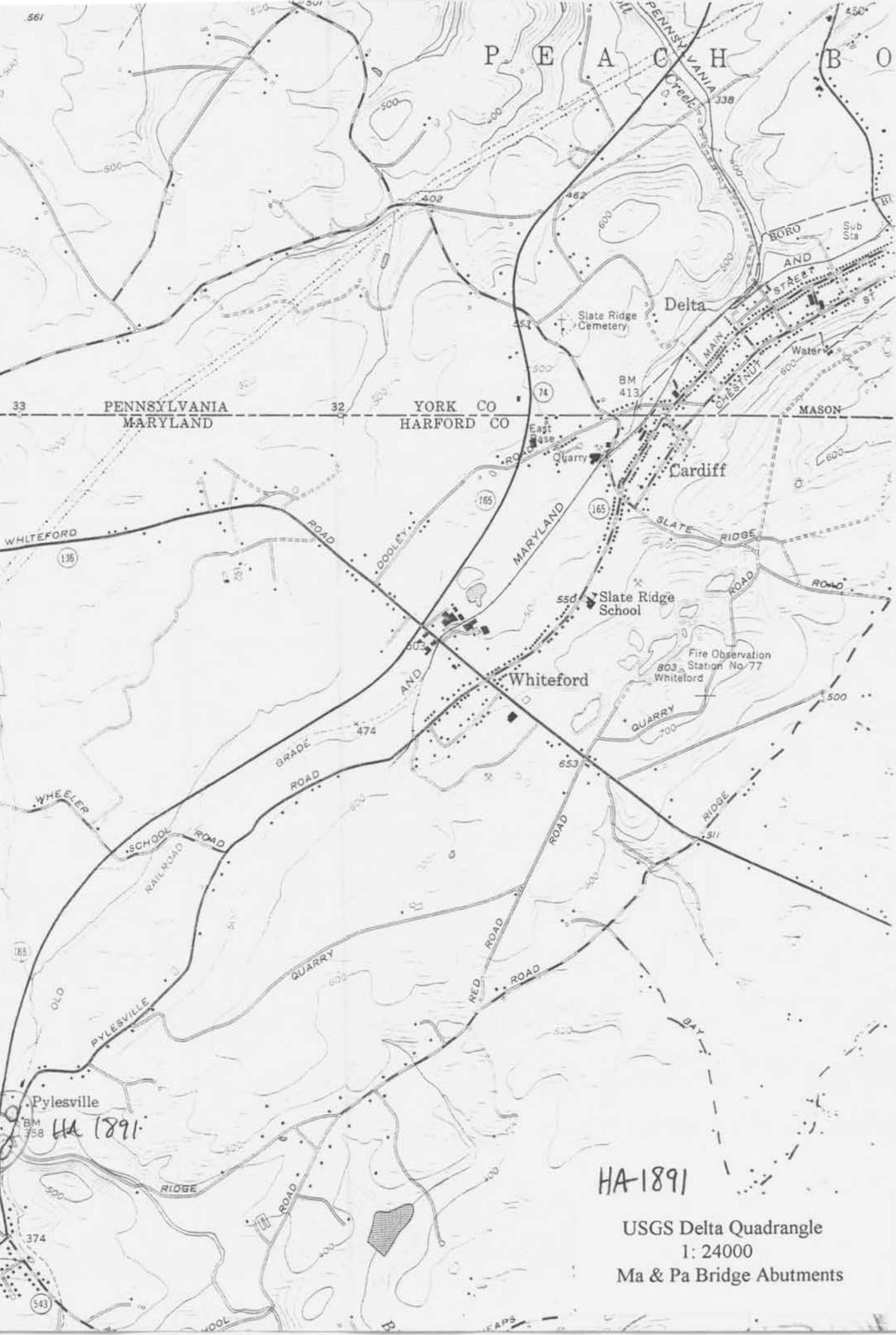
FIVE FORKS 3 MI
UNRAILION 0.6 MI.

42'30"

4396

4395

HILL 6.4 MI.
RYNER 2.1 MI.



HA-1891

USGS Delta Quadrangle
1: 24000
Ma & Pa Bridge Abutments



HA 1891

Mt. Pa. Railroad Monument,

Harper's Ferry, Md.

Location of monument

Aug. 1891 MHT, Maryland State

~~Charleston, W. Va. - 1891~~

View East from the monument to the Southern Railway

crossing Old Republic Road.

1891

1891



HA 1891

Mr. & Mrs. William H. H. H.
London St. N. W. Wash. D. C.
To be used for...

2000 ~~HT~~ Maryland SHPO

~~Chris Miller~~
1111 1st St. N. W. Wash. D. C.
Wash. D. C. 20004
Potomac River

2 3



A 1891

~~April 20th~~ MTT, Maryland SHIT

3