Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-593

Name: Parkton Stone Arch.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

Maryland Inventory of Historic Properties **MHT No.** *BA-593*
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. *Parkton Stone Arch Bridge (3105)*
Location:
Street/Road Name and Number: *MD 463 over Little Gunpowder Falls*
City/Town: *Parkton* ___vicinity
County: *Baltimore*

Ownership: *x* State __County __Municipal __Other

This bridge projects over: __Road __Railway *x* Water __Land

Is the bridge located within a designated district: __yes *x* no
__NR listed district __NR determined eligible district
__locally designated __other
Name of District _____

Bridge Type:

__Timber Bridge
_Beam Bridge _Truss-Covered _Trestle _Timber-and-Concrete

x Stone Arch

__Metal Truss Bridge

__Movable Bridge
_Swing _Bascule Single Leaf _Bascule Multiple Leaf
_Vertical Lift _Retractile _Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Cantilever

__Concrete
_Concrete Arch _Concrete Slab _Concrete Beam _Rigid Frame
_Other Type Name _____

Description:

Describe Setting:

Parkton Stone Arch Bridge carries Maryland Route 463 over Little Gunpowder Falls in Parkton, northern Baltimore County. Maryland Route 463 runs generally north-south while Little Gunpowder Falls flows northwest-southeast. The bridge is flanked on the southwest by the former Parkton Hotel, a large, 2 1/2 story tall brick structure built during the 1850s as a stopover point for travelers on both the Baltimore and York-town Turnpike and the Baltimore and Susquehanna Railroad which ran nearby (Maryland Historical Trust site BA-933). The Parkton Hotel, now a private residence, is listed on the National Register of Historic Places. To the southeast of the bridge is a former bank building, now utilized as a travel agency. Two additional structures are located to the north of the bridge, on either side of the road.

Describe Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

The Parkton Stone Arch Bridge is comprised of two arches, each 18 feet wide, a central pier 6 feet thick, abutments 8 feet thick, and a length measuring 37 feet. One of the arches has a rise of 8 feet, the other arch 6 feet. The pier shape has been described as a semi-conical cutwater. The crossing is nearly level, unlike other stone arch bridges in the state which exhibit a crested shape. The roadway is 25 feet wide, and is bordered by stone parapets measuring 3 feet wide and 2 feet high. It carries one lane of traffic. When originally constructed, the parapets were topped with shingles.

Discuss major alterations:

It appears as though this bridge has not undergone any major alterations, although modern repointing and the application of a thin layer of gunnite or other similar material is evident on the spandrel walls, abutments, piers, wings, and intrados.

History:

When Built: *1809*
Why Built: *As part of the Baltimore and York-town Turnpike*
Who Built: *John Small, George Small, Michael Gardner, and/or Jonathan Jessup (this group was contracted to build five stone arch bridges for the Baltimore and York-town Turnpike).*
Who Designed: *probably John Davis (1770-1864), first superintendent of the Baltimore Water Company*
Why Altered: *stabilization of structure*
Was this bridge built as part of an organized bridge building campaign: *yes*

Parkton Stone Arch Bridge was one of five bridges built as part of the Baltimore and York-Town Turnpike during the first decade of the 1800s. As such, the bridge is potentially eligible under Criterion A for its role in encouraging transportation and commerce through early turnpike construction in Maryland.

Surveyor Analysis:

This bridge may have NR significance for association with:

x A Events _B Person
x C Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?

Parkton Stone Arch Bridge was one of five bridges erected as part of the Baltimore and York-town Turnpike. The Baltimore and York-town Road Company was chartered in 1805. By 1808, work had begun in Baltimore, and in 1810, the entire stretch of turnpike was completed. The five bridges along the turnpike were located at Western Run, Beaver Dam, Piney Run, and the West and North branches of Gunpowder Falls. Records indicate that these five bridges were all designed by "_____ Davis, ingenier" (presumably John Davis) and constructed under a separate contract by John Small, George Small, Michael Gardner, and Jonathan Jessup for the price of $13,000. Appropriate stone quarries were to be selected by the turnpike company.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

As an integral component of the Baltimore and York-town Turnpike, Parkton Stone Arch Bridge helped facilitate transportation and industry within the state of Maryland and the commercial centers of eastern Pennsylvania. With the advent of the turnpike system, and later the railroads, areas which were once isolated quickly became stopover points for travelers, and towns such as Parkton sprang up to accommodate these new demands for services.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

Parkton Stone Arch Bridge is located directly adjacent to the Parkton Hotel, which is listed on the National Register of Historic Places. While the bridge is not specifically included in the listing, it is nonetheless an important component. Additionally, Parkton Stone Arch Bridge is believed to be the oldest stone arch bridge in the state of Maryland. Both of these factors make the bridge historically significant.

Is the bridge a significant example of its type?

Parkton Stone Arch Bridge is a relatively well preserved example of the stone arch bridge. It is particularly significant as the oldest known stone arch bridge in the state of Maryland.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Parkton Stone Arch Bridge retains historic integrity of location, design, setting, materials, workmanship, feeling and association. Despite the minimal alterations discussed above, the bridge still possesses integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. However, at the present time there is deterioration of the stonework, especially in the parapets and the piers. Vegetation is growing in many of the joints. In general, the bridge is in fair condition.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Of the five stone arch bridges designed by John Davis and built by the group of Small, Small, Gardner and Jessup for the Baltimore and York-town Turnpike, only the Parkton Stone Arch Bridge has survived. Thus, the bridge is potentially eligible under Criterion C as the only extant example of the work of the designer and builder.

Should this bridge be given further study before significance analysis is made and why?

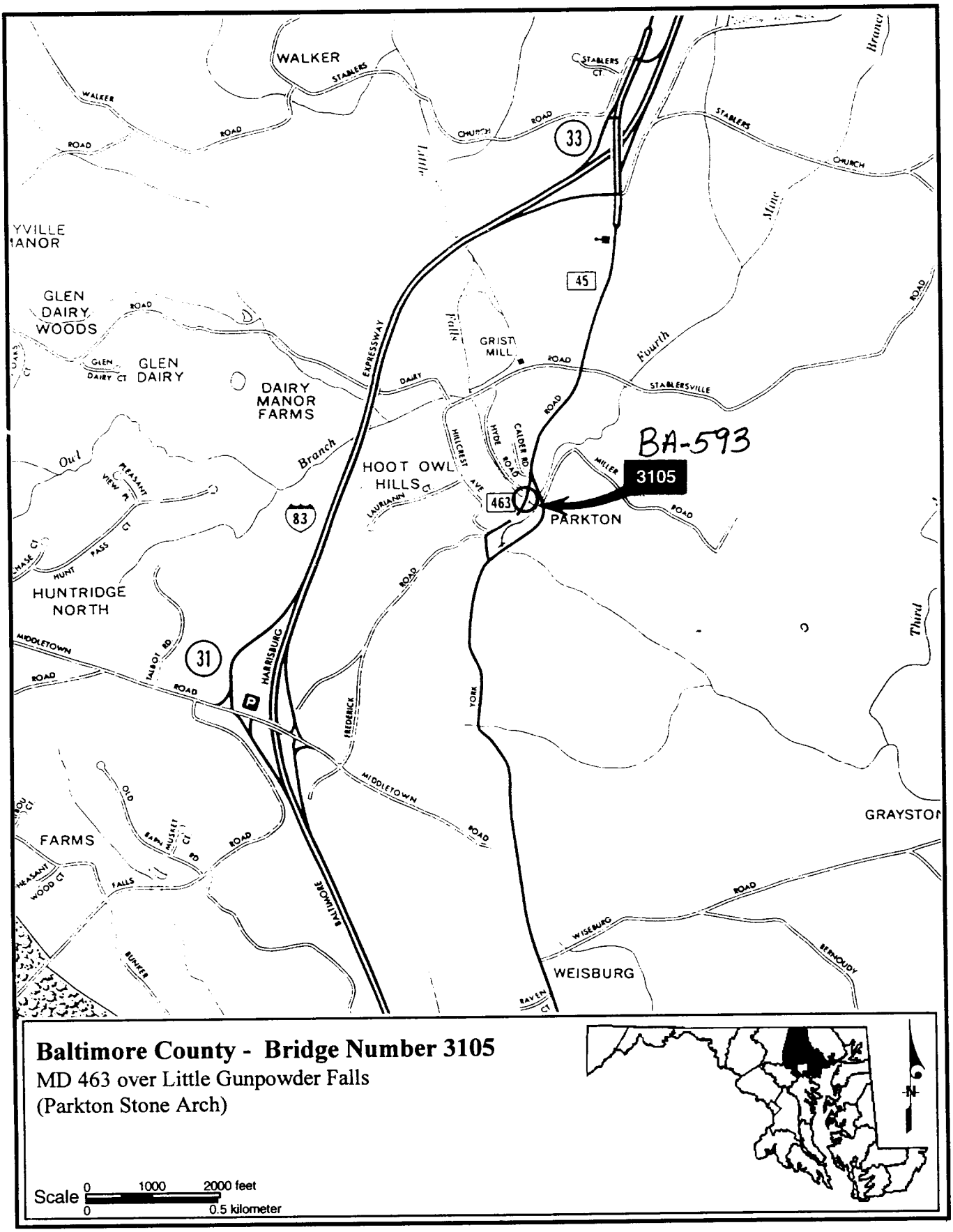
Parkton Stone Arch Bridge has been well documented, both in written and photographic form. It is listed in the Maryland Historical Trust's Inventory. No further study is recommended.

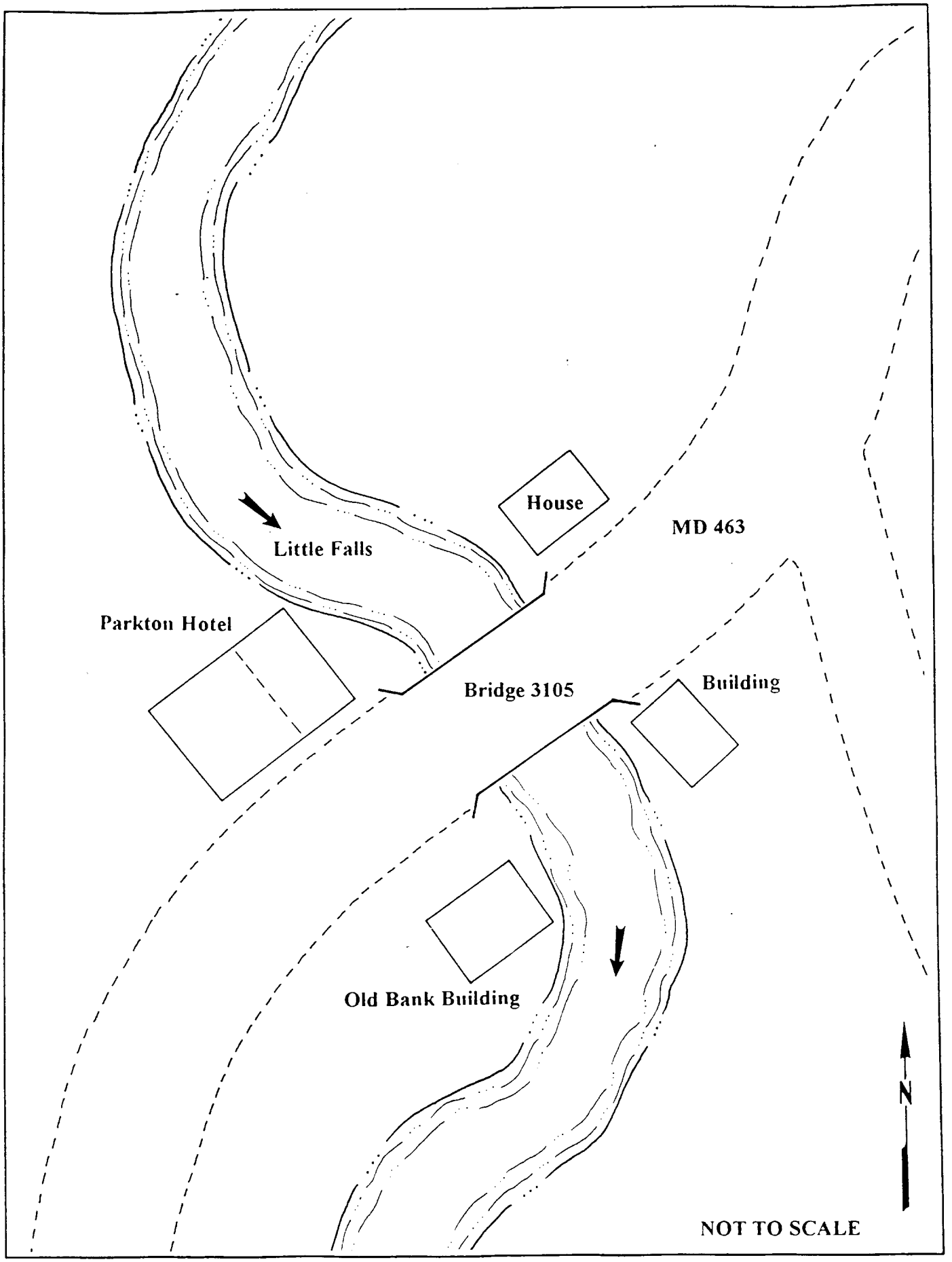
Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name:	Alice Crampton/Julie Abell	**Date:**	12/8/94
Organization:	Parsons Engineering Science, Inc.	**Telephone:**	(703) 591-7575
Address:	10521 Rosehaven Street Fairfax, Virginia 22030-2899		


WALKER
STABLERS
CHURCH
ROAD
33
45
GLEN DAIRY WOODS
GLEN DAIRY
DAIRY MANOR FARMS
EXPRESSWAY
GRIST MILL
FOURTH
STABLERSVILLE
HOOT OWL HILLS
HILLCREST AVE
HYDE ROAD
CALDER RD
MILLER
463
PARKTON
BA-593
3105
83
HUNTRIDGE NORTH
PLEASANT VIEW PL
HUNT PASS CT
31
MIDDLETOWN ROAD
HARRISBURG
FREDERICK
YORK
THIRD
FARMS
OLD BARN HUSSEY RD
FALLS
BALTIMORE
BUNKER
WISEBURG
WEISBURG
BERMUDY
RAVEN CT
GRAYSTON
Baltimore County - Bridge Number 3105
MD 463 over Little Gunpowder Falls
(Parkton Stone Arch)
Scale 0 1000 2000 feet
0 0.5 kilometer
N


House
MD 463
Little Falls
Parkton Hotel
Bridge 3105
Building
Old Bank Building
N
NOT TO SCALE

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
East elevation
1 of 6

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
East elevation, detail
2 of 6

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
West elevation
3 of 6

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Approach looking south
4 of 6

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Approach looking north
5 of 6


3105

BA-593
Parkton Stone Arch Bridge (3105)
Baltimore County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Interior parapet, detail
6 of 6

BA- 593
Parkton Stone Arch Bridge
Parkton, MD
public 1809

The Parkton Bridge, located at the crossing of Md. route 463 over Little Gunpowder Falls, has two arches, each eighteen feet wide, a central pier six feet thick, abutments eight feet thick, and a length of thirty-seven feet. It is the oldest surviving stone arch bridge in Baltimore County and may rank as the oldest stone arch bridge in Maryland. Probably it was designed by John Davis (1770-1864), clerk of the Philadelphia waterworks under Benjamin H. Latrobe and first superintendent of the Baltimore Water Company.

SHA #3105 MARYLAND HISTORICAL TRUST BA-593

MAGI # 030[illegible]317

3 593

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Parkton Stone Arch Bridge

2 LOCATION

STREET & NUMBER
Maryland Route 463 over Little Gunpowder Falls

CITY, TOWN
Parkton — VICINITY OF

CONGRESSIONAL DISTRICT
2nd

STATE
Maryland

COUNTY
Baltimore

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME
Maryland Department of Transportation
State Highway Administration — Telephone #: (301) 383-4303

STREET & NUMBER c/o Bridge Engineer, Earl S. Freedman
300 W. Preston Street

CITY, TOWN
Baltimore — VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC Baltimore County Courts Building

Liber #: WPC 364
Folio #: 251

STREET & NUMBER
401 Bosley Avenue, Room 406

CITY, TOWN
Towson

STATE
Maryland 21204

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Maryland Historic Sites Inventory

DATE
on-going since 1964 — __FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS Maryland Historical Trust, 21 State Circle

CITY, TOWN
Annapolis

STATE
Maryland 21401

7 DESCRIPTION

BA-5413

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Parkton Stone Bridge is located at the crossing of Maryland Route 463 over Little Gunpowder Falls, in Baltimore County, Maryland. The structure has two arches, each eighteen feet wide, a central pier six feet thick, abutments eight feet thick, and a length of thirty-seven feet.[1] One arch rises eight feet, the other six. Adjoining the pier on either side are semi-conical stone cutwaters. Infill consists of random ashlar. Unlike the crested stone bridges elsewhere in the state, the crossing is nearly level. Its roadway is twenty-five feet wide and is flanked by continuous stone parapets, three feet wide[2] and two high. Originally, the parapets were roofed with shingles[3].

The masonry seems sound, having no apparent sags or missing stones. Some attempt has been made to strengthen the structure by a thin and intermittent application of gunnite or a similar material. The downstream cutwater shows signs of erosion.

---

1. Records, 8 May 1809, pp. 84-85.

2. Inspection Records, Jeff Kolberg, bridge engineer's office, State Highway Administration, 21 August 1979, cited in McGrain.

3. Records, 9 October 1809, p. 92.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

BA-593

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
_PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1809 BUILDER/ARCHITECT ? Davis (engineer)

STATEMENT OF SIGNIFICANCE

The Parkton Stone Arch Bridge is the oldest surviving stone arch bridge in Baltimore County and may rank as the oldest stone arch bridge in Maryland, predating by six years the famous Casselman River Bridge in Garrett County and by ten to fifty years or more, the much admired stone bridges of Washington County.[1] Probably, it was designed by John Davis (1770-1864), clerk of the Philadelphia waterworks under Benjamin H. Latrobe and first superintendent of the Baltimore Water Company. Moreover, it is a rare relic of the once extensive network of turnpikes which provided the first reliable overland transportation in eastern Maryland. One of five stone bridges built along the Baltimore and York-town Turnpike, the Parkton Bridge was a crucial link in the major early nineteenth century route between the port of Baltimore and the commercial centers of eastern Pennsylvania. The Turnpike superseded the Susquehanna Road, begun in 1743.

In 1805 the Baltimore and York-town Road Company was chartered.[2] Work began in 1808 on the Baltimore City end, and the entire road was completed by 1810. The five bridges crossing Western Run, Beaver Dam, Piney Run, and the West and North Branches of Gunpowder Falls (Parkton) were designed by "_____Davis ingenier"[3] and built under a separate contract by John Small, George Small, Michael Gardner, and Jonathan Jessop for the sum of $13,000; the turnpike company was to locate suitable stone quarries.[4] Originally, the Parkton Bridge was to have been built with only one arch, but nearly two months after the contract was signed "John Small and others ....represented that it would be to the advantage of the company to make certain alterations in the intended bridges."[5]

John Davis is likely the designer. He was born at Avebury, Wiltshire, England in 1770 and is said to have been a practical engineer and architect connected with the London firm of James and Samuel Wyatt.[6] Ca. 1791 he moved with his family to the United States. In 1799 he was hired by Benjamin H. Latrobe as clerk for the Philadelphia waterworks, and when Latrobe resigned, was promoted to manager. In 1805 Davis was persuaded to become the first superintendent of the Baltimore Water Company. He is credited with the design of numerous reservoirs, pumping stations, water mains, canals, mills, and mill races in the Baltimore area and in SE Pennsylvania. Although there is no conclusive evidence that he was employed by the Baltimore and York-town

see continuation sheet.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

B-1-543

see continuation sheet.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY N.A.

Quadrangle Name: New Freedom, MD
Quadrangle Scale: 1:24 000
UTM References: 18. 357640. 4389110

VERBAL BOUNDARY DESCRIPTION

N.A.

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

STATE	COUNTY
N.A.	
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Richard D. Meyer/Historic Sites Surveyor

ORGANIZATION	DATE
Maryland Historical Trust	1980
STREET & NUMBER	TELEPHONE
21 State Circle	(301) 269-2438
CITY OR TOWN	STATE
Annapolis	Maryland 21401

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

Parkton Stone Arch Bridge

8. continued

Turnpike Company, he was responsible for the survey and construction of the Cumberland Road between Conococheague Creek and Cumberland and designed several bridges for it. Davis died in Baltimore in 1864.

Presumably the Parkton Bridge survived a severe flood in 1817, when three of the others were washed out. A local newspaper reported: "The stone bridges of the York Turnpike, over the great falls, Piney Run and the Western Run, are destroyed."[8] Moreover, the good condition of the stone work may be due largely to the regular maintenance the road has received over the years. (With the decline in highway tolls and the loss of freight traffic to the railroads, some turnpikes deteriorated to a series of ruts.) By the early twentieth century, anti-turnpike sentiment was high and the State gradually began to buy out the various companies; the State Roads Commission purchased the Baltimore and York-town Turnpike in 1910. Although improvements were introduced, each was soon made obsolete by the growing size and number of vehicles using the road. By the late 1950s, I-83 had superseded the route, and Parkton had been by-passed by a new road downstream. The new section of Maryland Route 45 left the bridge on a deadend village street, re-numbered as Maryland Route 463.

---

1. Mish and Cottingham. Two of Washington County's bridges cannot be dated.
2. Laws
3. Records, 13 March 1809, p. 82.
4. Ibid.
5. Ibid., 8 May 1809, pp. 84-85.
6. Baltimore Daily Gazette
7. Latrobe
8. Federal Gazette

Parkton Stone Arch Bridge

9.

Baltimore Daily Gazette, 26 August 1864.

/Davis, John/, "Autobiography of John Davis, 1770-1864, Maryland Historical Magazine, volume XXX, no. 1, March 1935, pp. 11-39 and ms. 186, Maryland Historical Society.

Federal Gazette and Baltimore Daily-Advertiser, 13 August 1817, p. 2.

Hollifield, William, Difficulties Made Easy, A History of the Turnpikes of Baltimore City and Baltimore County, Cockeysville, Baltimore County Historical Society, 1978.

Land Records of Baltimore County.

Latrobe, F.C., "Old Mechanical Drawings Given Historical Society," Baltimore Sun, 19 August 1934.

Laws of Maryland, Acts of 1804, Chapter 51.

McGrain, John W., Parkton Stone Arch Bridge, Maryland Historic Sites Inventory Form, 22 August 1979.

Mish, Mary Vernon and David T. Cottingham, Bridges: Our Legacy in Stone, Hagerstown, Washington County Museum of Fine Arts, 1965.

Records of the Baltimore and York-town Turnpike Company, Maryland Historical Society, ms. 52.

State Highway Administration, Bridge Inventory, 1 January 1967 (?).

for MHT-HSI plus (Baltimore County)
from Deeds & LPC 9/24/79

BALTIMORE COUNTY LANDMARKS PRESERVATION COMMISSION
MARYLAND HISTORICAL TRUST

VIII-1 BA-593

MHT-HSI: entered 8/31/71
LPC(PL): hearing 9/18/79
action dtd 10/16/79

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

03059 33317

1 NAME

HISTORIC PARKTON STONE ARCH BRIDGE

AND/OR COMMON

2 LOCATION

STREET & NUMBER York Road (Maryland Route 463) over Little Gunpowder Falls

CITY, TOWN Parkton — VICINITY OF

2nd CONGRESSIONAL DISTRICT
3rd Councilmanic District

STATE Maryland

COUNTY Baltimore County

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME Maryland Department of Transportation
c/o Bridge Engineer, Earl S. Freedman Telephone #: 383-4303

STREET & NUMBER 300 W. Preston Street

CITY, TOWN Baltimore — VICINITY OF

STATE, zip code Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. County Courts Building

Liber #: WPC 364
Folio #: 251

STREET & NUMBER 401 Bosley Avenue, Room 406

CITY, TOWN Towson

STATE Maryland 21204

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Maryland Historical Trust Inventory (Baltimore County Historic Sites) ~~MHT No. BA~~

DATE On-going since 1964

__FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS 21 State Circle (MARYLAND HISTORICAL TRUST)

CITY, TOWN Annapolis

STATE Maryland 21401

BA-593

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	_ALTERED	_MOVED DATE_____
_FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Parkton Stone Arch Bridge is listed in the State's Inventory Records as Bridge No. 3105. It is a classic bridge with two stone arches of 18-foot span. One arch has a rise of 8 feet, the other of 6 feet. Between the two arches is a rounded stone protuberance known as a cutwater. The roadway crosses the bridge on the level, as compared to some of the Western Maryland stone bridges where the roadway rises steeply to a point in the center.

The bridge is 36 feet long. It provides a roadway of two lanes with two four-foot shoulders; inside-to-inside dimensions between the parapet walls are 25 feet. Overall, "outside-to-outside" measurements are 31 feet.[1]

The surface is paved with asphalt.

---

[1] Data furnished from inspection records and computer bank of State Highway Administration; from Jeff Kolberg of bridge engineer's office, August 21, 1979. One incomprehensible SHA statistic is "1917" given as date of construction, some seven years after purchase of the private turnpike company.*

CONTINUE ON SEPARATE SHEET IF NECESSARY

* (A. Madden) NOTE: A. M. phoned Barry Hisel 8/81 to correct dates for this bridge + Sparks Stone Arch bridge (BA-592), the latter demolished following major destruction by 6/72 flood. Both had been erroneously dated on the State's bridge inventory. (SRC Bureau of Bridges as revised 12/70) The Parkton bridge has survived the major floods of 1972, 1976 & 1979

BA-593

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1810 BUILDER/ARCHITECT Miltiple names: see below.

STATEMENT OF SIGNIFICANCE

The double-barreled stone ~~arch~~ arch bridge at Parkton was built by a private corporation chartered in 1805 as the Baltimore and York-town Turnpike Road Company, authorized by the General Assembly to provide an adequate pay road. (1) It had been found that the counties were unable to complete the road network authorized under an earlier turnpike act of 1787. (2)

Work began in 1808 on the Baltimore City end of the turnpike, and the entire road was completed by 1810. The bridges had been constructed under a separate contract made with John Small, George Small, Michael Gardner, and Jonathan Jessop. Company records show that the bridges were placed at Western Run, Beaver Dam, Piney Run (near Sparks), and on the West and North Branches of Gunpowder Falls. The company was permitted to start collecting tolls on the northern portion of the road (the section north of the Ten Mile stone) in March of 1810. (3)

Charles Jessop, a former ironmaster and Revolutionary soldier, miller, farmer, wrestler, Methodist activist, and diarist, was the road superintendent from 1808 to 1813. The principal investors in the company were persons from the turnpike territory and included men who were associated with some still surviving landmarks of the York Road corridor – including Joseph Thornburg, owner of Mount Repose Farm, Thornton Mill, and Halls Mill; Nicholas Merryman of Elijah, owner of present Balama Farm near Sparks; and Judge David McMechen, builder of Pot Spring mansion. The first managers included Thornburg and Thomas McElderry, Charles Ridgely of Hampton, James Edwards (owner of what is now called Shipley's Mill), William Gwynn, Sr. (owner of Monkton Mills and much of that town), Charles Carroll, Jr., Hugh Thompson, and Joseph Townsend. (4)

Presumably this bridge over the Little Gunpowder survived a severe flood in 1817, when three other bridges were washed out. The city paper reported:

> The stone bridges of the York Turnpike, over the great falls, Piney Run and the Western Run, are destroyed. (5)

CONTINUE ON SEPARATE SHEET IF NECESSARY

The York Road was a well maintained turnpike in comparison to some of the others that became a series of ruts as freight traffic was siphoned off by the railroads and highway tolls declined. At the beginning of the 0th Century, slightly before the automobile revolution got going, there was considerable anti-turnpike sentiment on the part of the traveling public. The State gradually began to buy out turnpike companies, and the State Roads Commission purchased the Baltimore and York Turnpike assets in July of 1910. (6)

The State agency made improvements on all its roads, both old and new, each marvelous improvement soon rendered obsolete by the size and number of vehicles attempting to travel on the free highways. In the late 1950s, the York Road was replaced by the Interstate Route I-83, and the town of Parkton was bypassed by a new road loop downstream of the village. The improved section of MD 45 left the stone-arch bridge on a deadend village street, numbered as MD Route 463, but still marked in 1979 with a sign reading "York Road." The State retains title to the bridge and has resisted suggestions to remove it. Letters from Parkton residents are on file with Baltimore County's bridge engineer blaming the bridge for collecting debris at the central cutwater and forming an impromptu dam during heavy rains—acting along with the now disused plate-girder rail bridge to produce flooding around the former Parkton Bank (now a pizza shop) and at the former railway hotel (recently restored as a private home).

The bridge is significant to Baltimore County as its only "Roman style" stone bridge left intact. It may also rank as the oldest surviving stone arch bridge in the State, being six years older than the famous Casselman River bridge in Garrett County, and older than any of the much admired Washington County stone bridges, some 28 in number, which date from the 1820s through the 1860s. (7)

Notes:

1. Laws of Maryland, Acts of 1804, Chapter 51.

2. Laws of Maryland, Acts of 1787, Chapter 23.

3. William Hollifield, Difficulties Made Easy, A History of the Turnpikes of Baltimore City and Baltimore County (Cockeysville, 1978), p. 51.

4. Hollifield, Difficulties, p. 51. Records of Baltimore and York Turnpike Company, Maryland Historical Society, Ms. 52.

5. Baltimore Federal Gazette, August 13, 1817, p. 2.

6. B.C. Deeds, WPC 364:251. Hollifield, Difficulties, p. 58.

7. Mary Vernon Mish and David T. Cottingham, Bridges: Our Legacy in Stone (Hagerstown, 1965). Two of Washington County's bridges cannot be dated.

A.M. addenda 9/79

BA-593

9 MAJOR BIBLIOGRAPHICAL REFERENCES

William Hollifield, Difficulties Made Easy, A History of the Turnpikes of Baltimore City and Baltimore County (Cockeysville, 1978).

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY None

VERBAL BOUNDARY DESCRIPTION

Located in right-of-way acquired with entire assets of turnpike company under deed WPC 364:251.

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

STATE None COUNTY None

STATE None COUNTY None

11 FORM PREPARED BY

NAME / TITLE

John W. McGrain

ORGANIZATION DATE

Baltimore County Office of Planning and Zoning August 22, 1979

STREET & NUMBER TELEPHONE

401 Bosley Avenue, Room 406 494-3495

CITY OR TOWN STATE

Towson Maryland 21204

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.

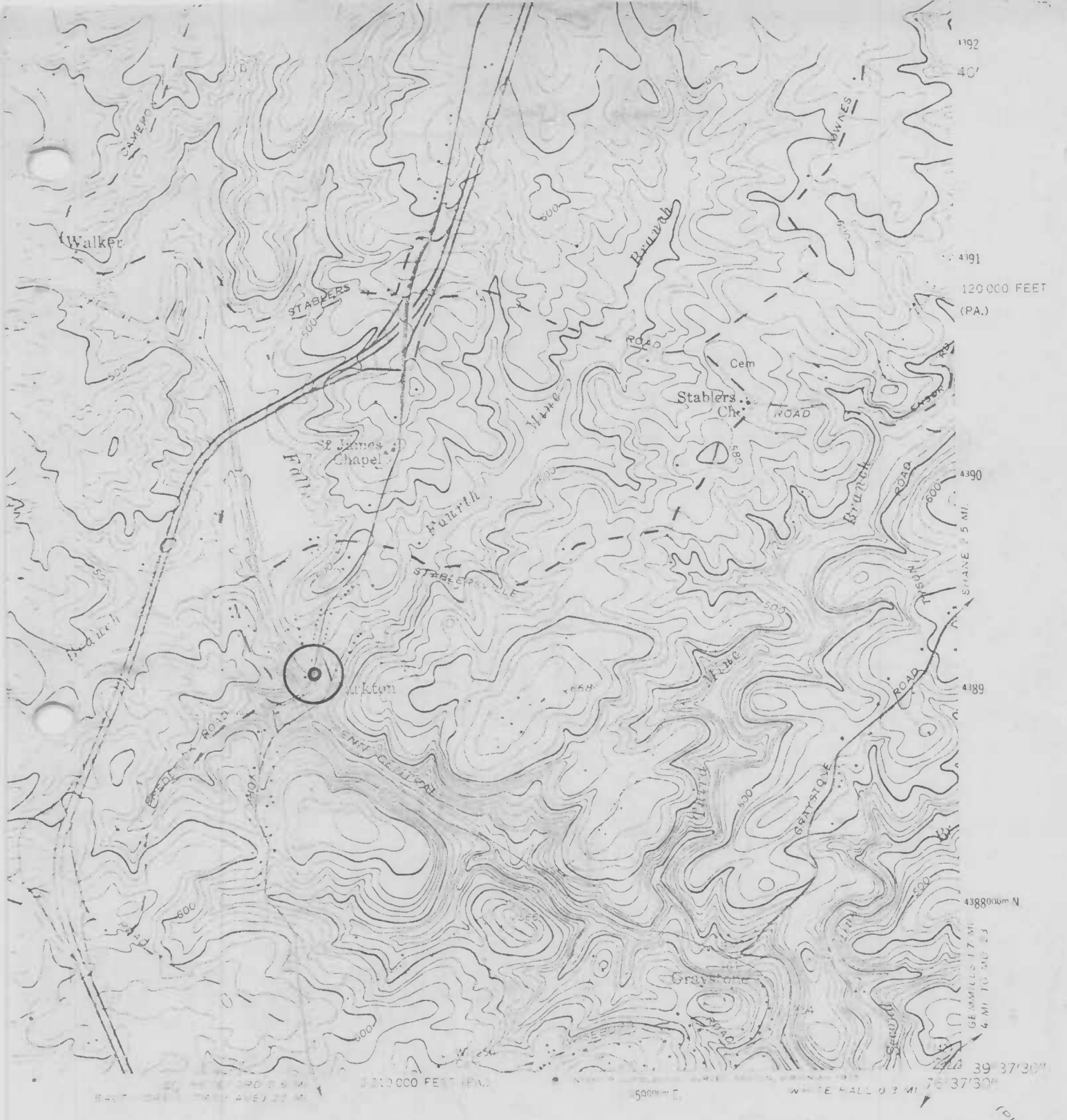
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

FS. 1108

BA-593
PARKTON STONE ARCH BRIDGE (demol.)
MAGI#0305934917

SRC Bureau of Bridges is doing a Bridges Inventory.
This is one of the Two (592) remaining stone arch bridges in the county. Both were probably built in the late 1700's or early 1800's and are still being used.

Alice Martin (Mrs. Clyde)
9.31.71



NEW FREEDOM

BA-593
Parkton Stone Br.

USGS 7.5 min. map
New Freedom quad.
1:24 000
1958 rev. 1974

BA-[redacted] 593
Parkton Stone Br
M/DOT
Hnedak/Meyer
Summer 1980