

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no

Property Name: Maryland and Pennsylvania Railroad Corridor Inventory Number: HA-29

Address: At Deer Creek on east side of MD 24 (Rocks Road) in Rocks State Park Historic district: yes _____ no

City: Jarrettsville Zip Code: 21084 County: Harford

USGS Quadrangle(s): Fawn Grove

Property Owner: Maryland Department of Natural Resources Tax Account ID Number: N/A

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: MD 24 at Rocks State Park Agency: MD State Highway Administration

Agency Prepared By: MD State Highway Administration

Preparer's Name: SHA Consultant Architectural Historian Rebecca Crew Date Prepared: 06/24/2013

Documentation is presented in: MIHP Form HA-29, on file at Maryland Historical Trust

Preparer's Eligibility Recommendation: _____ Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: _____ yes Listed: _____ yes

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description

The Maryland and Pennsylvania Railroad in the Deer Creek gorge is a section of a 75-mile long railroad that connected Baltimore, Maryland and York, Pennsylvania through a circuitous route through Harford County, Maryland. The most difficult terrain over which the railroad passed was the Deer Creek gorge in an area known as The Rocks, and this section between Ferncliff and Rocks Station was where the last rails were laid in December 1883 before regular service commenced between Baltimore, Maryland and Delta, Pennsylvania in January 1884. This section is now mostly within the area that has become Rocks State Park and parallels and crosses MD 24 (Rocks Road).

In the section of the railroad line within the Deer Creek gorge at the Rocks of Deer Creek, the railroad grade required filling, cutting, trestles, and a bridge in order to be level enough to allow passage of a steam-powered train. Terraced beds, held up by stone retaining walls, create a nearly flat route. The railroad's route also cuts through stone creating narrow, rock-sided canyons. The metal rails and gravel ballast are no longer extant, and while timber railroad ties can be found along the path, they do not comprise a significant feature. The present, informal use of the railroad's route as a walking trail is evident through small paths

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u>Jim Trumbo</u> Reviewer, Office of Preservation Services	<u>7/29/2013</u> Date
<u>B. Kintz</u> Reviewer, National Register Program	<u>7/31/13</u> Date

devoid of vegetation. The trail is not marked by blazes or other markers, and it is not mapped on the Rocks State Park trail maps, but the route is still present on topographic maps. The route can also be readily discerned on fall/winter aerial photographs (e.g. 4-29-2008) or when viewed at a low angle. Portions of the railroad grade from Ferncliff to Rock Station are on private property.

The stone retaining wall associated with the Copper Rock Trestle is immediately adjacent to Rocks Road, just south of the Carter Farm Bridge, adjacent to the property at 3228 Rocks Road. It ranges from about one foot tall to ten feet tall and is approximately 150 feet long. It exhibits re-pointing. The associated Copper Rock Trestle is no longer extant; the wood supports have been removed, but the rail bed above the retaining wall and between railroad cuts through stone can generally be read. Blast marks set perpendicular to the grain of the rocks can be found on the railroad cut north of the Copper Rock Trestle and on the exposed rock along Rocks Road opposite the Carter Farm Bridge.

The Wysong Trestle over Sharon Road is no longer extant, and its abutments were not noted in recent field investigations. A less formal retaining wall extends above Rocks Road between the Indian Echo Estates along the section of the road aligned east and west. The rocks are loosely set and approximately three feet tall and several hundred feet long. Heavy vegetation obscures their presence during parts of the year, but the retaining wall is visible as a shadow in bird's eye view aerial photographs.

The most prominent structure extant related to the railroad is the towering northeast abutment of the bridge that carried the railroad over Deer Creek. The abutment is located just down stream of the peak of The Rocks, the narrowest section of the Deer Creek gorge. The railroad needed to cross to the opposite side of the stream from Rocks Road because the gorge's bottom is too narrow at this point to accommodate a road and a railroad on the same side of the creek. The northeast bridge abutment is ashlar and built up and stands approximately 20 feet above the stream bed. The remaining west abutment is a stone retaining wall built into the river bank above Deer Creek and below MD 24 (Rocks Road). Some stones have become loose from the bank and fallen into Deer Creek. As evidenced by a 1957-58 photograph, a mortared ashlar abutment was also once present on the opposite stream bank between Deer Creek and Rocks Road, and supported the bridge over Rocks Road. No other features of the bridge, such as beams or trusses, are extant.

A large wooden water tank was formerly located along the railroad near the location of the former Ward House, on the east side of Deer Creek, south of the Rocks Station site. The water tank mostly likely occupied the location of the garage.

At the north end of the gorge, Rocks Station was a modest frame structure with vertical wood siding and a shed roof, located at a sharp curve in Rocks Station Road. It is no longer extant, and the railroad's path at the station location is evident as a distinct rise in elevation of Rocks Station Road to a broad bed that once contained the station, tracks, and siding. A change in the color of the ground from red clay to charcoal black marks the main track location. A well defined berm with a steep drop-off on the northwest side curves away from Rocks Station to the northeast. A concrete foundation related to a garage associated with the Rocks Station is extant on the surface at the base of the steep-sided railroad berm. The Rocks Station location is recorded as archeological site 18HA322.(1)

The associated Ramsay Hotel and Store was located on the opposite side of Rocks Station Road at a distinctive loop in the road, and was largely constructed below the level of the railroad bed. Its main entrance on the secondary story was at the level of the railroad bed, immediately across from the station. The structure burned in 1958. A small concrete stoop associated with the hotel at Rocks Station is extant on the surface, along with other below ground archeological remains (18HA323).(2)

Historic Context

The Maryland and Pennsylvania Railroad was a railroad line that connect Baltimore, Maryland to York, Pennsylvania via the

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Reviewer, Office of Preservation Services							Date						
Reviewer, National Register Program							Date						

farms of Harford County, Maryland and the slate quarries of Delta, Pennsylvania. The railroad was completed in 1884, but the name of the Maryland and Pennsylvania Railroad dates to 1901, the result of mergers of nineteenth century predecessors. In 1840, the Maryland General Assembly granted a charter to the Deer Creek Improving Company, which considered building a rail road, turnpike road or canal to improve the means of transportation, facilitating trade and travel through the Deer Creek Valley. (3) Interest in specifically bringing a railroad through northern Harford County can be documented as early as 1852, at which time a railroad connecting Baltimore to West Chester, Pennsylvania was planned. (4) The Maryland General Assembly granted a charter to the Maryland Central Railroad in 1867, but its route was to be from Baltimore to Philadelphia by way of Bel Air. In 1872, a Baltimore and Pennsylvania Narrow Gauge Railroad was planned that would access the Rocks, as well as numerous other strategic points. The railroad through northern Harford County would shorten the time to send goods to Baltimore from a couple of days to just a few hours, leading to the development of mineral and agricultural resources of the counties. Evans Stanley Rogers, ironmaster of the then operating La Grange Iron Works, intended to subscribe liberally to this project.(5) In 1877, he agreed to invest \$10,000 if the railroad came within three miles of his property and \$5,000 if it came within five miles.(6) In 1878 the directors of the Baltimore, Towsontown, Dulaney's Valley, and Delta Railway Company (which included Evans Stanley Rogers) and the Baltimore, Hampden, and Swan Lake Railway Company merged to form the Baltimore and Delta Narrow Gauge Railway Company. (7) Work between Forest Hill and the Rocks of Deer Creek began in 1879. (8) In 1882, the Baltimore and Delta railroad reached Towsontown, and this partial opening noted that the full completion of the railroad would reach the Rocks of Deer Creek, which "are not thought to be surpassed by any excursion point in the state". (9) The railroad was fully completed at the Rocks at the end of 1883, establishing daily service on January 21, 1884. (10) The line provided mail service, and it allowed for Harford County farms to specialize in dairy and other perishable goods. Industrial shipping was also a significant part of the line's business, particularly transporting slate from Delta, Pennsylvania.(11) In the early 1890s, the line briefly transported stone quarried by the Maryland Granite Company in the Rocks area.(12) The line became known as the Baltimore and Lehigh in 1894. The Maryland and Pennsylvania Railroad formed in 1901, merging the Baltimore and Lehigh Railway and York Southern Railroad. (13)

The trains of the Maryland and Pennsylvania Railroad, affectionately known as the Ma & Pa, were significantly faster than the non-mechanized transportation that preceded it, and like so many other railroads, its service peaked in the 1920s. Private automobiles became more widespread and made small railroads obsolete. The Rocks Station was closed in 1945. Passenger service on the Ma & Pa continued until 1954, and freight service continued until 1958. (14) By this time, the area surrounding the Deer Creek gorge had become Rocks State Park. Shortly thereafter, the rails were taken up and trestles and bridges were dismantled, but the railroad's grade remains identifiable on the landscape.

Significance evaluation

Pennsylvania's Bureau of Historic Preservation has published a Researchers Guide for Documenting and Evaluating Railroads. It establishes a historic district property type called a Railroad Corridor Historic District grouping together railroad buildings and structures. A Railroad Corridor Historic District shall have a justifiable beginning and ending point, be evaluated as a historic district, have historically provided significant rail service, and have a defensible period of significance. (15)

It is beyond the appropriate scope of this project to assess the entire line of the Maryland and Pennsylvania Railroad Corridor within Maryland, but a justifiable beginning and terminus of an evaluation area would be the Deer Creek gorge, because it was the last section of the railroad built, requiring relatively complicated engineering and cutting through rocks. This would be further defined as the railroad right-of-way between the Fern Cliff flag station and the Rocks Station. The above context indicates the Maryland and Pennsylvania Railroad provided significant rail service. The period of significance would be defined as 1883, when construction began in this area, to 1954, when mail and passenger service ended.

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Contributing resources of a railroad corridor historic district include all major built elements of the railroad constructed during the period of significance. Major built elements are those that were crucial to the continued operation of the railroad and directly related to its function. Major built elements may include depots, stations, freight and passenger platforms, bridges and viaducts, tunnels, major culverts, rail yards, interlocking towers, coaling facilities, catenaries, railroad shops, signal towers, freight houses, head or stub stations, train shed, and waterfront terminals, piers and docks. Only when there is significant engineering achievement involved are sections of the rail bed considered major built elements. The difficult terrain of the Deer Creek gorge would constitute engineering achievement, but it is not particularly significant. The construction date of 1882 places it in a time when there were over 93,000 miles of railroad in the United States. Erie, Pennsylvania's Kinzua Viaduct was constructed in 1882, becoming the nation's highest railroad bridge at 301 feet tall. A few years later, in 1890, Montana's Marias Pass allowed trains to cross the Rocky Mountains at an elevation of 5,216 feet above sea level.(16) By comparison, the pass through the Deer Creek gorge is not a significant engineering achievement, and therefore, the railbed is not considered a contributing element. At a Maryland level, the Maryland and Pennsylvania Railroad was built relatively late, and its engineering significance pales in comparison to structures such as the Baltimore and Ohio Railroad's Thomas Viaduct (BA-143/ HO80), which was built in 1835 and listed in the NRHP in 1966. Because the Maryland and Pennsylvania Railroad did not connect major popular centers to Baltimore, but mostly ran through farmland, it was required to use economical measures to accomplish its engineering. The loss of material integrity diminishes the ability of the Maryland and Pennsylvania Railroad Corridor to express its economical engineering.

Most of the major built elements of the Maryland and Pennsylvania Railroad in the Deer Creek gorge are no longer extant. The Fern Cliff Station was a flag station (consisting of a platform and a small shed for milk shipments) and is no longer extant. The Copper Rock Trestle is no longer extant, but a retaining wall associated with the trestle is located at approximately 3228 Rocks Road. As previously noted, the Maryland and Pennsylvania Railroad Bridge over Deer Creek at Rocks has been removed, but its large stone abutment is a well-known landmark. Therefore, the retaining walls and abutments that are associated with the Maryland and Pennsylvania Railroad in the Deer Creek gorge are the remaining built elements that could possibly contribute to a railroad corridor historic district, but they are only parts of major built elements, and they do not retain integrity of design, materials, workmanship, feeling, or association to convey the significance of the Maryland and Pennsylvania Railroad in the Deer Creek gorge.

As a comparison, two bridges and one trestle in the Pennsylvania section of the Maryland and Pennsylvania Railroad were listed on the National Register of Historic Places (NRHP) in 1995. These engineering structures retain levels of design and material integrity far surpassing that of the bridge abutments, retaining walls, and grade at the Maryland and Pennsylvania Railroad in the Deer Creek gorge. In Maryland, other abutments related to the Maryland and Pennsylvania Railroad exist at York Road in Towson (MIHP # BA-1542) and in Pylesville (MIHP# HA-1891) and stations related to the line remain at Forest Hill and in Baltimore City on Lake Avenue, but these are outside the current study area.

The Deer Creek Gorge section, consisting of the abutments, retaining walls, and railroad grade, are not eligible under Criterion A, as the abutments do not convey the potential significance that the railroad may have had. The Maryland and Pennsylvania Railroad was 75 miles long, connecting Baltimore and York through a circuitous route. Although the Maryland and Pennsylvania Railroad played a role in connecting the two states, as well as many small and larger towns within each state, the remnant structures in the currently surveyed section do not convey this significance. The Maryland and Pennsylvania Railroad Deer Creek Gorge section illustrates the scenic character of the railroad's route as it cuts through the gorge, and the abutments and retaining walls illustrate the economic use of locally abundant natural materials. However, the loss of major structural elements, such as the Rocks Station, the Pratt truss of the bridge over Deer Creek, the wood supports of the Copper Rock and Wysong Trestles lead to a lack of material and design integrity that more fully convey the setting, feeling, and association of the Maryland and Pennsylvania Railroad.

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The Maryland and Pennsylvania Railroad Deer Creek Gorge section is not eligible for the NRHP under Criterion B, as historic research indicates that the resource is not closely associated with significant persons who have made specific contributions to society within a regional or national context. Those persons who may be significant for their role in developing the railroad are not best represented by the remaining abutments, retaining walls, and railroad grade.

The Maryland and Pennsylvania Railroad, Deer Creek Gorge section is not eligible for the NRHP under Criterion C because they do not embody the distinctive characteristics of a type, period, or method of construction, or the work of a master. A "History of the Ma & Pa Railroad" contains an image of the bridge over Deer Creek as it functioned as a railroad crossing, showing its form as a Pratt truss. (17) According to "A Context for Common Historic Bridge Types", character-defining features of Pratt truss bridges include the truss form, method of connection, top and bottom chords, vertical and diagonal members, floor beams, and stringers.(18) None of these features are extant at this site. If the abutments retained the character-defining features of a Pratt truss bridge, the resource might be eligible as a bridge. Similarly, the wooden supports that formed the Copper Rock Trestle and the Wysong Trestle over Sharon Road are no longer extant. The Rocks Railroad Station and Ferncliff Flag Station are no longer extant. The retaining walls associated with the railroad in the Deer Creek gorge do not exhibit characteristics that elevate them to examples of a specific type of retaining wall significant for its architectural or engineering characteristics.

The Maryland and Pennsylvania Railroad, Deer Creek Gorge section was not evaluated for NRHP eligibility for listing under Criterion D as part of this assessment.

Endnotes

(1) Karl Franz and Tom Bodor, Supplemental Testing, Phase I Cultural Resource Investigations for Proposed Improvements to MD 24 from South of Stirrup Run to the St. Clair Bridge over Deer Creek, Harford County, Maryland. The Ottery Group for Maryland State Highway Administration May 2013, pg. 36.

(2) Franz, 13.

(3) "Laws Made and Passed by the General assembly of the State of Maryland, at Session Begun and Held at Annapolis, on Monday the 30th Day of December, 1839, and Ended on Saturday, the 21st Day of March. 1840." Published by Authority. Annapolis: William M'Neir, 1840. Volume 600, Chapter 215, Page 202-03. Accessed June 18, 2013, <http://aomol.net/megafile/msa/speccol/sc2900/sc2908/000001/000600/html/am600--202.html>

(4) "Rail Road Meeting." Harford Gazette and General Advertiser. 2 April 1852, Page 2.

(5) "Letter from Harford County: Rocks of Deer Creek. Harford County, Md." Correspondence of the Baltimore Sun. The Sun (1837-1987); May 22, 1872; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 1.

(6)"Local Matters: Brief Locals." The Sun (1837-1987); Mar 8, 1877; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 4.

(7) "Baltimore and Delta Narrow Gauge Railway." The Sun (1837-1987); Jun 4, 1878; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 1.

(8) "The Narrow-Gauge Railroad." The Sun (1837-1987); Mar 22, 1879; ProQuest Historical Newspapers: Baltimore Sun, The

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(1837-1987), pg. 1.

(9) "Baltimore and Delta Railroad: Opening of the Narrow-Gauge Steam Line." Reported for the Baltimore Sun. The Sun (1837-1987); Apr 18, 1882; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 1.

(10) "Maryland Central Road: Improved Mail Facilities for Harford County." Correspondence of the Baltimore Sun, The Sun (1837-1987); Jul 9, 1883; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 4.

"Completed to Delta: Celebrating the Entire Line of the Maryland Central." Reported for the Baltimore Sun. The Sun (1837-1987); Jan 18, 1884; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 3.

(11) C. Milton Wright, Our Harford Heritage: A History of Harford County, Maryland. Privately printed, 1967. Pg. 130-34.

(12) "Railroad Lines: Outlook for the Baltimore and Lehigh on a Broad Gauge." The Sun (1837-1987); Feb 16, 1893; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987),pg. 8.

(13) Wright, 132.

(14) Wright, 133.

(15) Pennsylvania Historical and Museum Commission. Researchers Guide for Documenting and Evaluating Railroads, pg. 3-6 and 16-18. Accessible online at http://www.portal.state.pa.us/portal/server.pt/community/research_tools/20176/guidelines_for_documenting_and_evaluating_railroads/943356. Accessed 11 June, 2013.

(16) "Timeline: Streamliners of America." American Experience website. [Http://www.pbs.org/wgbh/americanexperience/features/timeline/streamliners/](http://www.pbs.org/wgbh/americanexperience/features/timeline/streamliners/). Accessed 11 June 2013.

(17) George Hilton, The MA & PA: A History of the Maryland & Pennsylvania Railroad (Baltimore: Johns Hopkins University Press, 1999), 23.

(18) Parsons-Brinckerhoff and Engineering and Industrial Heritage. A Context for Common Historic Bridge Types NCHRP Project 25-25, Task 15. Prepared for The National Cooperative Highway Research Program, October 2005.

Works Cited

"Baltimore and Delta Narrow Gauge Railway." The Sun (1837-1987); Jun 4, 1878; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 1.

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"Rail Road Meeting." Harford Gazette and General Advertiser. 2 April 1852, Page 2.

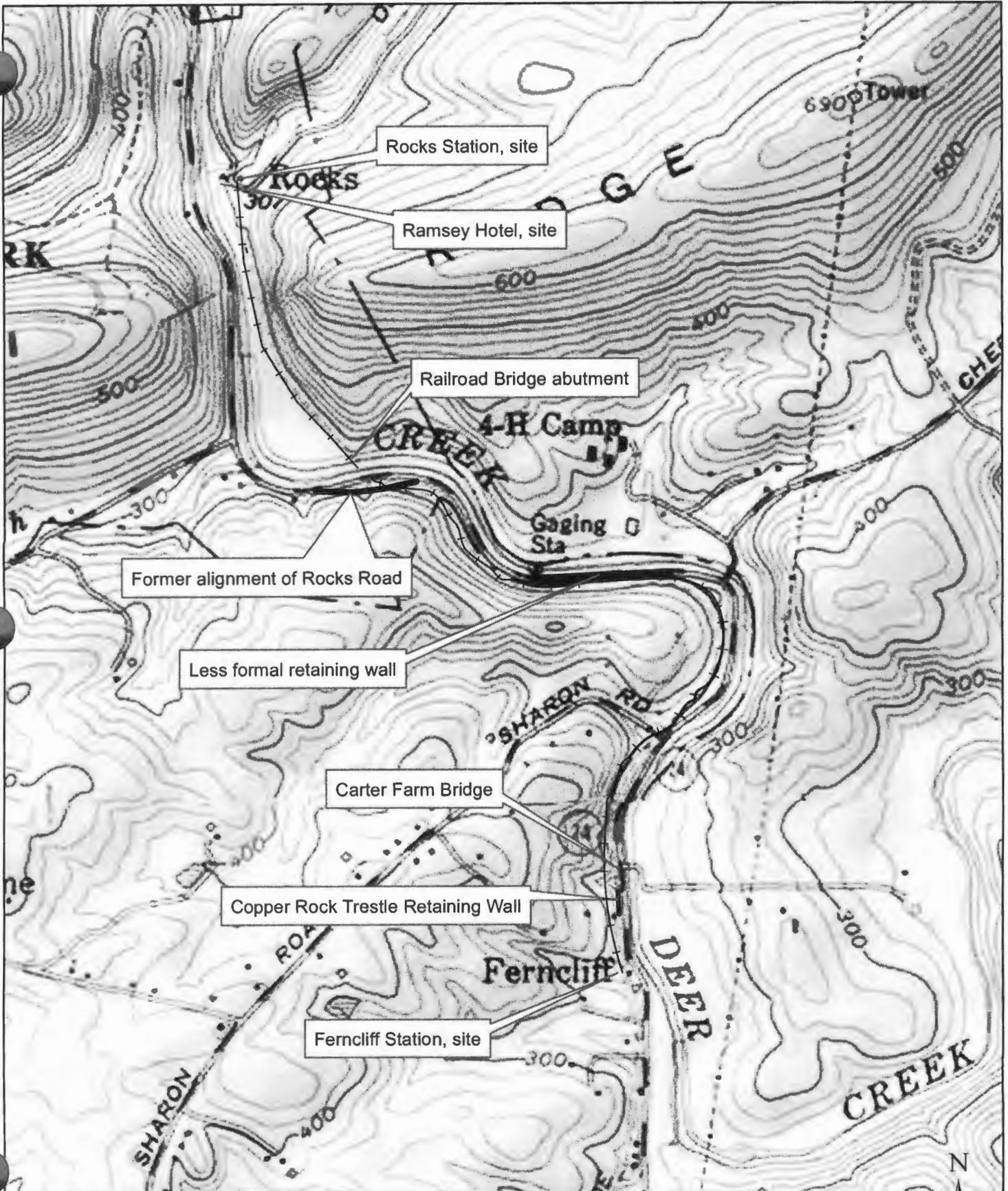
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"The Narrow-Gauge Railroad." The Sun (1837-1987); Mar 22, 1879; ProQuest Historical Newspapers: Baltimore Sun, The (1837-1987), pg. 1.

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USGS Topographic Map MIHP # HA-29
 Maryland and Pennsylvania Railroad Corridor,
 Deer Creek Gorge
 (Harford County, Maryland, Fawn Grove Quad)

1:12,000



**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: HA334A21

Project Name: MD 24 From South of Stirrup Run to the St. Clair Bridge over Deer Creek

MIHP No.: HA-29

MIHP Name: Maryland and Pennsylvania Railroad

County: Harford

Photographer: Rebecca Crew

Date: June 11, 2013

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

CD/DVD: Verbatim, CD-R, Archival Gold

Image File Name	Description of View
HA-29_2013-06-11_01	View facing south along railroad grade, south of the former Ward House
HA-29_2013-06-11_02	Remnant foundation of the Ramsey Hotel and store, view facing east.
HA-29_2013-06-11_03	View facing southeast towards foundation of garage associated with Rocks Station
HA-29_2013-06-11_04	View facing north towards bend in Rock Station Road, showing the former location of Rocks Station
HA-29_2013-06-11_05	View facing north from Rocks Road towards north abutment of former railroad bridge over Deer Creek
HA-29_2013-06-11_06	View facing northwest towards south abutment of former railroad bridge over Deer Creek
HA-29_2013-06-11_07	Detailed view of railroad bridge abutment
HA-29_2013-06-11_08	View facing southeast through railroad cut, southeast of the former bridge over Deer Creek
HA-29_2013-06-11_09	View facing southwest towards retaining wall associated with the Copper Rock Trestle
HA-29_2013-06-11_10	Detail of blasting evidence on cut rock adjoining Rocks Road, opposite the Carter Farm Bridge.
HA-29_2013-06-11_11	View facing north through railroad cut, north of the former Copper Rock Trestle, west of Rocks Road.
HA-29_2013-06-11_12	Detail of blasting evidence on railroad cut north of the former Copper Rock Trestle
HA-29_2013-06-11_13	View facing southwest towards retaining wall between Rocks Road and Indian Echo Drive.
HA-29_2013-06-11_14	View facing east along terraced railroad grade south of the retaining wall pictured in Photo 13.



HA-29

Maryland & Pennsylvania Railroad

Bridge Abutments

Harford Co., MD

R. Crew

5/4/09

MD SHPO

View facing north ^{east} towards east abutment

1 of 2



HA-29

Maryland & Pennsylvania
Railroad Bridge Abutments

Harford Co., MD

R. Crew

5/4/09

MD SHPO

View facing north towards
west abutment

2 of 2



HA-29

Markland and Pennsylvania Railroad

Hartford Co, MD

R. Crow

6/11/13

MD SHPD

View facing south along railroad grades,
south of former Ward House

1/14



HA-29

Maryland and Pennsylvania Railroad

Hawford Co MD

R Crew

6/11/13

MD 51200

Remnant Foundation of the Ramsey Hotel
and stone, view facing east

2/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co, MD

R. Crew

6/11/13

MD 51100

View facing southeast towards foundation of
garage associated with Ricks station

3/14

Epson
Professional Paper

Epson
Printer



HA-29

Maryland and Pennsylvania Railroad

Harford Co, MD

R. Crew

6/11/13

MD SHPD

View facing north towards bend in Rocks Station Road
showing the former location of Rocks Station

4/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co, MD

R. Crew

6/11/13

MD SHPO

View facing north from Rocks Road toward north
abutment of former railroad bridge over
Deer Creek

5/14



HA-29

Maryland and Pennsylvania Railroad

Harford Co, MD

R. crew

6/11/13

MD SHPD

View facing northwest towards south
abutment of former railroad bridge
over Deer Creek

6/14



HA-29

Maryland and Pennsylvania Railroad

Harford Co. MD

R. Crew

6/11/13

MD SHPD

Detailed view of railroad bridge abutment

7/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co. MD

E. Crew

6/11/13

MD SHPO

View facing southeast through railroad cut,
southeast of the former bridge over Deer Creek

8/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co., MD

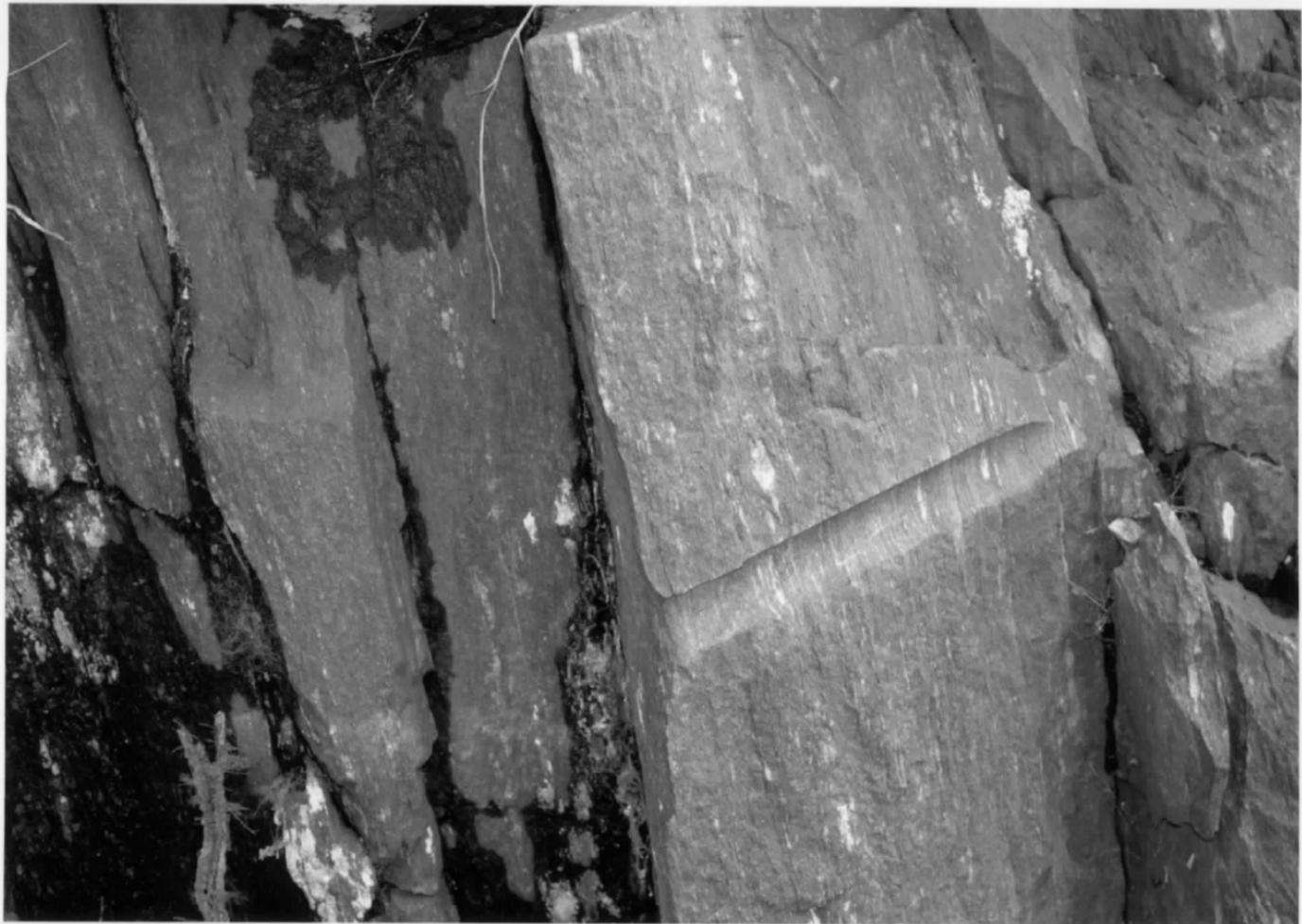
R. Crew

8/11/13

MD 84700

View facing southwest towards retaining wall
associated with the Copper Rock trestle

1/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co., MD

R. Crew

6/11/13

MD 51120

Detail of blasting evidence on cut rock
adjoining Rocks Road, opposite Carter Farm Bridge

10/14



HA-29

Maryland and Pennsylvania Railroad
Harford Co., MD

R. Crew

6/11/13

NO SHPO

View facing north through rail road cut,
north of former Copper Rock Trestle,
west of Rocks Road

n/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co, MD

R. Crow

6/11/15

MD STPD

Detail of blasting evidence on railroad
cut north of the former Copper Rock Trestle

12/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co., MD

R. Crew

6/11/13

MD SHPD

View facing southwest towards retaining
wall between Rocks Road and Indian
Echo Drive

13/14



HA-29

Maryland and Pennsylvania Railroad

Hartford Co, MD

R. Crew

6/11/13

MD SHPD

View facing east a long terraced railroad grade south
of the retaining wall pictured in Photo 13

14/14

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes
no

Property Name: Maryland & Pennsylvania Railroad Bridge Abutments Inventory Number: HA-29

Address: At Deer Creek on east side of MD 24 (Rocks Road) in Rocks State Park Historic district: yes no

City: Jarrettsville Zip Code: 21084 County: Harford

USGS Quadrangle(s): Fawn Grove

Property Owner: Maryland Department of Natural Resources Tax Account ID Number: N/A

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: MD 24 at Rocks State Park Agency: MD State Highway Administration

Agency Prepared By: Parsons Brinckerhoff

Preparer's Name: Rebecca Crew Date Prepared: 4/28/2009

Documentation is presented in: MIHP Form HA-29, on file at Maryland Historical Trust

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description

The Maryland & Pennsylvania Railroad Bridge Abutments are stone abutments along the banks of Deer Creek within Rocks State Park in Harford County, Maryland. The east bridge abutment is ashlar and built up and stands approximately 20 feet above the stream bed. The west abutment is a stone retaining wall built into the river bank above Deer Creek and below MD 24 (Rocks Road). Some stones have become loose from the bank and fallen into Deer Creek. No other features of the bridge are extant. The rails of the railroad have been removed, and vegetation has overtaken the right-of-way.

Historic Context

The Maryland Central Railway, chartered in 1867, began laying tracks to connect Baltimore to the Pennsylvania town of Delta in 1881. In December 1883, the Maryland Central Railway completed the difficult gap between Bel Air, Maryland, and Delta, Pennsylvania, with the last rails being laid near Rocks, where the railway had to cover a steep grade. The last section was also scenic, and with the completion of the railway, the Rocks of Deer Creek became a possible day-trip excursion destination for

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments: INFORMATIONAL PURPOSES ONLY.
NO DETERMINATION OF ELIGIBILITY HAS BEEN MADE.

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Baltimoreans and farmers who lived along the path of the Maryland Central Railway. The Maryland Central Railway operated two trains daily between Baltimore and Delta, beginning on January 21, 1884. In the last years of the nineteenth century, this railroad was known as the Baltimore and Lehigh Railway. The Maryland & Pennsylvania Railroad formed in 1901, merging the Baltimore & Lehigh Railway and York Southern Railroad. The trains of the Maryland and Pennsylvania Railroad, affectionately known as the Ma & Pa, connected Baltimore and York and transported mail, slate, marble, coal, manufactured goods, and agricultural products. The circuitous route was more than 75 miles long, although the two cities were just 45 miles apart. While the train was faster than the horse transportation that preceded it, it was soon out-paced by the automobile and became obsolete. Passenger service continued until 1954, and freight service continued until 1958. By this time, the area surrounding the abutments had become Rocks State Park. The rails were removed soon after service ended.

Significance Evaluation

The Maryland & Pennsylvania Railroad has been determined eligible for listing in the National Register of Historic Places (NRHP) in Pennsylvania. However, it is beyond the scope of this assessment of the abutments to make a determination of eligibility for the railroad within Maryland. Therefore, this assessment will evaluate the abutments only.

The abutments are not eligible under Criterion A, as the abutments do not convey the potential significance that the railroad may have. The Maryland & Pennsylvania Railroad was more than 75 miles long, connecting Baltimore and York through a circuitous route. Although the Maryland & Pennsylvania Railroad played a role in connecting the two states, as well as many small and larger towns within each state, the abutments as a sole entity are not a critical component of this potential significance. The Maryland & Pennsylvania Railroad Bridge Abutments do not represent the character-defining features of the Maryland & Pennsylvania Railroad. In Maryland, other abutments exist at York Road in Towson (MIHP # BA-1542), in Pylesville (MIHP# HA-1891), and at least one station remains in Baltimore City on Lake Avenue.

The Maryland & Pennsylvania Railroad Bridge Abutments are not eligible for the NRHP under Criterion B, as historic research indicates that the resource has no known direct association with past or present significant persons who have made specific contributions to society within a regional or national context. Those persons who may be significant for their role in developing the railroad are not best represented by the abutments.

The Maryland & Pennsylvania Railroad Bridge Abutments are not eligible for the NRHP under Criterion C because they do not embody the distinctive characteristics of a type, period, or method of construction, or the work of a master. A History of the Maryland & Pennsylvania Railroad contains an image of the bridge as it functioned as a railroad crossing. It appears to be a Pratt truss. According to A Context for Common Historic Bridge Types, character-defining features of Pratt truss bridges include the truss form, method of connection, top and bottom chords, vertical and diagonal members, floor beams, and stringers. None of these features are extant at this site. If the abutments retained the character-defining features of a Pratt truss bridge, the resource might be eligible as a bridge.

The Maryland & Pennsylvania Railroad Bridge Abutments were not evaluated for NRHP eligibility for listing under Criterion D as part of this assessment.

Endnotes

1. George Hilton, The MA & PA: A History of the Maryland & Pennsylvania Railroad (Baltimore: Johns Hopkins University Press, 1999), 23.
2. Ibid.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
 Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

 Reviewer, Office of Preservation Services Date

 Reviewer, National Register Program Date

Works Cited

Hilton, George. The MA & PA: A History of the Maryland & Pennsylvania Railroad. Baltimore: Johns Hopkins University Press, 1999.

Parsons-Brinckerhoff and Engineering and Industrial Heritage. A Context for Common Historic Bridge Types NCHRP Project 25-25, Task 15. Prepared for The National Cooperative Highway Research Program, October 2005.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

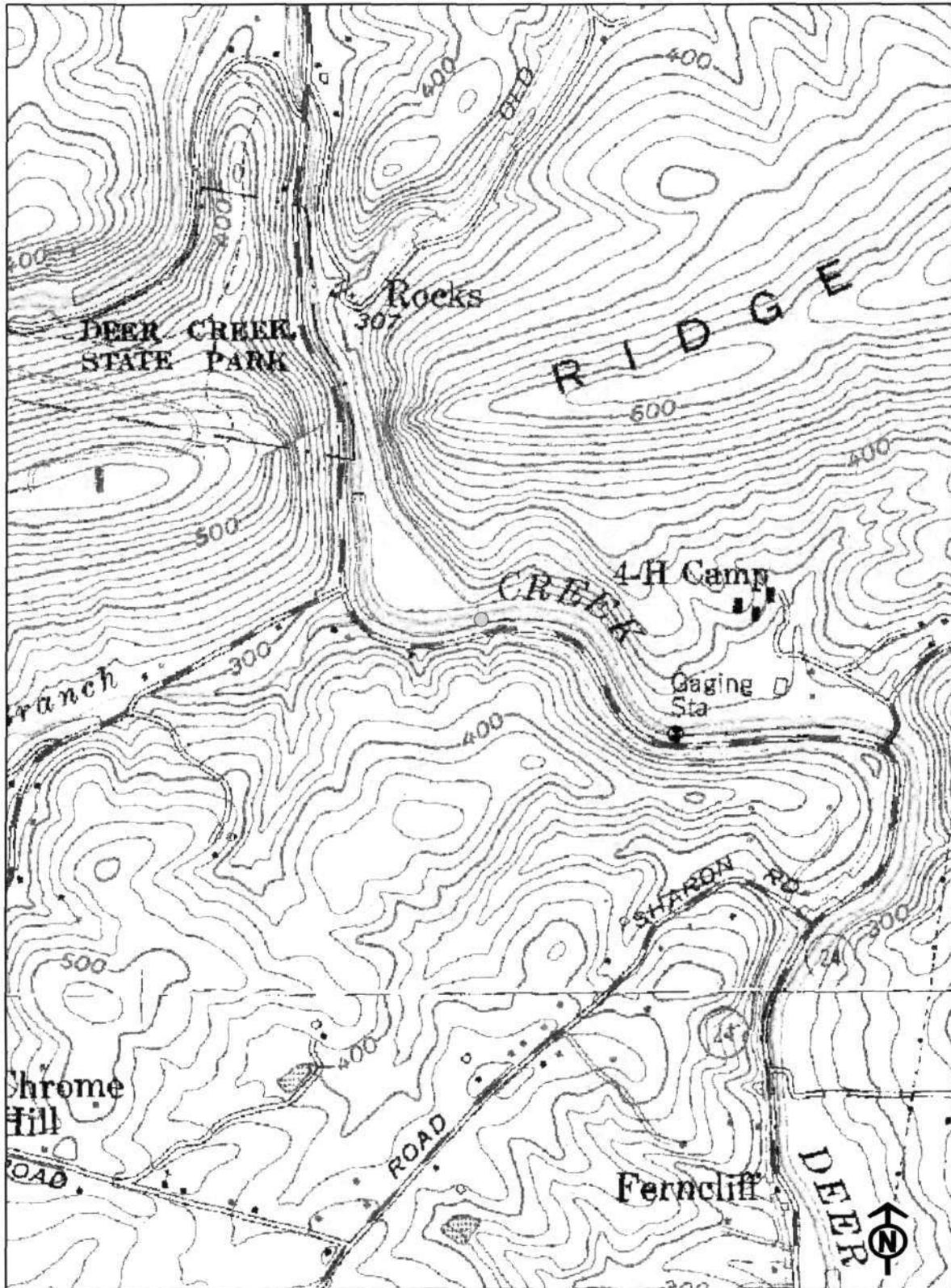
Date

Reviewer, National Register Program

Date

Maryland & Pennsylvania Railroad
Bridge Abutments HA-29

Maryland & Pennsylvania Railroad
Bridge Abutments HA-29
Banks of Deer Creek, Harford County, MD
USGS Fawn Grove Quad



○ Property

0 500 1,000 Feet 1:12,000



HA - 29

Maryland to Pennsylvania Railroad Bridge
Abutments

Howard Co, MD

R. Crew

5/4/09

MD SHPO

View facing northeast towards east
abutment

1 of 2



HA-29

Maryland & Pennsylvania Railroad
Bridge Abutments

Harford Co, MD

R. Crew

5/4/09

MD SHPO

View facing north towards
west abutment

2 of 2

MD. HISTORICAL TRUST
BOX 1704
ANNAPOLIS, MD. 21404

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

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON: *Maryland and Pennsylvania Railroad Site*

AND/OR HISTORIC: *"Ma & Pa"*

2. LOCATION

STREET AND NUMBER: *Stone bridge abutment at Deer Creek about 0.4 mi*

CITY OR TOWN: *Between Forest Hill and Pylesville west of Cherry Hill Road*

STATE: *Maryland* CODE: COUNTY: *Harford* CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/>	Public <input type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> <u>Structure</u> <input checked="" type="checkbox"/>	Private <input checked="" type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	<u>Unrestricted</u> <input checked="" type="checkbox"/>
No: <input type="checkbox"/>			
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	

4. OWNER OF PROPERTY

OWNERS NAME: *Maryland and Pennsylvania Railroad Company*

STREET AND NUMBER: *490 E. Market Street*

CITY OR TOWN: *York* STATE: *Pa* CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: **CLERK OF THE CIRCUIT COURT**

STREET AND NUMBER: **HARFORD COUNTY COURTHOUSE 40 S. MAIN ST.**

CITY OR TOWN: **BEL AIR** STATE: **MARYLAND** CODE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE:

COUNTY:

FOR NPS USE ONLY
ENTRY NUMBER DATE

7. DESCRIPTION

CONDITION	(Check One)				
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input checked="" type="checkbox"/>
INTEGRITY	(Check One)			(Check One)	
	Altered <input type="checkbox"/>	Unaltered <input type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Bridge abutment for dis mantled bridge
 over Rte 24 and Deer Creek of the
 Maryland and Pennsylvania Railroad.
 This right-of-way followed a very circuitous
 route, from Jarro to Jarro, literally, between
 Baltimore, Fallston, Bel Air, Rocks and York, Pa.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal <input type="checkbox"/>	Education <input type="checkbox"/>	Political <input type="checkbox"/>	Urban Planning <input type="checkbox"/>
Prehistoric <input type="checkbox"/>	Engineering <input type="checkbox"/>	Religion/Philosophy <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Historic <input type="checkbox"/>	Industry <input type="checkbox"/>	Science <input type="checkbox"/>	
<u>Agriculture</u> <input type="checkbox"/>	Invention <input type="checkbox"/>	Sculpture <input type="checkbox"/>	<u>Town planned</u>
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input type="checkbox"/>	
<u>Commerce</u> <input type="checkbox"/>	Architecture <input type="checkbox"/>	Theater <input type="checkbox"/>	
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	<u>Transportation</u> <input checked="" type="checkbox"/>	
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		
	Music <input type="checkbox"/>		

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Part of the transportation system that increased the wealth of dairy farmers particularly ~~wealth~~ by reaching urban markets and by providing manufactured goods to local stores along the way.

Built in 1881 - 1884, it was successful as a freight line until outpaced by trucking in the 1930's and 40's, though it thrived again during World War II when autos and trucks were curtailed. Increasing financial losses closed it in 1954.

The right of way is excellent potential for recreation. (If automobiles are heavily taxed as pollutants this roadbed might be built up again, with new towns planned along the right of way.)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Nutt; Our Harford Heritage pp 130-135
Harford County Directory p. 247

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	o	'	"	o	'	"	o	'	"
NE	o	'	"	o	'	"	o	'	"
SE	o	'	"	o	'	"	o	'	"
SW	o	'	"	o	'	"	o	'	"

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: **JEAN S. EWING**

ORGANIZATION: **MARYLAND HISTORICAL TRUST** DATE: _____

STREET AND NUMBER: **50 STATE CIRCLE**

CITY OR TOWN: **ANNAPOLIS** STATE: **MARYLAND** CODE: _____

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

 Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

Additional views of the Maryland and Pennsylvania Railroad Line Right of Way are given where ~~it~~ crosses Laurel Brook Road near Little Gunpowder Falls.

Recreational use, for walking, ~~the right riding~~ and bicycling ~~is~~ is evident. A fine level path should be developed while there is legal integrity to the right of way, in fringement being started in some areas since the railroad tracks were taken up soon after abandonment of use in

The obvious use of this place for trash dump, especially of heavy "hard" appliances and machinery, will continue as long as residents have to pay to use county or other public dumps, especially where automobiles and trucks can bring trash in, as in slide A - contrasted to slide B.*

* We will try to replace with color later in the year

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Maryland & Pennsylvania Railroad Bridge Abutments

AND/OR COMMON

at Deer Creek

2 LOCATION

STREET & NUMBER

Over Deer Creek, south of

CITY, TOWN

Rocks

CONGRESSIONAL DISTRICT

VICINITY OF

STATE

Maryland

COUNTY
Harford

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<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 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 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 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

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

HA-29

7 DESCRIPTION

CONDITION

- EXCELLENT
- GOOD
- FAIR
- DETERIORATED
- RUINS
- UNEXPOSED

CHECK ONE

- UNALTERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Ashlar abutments presumably for an iron tressle which once carried the railroad across Deer Creek at Rocks, Maryland.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

HA-29

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 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 Maryland and Pennsylvania Railroad once traversed the land which now constitutes Rocks State Park. This abutment is a rare physical remnant of that once important transportation system. Virtually all that is left of the old right-of-way is the graded mound and a few scattered ties.

Recommendations:

The minimal maintenance required for the continued stable existence of the abutment should be ensured. If the DNR should undertake an archaeological survey in this region, the MD and PA right of way should be carefully investigated, along with the portions located in the Gunpowder State Park.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE _____ COUNTY _____

STATE _____ COUNTY _____

11 FORM PREPARED BY

NAME / TITLE

John Hnedak

ORGANIZATION

Maryland Historical Trust

DATE

STREET & NUMBER

TELEPHONE

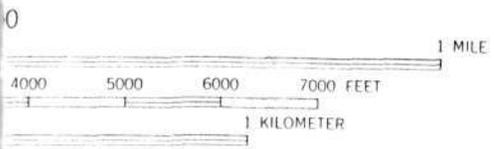
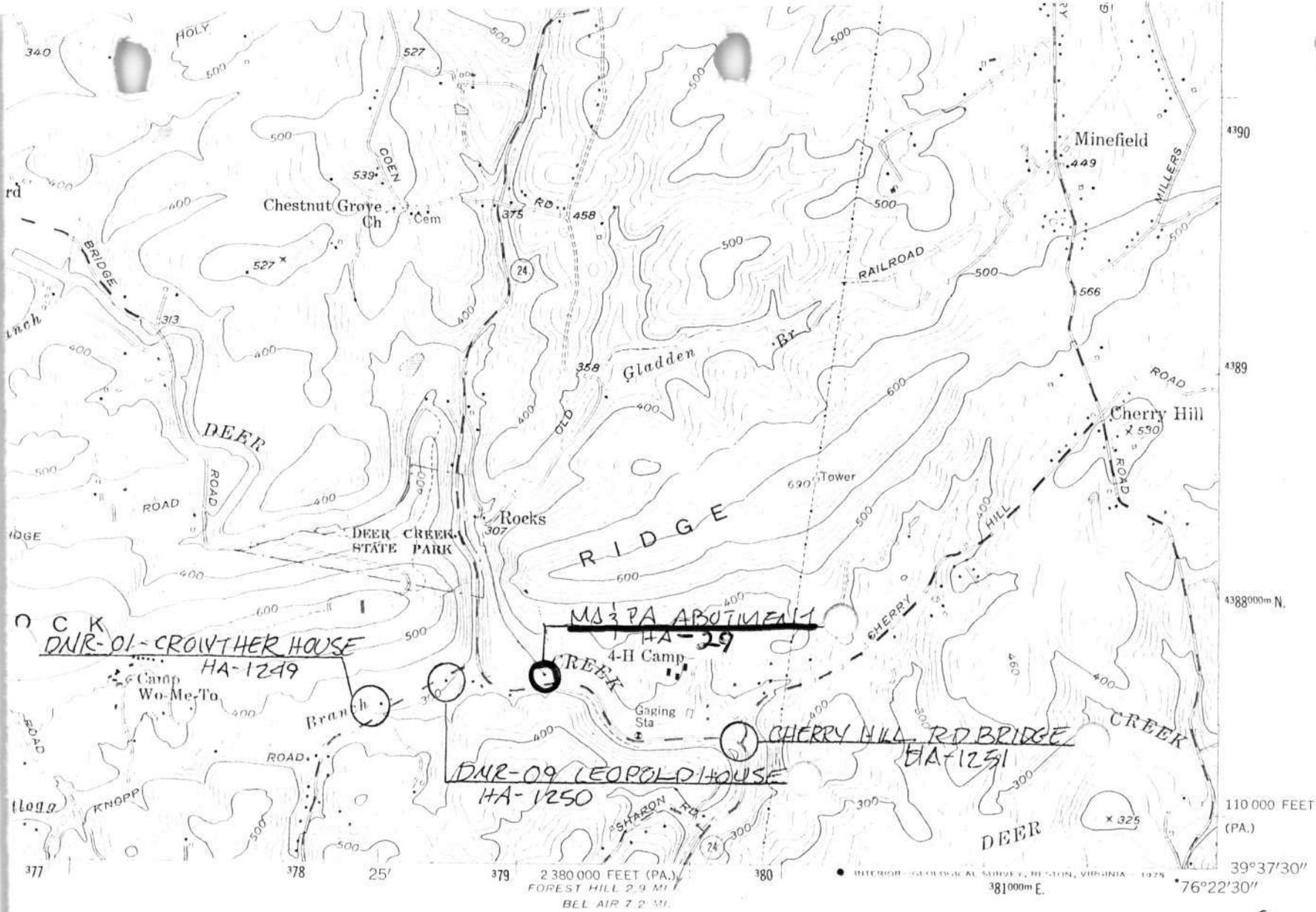
CITY OR TOWN

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



10 FEET
DATUM OF 1929



QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	
	U. S. Route		State Route

FAWN GROVE, MD.-PA.

N3937.5 - W7622.5/7.5

MAP ACCURACY STANDARDS
RESTON, VIRGINIA 22092
SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial
photographs taken 1974. This information not field checked.

1956
PHOTOREVISED 1974
AMS 5763 III SE

HA-29



HA-29

Maryland & Pennsylvania Railroad Bridge
Abutments



HA-29

Nov 69 JSE

Maryland & Pennsylvania BR Site



HA-29

for new
388

Maryland & Pennsylvania B.R. Site



HA 29

223

Maryland and Pennsylvania
Railroad Right of Way

Feb 71

882



HA 29

3234

Feb 71

Maryland and Pennsylvania
Railroad Rept of Way

JSE