

History Of Architecture

Baltimore County, Maryland

INFRASTRUCTURE: BRIDGES

Bridges existed in this region as early as the 17th century but the larger streams, even on the Post Road, were at first crossed by fording at sandbars much like the passage along the Ho Chi Mihn Trail in the 1960s. The earliest reference to a bridge appears in the 1679 patent of a tract in Patapsco Neck where there is mention of Bridge Branch of Bear Creek in the boundaries of the tract “Corbin’s Rest.” Other bridges were mentioned occasionally in colonial records, but in rural places, substantial bridges were not built until the privately financed turnpike companies were chartered in the early 1800s.

The oldest bridge in Maryland is the little noticed, two-arched stone bridge across Little Gunpowder Falls at Parkton. The 1810 bridge is older than the celebrated “Roman style” bridges of Washington County. A painting survives showing the long extinct stone bridge over Gwynns Falls at Owings Middle Mill. On Western Run Road, another turnpike company bridge survives along with two stone culverts; all three have been widened in this century.

The age of covered bridges began locally in 1818 with a large one over Jones Falls in Baltimore City, the Belvedere Bridge (not on present Belvedere Avenue, however) designed by Lewis Wernwag, one of the leading engineers of his day. By 1844, its arch was rotted, but after repairs it lasted until 1876. (*Sun*, May 31, 1844, and November 20, 1876) In the county, a large, State-financed, covered span, the Forges Bridge was built in 1822 over Great Gunpowder Falls on the turnpike that led to Philadelphia (now Maryland Route 7). The Forges Bridge was designed by

Robert Burr, inventor of the Burr-arch truss, and it is depicted on the cover of the *Maryland Historical Magazine* for March, 1958. Covered bridges, now the subject of much sentiment, had their detractors, including the editor of the *Baltimore County Union*, who on June 12, 1886, published the opinion:

Abandon Covered Bridges.—It will be a happy day for travelers when the nuisance of covered bridges have gone out of date forever. The most interesting features in the landscape are where water courses are met and traversed by bridges. A running stream, whether large or small, with an old mill or a view of the waters tumbling over a dam, is always a welcome sight to the sight-seer as he speeds along. To hide these things from sight is therefore to rob the landscape of its attractiveness and the traveler of half his pleasure. Covered bridges are therefore a nuisance that cannot be abated too soon. A good coat of paint will preserve the timbers of a wooden bridge as effectual as a roof, and be at the same time cheaper and sightlier.

A pioneering bridge was built of timber truss work 107.6 feet in span by Stephen H. Long, a West Point engineer, to carry the Washington Turnpike over the B. & O. Railroad in 1830. It was a K-truss design, named the Jackson Bridge for President Andrew Jackson, the first chief executive to try train travel. The B. & O. put up three notable stone bridges in its earliest years, the Carrollton Viaduct, designed in 1839 by Casper Weaver, the Patterson Viaduct near Ilchester (1829), also designed by Weaver, and the monumental Thomas Viaduct (1835) that carried the Washington Branch of the B. & O. across the Patapsco into Elkridge, Howard County, designed by Benjamin H. Latrobe, Jr.

The Carrollton Viaduct was a marvel of its time and the seldom-illustrated Baltimore *American* presented a drawing of the arch and false-work on January 11, 1830. The Patterson was a graceful four-arched stone structure depicted in an old engraving reproduced in Herbert H. Harwood's rail history, *The Impossible Challenge*, page 22. The 1868 flood destroyed the Patterson along with Granite Factory and the Avalon Iron Works. Both the Carrollton and the Thomas Viaducts still carry CSX rail traffic, although a cleaning job would make them more appreciated.

The present Amtrak route was originally the Baltimore and Port Deposit Railroad, which spanned the tidal part of Gunpowder River near present Chase with a mile-long wooden bridge on piles. (*American*, July 20, 1837)

When the B. & O. built its Philadelphia extension in 1884, the county papers reported on the high bridges that spanned the Great Gunpowder Falls and the Little Gunpowder between Loreley and Harford County. (*Baltimore County Union*, August 23, 1884)

The Northern Central Railroad, started in 1829 as the Baltimore and Susquehanna, relied on wooden trestle bridges at first, but in 1846, a 54-foot iron bridge designed by a Mr. Millholland and fabricated at Ellicott's Rolling Mill was built over Carroll Run and dedicated with elaborate ceremonies. (*Republican and Argus*, April 25, 1846) Some of the early wooden bridges were burned in April, 1861, to keep Pennsylvania militia units from reaching Baltimore. Gradually all the wooden spans were replaced, with a concrete bridge over Beaver Dam installed in 1911 (*Democrat & Journal*, May 20) and a 150-foot structure over the Gunpowder north of Ashland in 1914 (*Union News*, August 22). One classic N. C. R. R. bridge on the hike-and-bike trail survives south of Corbett Road, its deck carried on elegant stone piers with cutwaters.

A private toll bridge over the Patapsco along present U.S. 1 was owned by Dennis A. Smith of Relay and replaced Norwood's Ferry in 1817; designed by John Davis, a famous water engineer and assistant to the elder Latrobe, it was replaced in 1871. Davis's drawing was published in the *Sun*, August 19, 1934. Another private toll bridge was Switzer's Bridge that replaced Hammond's Ferry at a date unknown; it was conveyed in 1844 by Abner Linthicum, Trustee, to Edward Green; location was the present Maryland Route 648, the Old Annapolis Road near English Consul-Baltimore Highlands.

The age of prefabricated cast and wrought iron bridges began in 1848 to 1850 with the special design of the Bollman Bridge, a type developed by Wendel Bollman, a B. & O. "master of road," who later had his own fabricating plant at Canton, then still inside Baltimore County. Bollman had specialized in bridges after starting out as an architect of city residences. Bollman spans stood at Elysville or Alberton, Ellicott City, Glencoe, and Lake Roland, to name a few sites. Today, the only Bollman truss left in the nation is the very first one, built in 1850, preserved at Savage Mill in Howard County.

About 1879, Baltimore County's commissioners began to order prefabricated bridges for various country roads, purchasing them from companies in Canton, Baltimore County, Canton in Ohio, and from Pitts-burgh. By 1976, only eight of those spans survived in the county and, thanks to extensive repairs, seven survived in 1991. The wrought-iron through-truss was designed for the age of the farm wagon but it proved strong enough for early automobile traffic. The kit-type of bridge was found strong enough to support the monstrous, portable and self-moving steam threshers and the steam tractors of the 1880s, but some modern trucks have grown to size and weight unforeseen in the age of cast-iron.

Probably the first reinforced concrete bridge built for the county was one at Forest Park Avenue over Gwynns Falls near Dickeyville, which was then inside the county. The bridge was constructed by the Lutten Bridge Company of York, Pennsylvania, under supervision of county road engineer, Henry Garnett Shirley in 1910. It was two 50-foot spans, 24 feet wide, and 120 feet in total length, costing \$7,500. Mr. Shirley's name endures in Virginia's Shirley Highway, where he became chief engineer for that State. (*Sun*, June 27, 1910)

Towson photographer Treadwell was one of the few persons fascinated by bridge building and photographed the bristling steel rods formed into an arch for the York Road bridge over Western Run south of Thornton Mill Road about 1921. That bridge still stands.

The reinforced concrete Cromwell Bridge replaced a bulky covered bridge in 1924 and by the 1990s was scheduled for eventual replacement. The much-lamented covered Cromwell Bridge had been an open deck bridge at first and weatherboarded and covered after completion, as reported in the *Baltimore County Union*, December 8, 1877.

Bunker Hill Covered Bridge



The two phases of building the Loch Raven upper dam in 1914 and 1922 flooded considerable acreage and made it necessary to build four bridges, all at the expense of Baltimore City. Three were Parker through-trusses in steel, the fourth a bowstring through-truss, particularly beautiful and graceful structures. Unfortunately, the Matthews Bridge on Dulaney Valley Road, three Parker through-trusses in a string, had to be replaced in 1978; the two-span Yellott Bridge in 1988. The bridge on Paper Mill Road is the most elegant one, with steel mesh portals decorated with spiked Venetian lanterns.

Glyndon's Butler Road Bridge of 1948 spans the Western Maryland Railroad; it was designed in Art Deco by Palmer & Lamdin; a visit to the Glyndon Square shopping center provides a view of the sidewalls formed of well crafted fieldstone in the style of early parkway bridge construction.

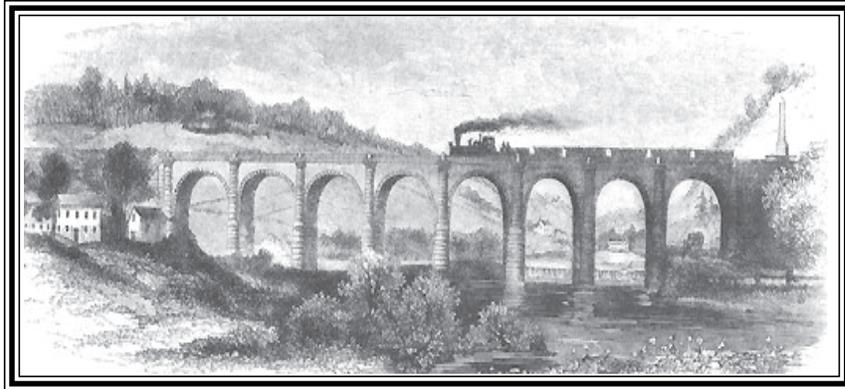
The Cockeysville Underpass that endured from 1930 to 1991 took motorists into a dark, two-lane concrete sump where drowning in a flash flood often crossed the driver's mind, although children found it a great chance to shriek, and couples enjoyed a moment of sudden twilight. The mundane purpose of the great dark hole was to take the York Road under the heavily traveled Northern Central Railroad, a railroad put out of business by the 1975 flood.

Bridges of concrete and steel built today seem to lack admirers outside the engineering profession. Baltimore County's bridges have attracted little of the adulation enjoyed by the Golden Gate, although the Francis Scott Key Bridge is very handsome, built in 1977. There was some sentiment attached to the Dundalk Avenue Bear Creek draw bridge (1929) leading to Sparrows Point—mostly on the part of Dundalkers who paid a dime to get across to spend eight hours being fried at the steel plant; it was demolished in 1983. The inter-state "fly-over" ramps and bridges may someday attract a photographer who can find majesty and beauty in blocks and pillars of pre-stressed concrete.

THOMAS VIADUCT

This eight-arched railroad bridge was designed in 1835 by Benjamin H. Latrobe, son of the British architect of Baltimore's Cathedral. It was named for Philip Ellicott Thomas, president of the Baltimore and Ohio. It was the largest railway bridge in the United States when built, the first one incorporating a curve, in this instance four degrees. Contractor was John McCartney of Ohio, who had also built the Patterson Viaduct at Ilchester. Caspar Wever, the railroad's chief engineer, was superintendent. The bridge opened on August 25, 1835, providing the B. & O. with a line from Baltimore to Washington. The viaduct is 26 feet wide, 612 feet long, 59 to 60 feet above the water of the Patapsco River at the Fall Line. The arches vary in span from 58 feet 5 inches to 58 feet 10.5 inches. Volume of the masonry is 24,476 cubic yards. Total cost was \$142,236.51. Alterations were made in 1938 when some heavy grouting was applied to the stone spandrels. Additional grout was pumped into hollow spaces in 1956 after drilling 1,800 holes. The rail crossing was guarded by Union artillery positions on the bluffs all during the Civil War. A granite obelisk was erected on completion of the project and carries the names of the designer and builders. This may be the oldest multi-arch stone railway bridge in the world, but it is not the largest—there is one of 26 spans along the edge of the North Sea at Berwick, Scotland—nor the only one built on a curve. The bridge is listed on (1) The National Register, (2) the list of National Historic Landmarks, and (3) the Historic American Engineering Record.

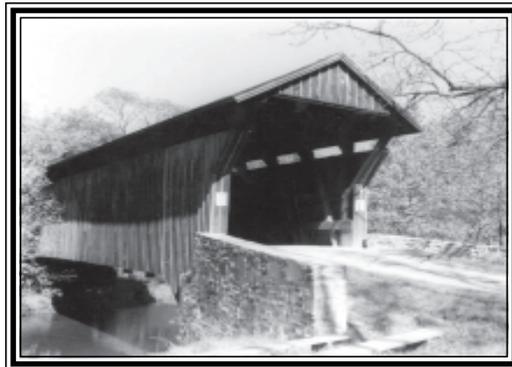
Thomas Viaduct



BUNKER HILL COVERED BRIDGE

A 107-foot covered bridge built about 1880 crossed Gunpowder Falls 1.1 mile northwest of Hereford. Its contractor was Oliver Purkey of Hereford, assisted by two Pennsylvania carpenters. The bridge was the last one wholly owned by Baltimore County when it was refurbished in 1939. (*Jeffersonian*, August 11, 1939) The bridge lasted until 1961 when it was burned by arsonists. Baltimore County Public Works, under the leadership of Albert B. Kaltenbach, carefully built a replica of the original and dedicated it with ceremonies, including a brass-band conducted by Dr. William Sebastian Hart, in 1963. The practically new bridge was burned by vandals again on August 7, 1971, and the county gave up on the lonesome site and no bridge is located there today.

*Bunker Hill
Covered Bridge*



JERICHO COVERED BRIDGE

The last surviving covered bridge in either Baltimore or Harford County spans their boundary line, Little Gunpowder Falls. The bridge was petitioned by citizens of both counties in early 1864 and on March 24 of that year the General Assembly passed the appropriation. Specifications were advertised in the *Maryland Journal*, on June 17, 1865, proposing a bridge about 80 feet in span on

15-foot high abutments, the deck to be enclosed with weatherboard and the roof shingled. Local cotton factory owner Hugh Simms, was appointed superintendent; Thomas F. Forsyth of Pikesville was the winning bidder at \$3,125. Forsyth, listed in city directories as a machinist, was probably also the designer. The bridge was completed by December 5, 1865, and still carries traffic, although it was repaired and strengthened with steel stringers and tie rods in 1937. Another round of repairs was completed in 1983 and formal reopening took place on July 7 that year. Architecturally, the bridge is a Burr-arch truss with slanting portals. Its date of construction rules out any of the imagined Civil War events reported in local legend. (*History Trails*, Spring, 1978)

INFRASTRUCTURE: FORTIFICATIONS

Coastal fortifications were a necessity in a young American republic faced with possible attack by France, Britain, or Spain. British fleets had roamed the Chesapeake unhindered in both the Revolution and the War of 1812, and Baltimore was the only Maryland port able to defend itself during the second war with England. Fort McHenry was probably inside Baltimore County in its earliest period when known as Fort Whetstone in 1776 but it was well inside Baltimore City when developed to its maximum strength by a succession of French engineers. The other two coastal forts were entirely within the present county.

FORT CARROLL

First proposed in 1840, Fort Carroll was a work of American engineering although its hexagonal shape was a standard format of the French military architect Vauban. General Trotten, Chief of the Army Engineers, designed the fort, and its first resident construction superintendent was Colonel Ogden, appointed in 1847. The second superintendent was Brevet Colonel Robert E. Lee, who took over in 1848. Fort Carroll was built not of brick but of concrete faced with granite; no doubt as it was slowly assembled, artillery engineers were designing projectiles that would have blown it into gravel if ever attacked. The brick Forts Sumter and Pulaski were no match for the weapons of 1861 when bombarded by the Confederates and the Union, respectively. Fort Carroll was never finished and never attacked, but its construction methods were advanced for their time. The site was an underwater hill that generally showed as a stretch of mud next to the Baltimore shipping channel off Sollers Point. The project was first called the “fortification at Sollers Point Flats.” Construction involved steam-powered pile-driving and the pouring of concrete underwater. The fort was to provide three decks for 300 cannon to defend the main ship channel into Baltimore. The ammunition was to be iron cannon balls. However, the fort was never brought to completion, only one deck being finished. With the development of armored warships, Fort Carroll was soon obsolescent. Only days before the Spanish-American War started, the War Department purchased an electric plant and searchlight for the fort from the Tolchester Company, the excursion boats operators. (*News*, April 28, 1898) After the War, two twelve-inch rifled guns were installed and were manned until 1915. In World War II, the fort was used to house foreign seamen and as a Coast Guard pistol range. In 1958, the General Services Administration advertised the fort at auction as surplus property and a buyer turned up in the person of Benjamin N. Eisenberg, who bid \$10,000. The new owner reportedly believed that the Fort lay inside the waters of Anne Arundel County, where slot machine gambling was at the time legal; any topo map would have shown that the fort was inside Baltimore County. Mr. Eisenberg planned to open a restaurant and had a number of concrete cannon cast as decorations. None of the ideas proposed for the fort have ever panned out, including acquisition by Baltimore County as a park. The vast pile of masonry that the Federal government paid an estimated million to assemble, is assessed at \$2,750. The grassy inner courtyard can be glimpsed from the

Francis Scott Key Bridge. (Kellbaugh, 1989)

Fort Carroll



FORT HOWARD

By 1896, a new generation of concrete fortifications was started, Forts Howard, Armistead, and Smallwood, with Baltimore County's example being Fort Howard at the tip of North Point, where the invading British had come ashore unimpeded on September 12, 1814. In the 1890s, there was fear of attack by the armored fleets of Spain, which was believed to have rejuvenated its navy, and by the German Empire, which was building a colonial empire. It seems hard to believe that a foreign fleet would have attempted to operate in the Chesapeake Bay in the teeth of mines and torpedo boats, with their ships confined to the deep water of the commercial channels, and the U.S. Navy's Norfolk squadron at their rear. A fortune was spent on concealed and heavily fortified concrete batteries, none of which were ready for the brief war with Spain in 1898. In World War I, the German fleet only took to sea once and got no farther than the coast of Denmark near Jutland, but Fort Howard was ready and it had a supply of harbor mines that could be quickly rolled out of their storage building on miniature rail cars and launched into the channel. The installations represented the Endicott period of fortifications, a style or technology named for W. C. Endicott, Secretary of War in Grover Cleveland's cabinet. Fort Howard's armaments were divided into six separate batteries named for famous Marylanders:

- | | |
|---------------------|--|
| 1. Battery Claggett | 4. Battery Stricker |
| 2. Battery Key | 5. Battery Nicholson |
| 3. Battery Harris | 6. Battery Lazear
(never completed) |

There were tall brick towers for observation of ships and directing the aim of the gunners. An entire permanent military post was built in a late Victorian style with a parade ground, officers' residences, driveways, gate house and all the auxiliary buildings that make a garrison. Following World War I, General Douglas MacArthur was briefly the post commander. The guns were maintained by the Coast Artillery until 1927. Eventually, Fort Howard came to mean the location of the Veterans Hospital, a tall building constructed in 1940 with spectacular views of the bay and harbor. In 1973, the fortified side of the peninsula was considered surplus and Baltimore County acquired the gun emplacements from the Federal government and established a unique waterfront park.



Fort Howard



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GLOSSARY

ABRADE	to scrape or rub off a finish or surface.
APSE	a semicircular or polygonal (e.g., a half) used as the rear projection of a church building.
APSIDAL ARCH	an arch used in supporting an apse
ARCADE	a series of arches providing a sheltered walkway.
ARCH	a curved support over an opening in a wall, formed by a series of wedge-shaped parts, which are held in place by the weight of the wall above pushing them together and against the vertical supports on either side of the opening. A row of vertical bricks over a window opening is a flat arch or jack arch.
ARCHITRAVE	an undecorated band below the frieze and above the columns in classical portico. Also, a band of molding set in a door frame.
ARCHIVOLT	a band of molding set in an arched opening. A curved version of a straight architrave.
BALUSTER	a short post or pillar in a series supporting a rail or coping and thus forming a balustrade used in stairways.
BALLOON FRAME CONSTRUCTION	a post and lintel architectural structure designed about 1830 and still used in modern house construction, consisting of wood and metal studs nailed to header and footer boards making walls with hollow spaces (that can be used for insulation), upon which are nailed or screwed exterior and/or interior drywall panels.
BARGEBOARD	wood trim scroll cut to emulate Gothic tracery.
BARREL VAULT	arches that are successively placed in rows that produce an interior space free of supporting columns. An entire hall or church nave can be sheltered under a barrel vault.
BED MOLDING	a small molding located directly under a cornice.
BOLSTER	in millwriting terminology, a shaped wooden block set atop a post as the intermediate support for a girt (joists in house construction terminology).
BRACKETS	small projections built out from the wall to support the eaves of the roof; can be highly ornamental.
CANTILEVERED	built with beams projected horizontally, supported by a downward force behind a fulcrum.
CASEMENT	a window that opens out from hinges on its side.

CAST IRON

architectural castings of iron made with 2.5-4% carbon content for roofing and columns, for example.

CLAPBOARD

overlapping horizontal wood boards covering a timber-framed wall; the boards are wedge-shaped in section, the upper edge being the thinner.

CLOSER

the last brick in a row, at the end of a building, for example.

COFFERING

the notching of the underside of a dome to reduce its weight. Coffering, like hollow boxes set in a ceiling, became a decorative element, frequently revived for Beaux Arts buildings.

COMPOSITION

an arrangement of the several parts of a building's elevation so as to form a unified, harmonious whole.

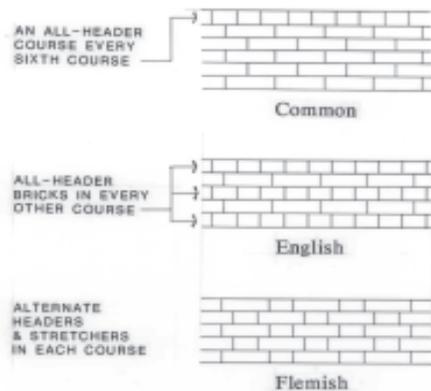
CORINTHIAN COLUMN

a Greek column like the Ionic, but having a double base and leaf-like capital.

CORNICE

a horizontal molding projecting along the top of a wall; often a decorative development of the eaves of the roof.

COURSING



the orderly arrangement of brick or stone in building a wall. The arrangement of bricks with ends pointing out or the sides pointing out is known as the *bond*. The main styles of bond are:

Common Bond - course of stretchers are laid with every sixth course composed of all headers.

English Bond - one course is laid with stretchers (the long side of the brick) and the course above is laid with headers.

Flemish Bond - each course is a mixture of alternate headers and stretchers, centered over each other vertically.

CRESTING

a carved, incised or perforated repeating design along the top of a wall or roof.

CROSS-GABLE

a gable breaking into the front roof line providing an attic window opening in the main facade. An element of Gothic revival.

CROWN MOLDING

the uppermost part of a cornice.

CUPOLA

a dome, especially a small dome on a circular or polygonal base crowning a roof or turret.

DEFLECTION

the amount of vertical movement in a horizontal structural member caused by loads acting upon it.

DISPLAY WINDOW

glass windows projecting into the sidewalk area in front of the building line and/or large flush window openings on the ground floor.

DOME	an architectural structure with a curved hemispherical ceiling. The keystone of an arch has a corresponding form in a dome called an oculus (i.e., an eye).
DORIC COLUMN	a Greek column having fluting, an undecorated pillow like capital, no base, and a tapered, slightly bulging shaft. The earliest type of Greek column.
DORMER	an upright window lighting the space in a roof. When it is in the same plane as the wall, it is called a wall dormer or a pop-up dormer; when it rises from the slope of the roof, a roof dormer.
DOUBLE-HUNG WINDOW	a standard window made up of two sliding, framed glass sections; one is lowered from the top, the other is raised from the bottom. The raising and lowering of the frames is controlled by pulleys and weights.
EXCAVATION	removal of earth.
EYEBROW WINDOW	a low dormer window over which the arched roofline forms a reverse curve at each end, presenting the outline of an eyebrow.
FACADE	French for the main or front face of a building.
FACIA	a flat continuous band with a vertical face that projects slightly from adjacent members such as a string course or belt. Also formed from wood.
FALSE PLATE	a diagonally set square timber to which the lower ends of roof rafters were attached in 18th century cottages. Described in Marcus Whiffen's study of Williamsburg.
FENESTRATION	the design and arrangement of windows and door openings in a building.
FINIAL	a decorative wooden spike found as a roof decoration in Gothic designs. The sinking counterpart of such decoration is the "pendant."
FLUTING	parallel concave gouges cut into Doric columns.
FRAME	the box like skeleton of horizontal and vertical members of a timber house.
GABLE	the upper part of a terminal wall, under the ridge of a pitched roof.
GAMBREL ROOF	a roof with two slopes of different pitch on either side of the ridge.
GINGERBREAD	pierced curvilinear ornament, executed with the jigsaw or scroll saw, under the eaves of roofs. So called after the sugar frosting on German gingerbread house. The scholarly term is "applied decoration."

GIRT	in millwrighting terminology, the horizontal interior beams supporting the floor above. The girt rests on bolsters that in turn rest on the posts.
GLAZED BRICK	decorative bricks given extra burning until the sand particles melt into a glazed surface.
HEADER	the small end of a brick when exposed in a wall.
HIPPED ROOF	a roof with slopes on all four sides. The hips are the lines of meeting of the slopes at the corners.
I-HOUSE	a colonial or pioneer era house only one room deep. Its chimney could be in the middle or outside on the end of the house, depending on its region, north or south. Fred Kniffen coined the word after observing such houses in Indiana, Illinois, and Iowa.
IONIC COLUMN	a Greek column having fluting, a scroll capital, a single base, and a straight shaft.
KEYSTONE	the central stone in a true arch on which all the weight of the other angled stones is centered, removal of which results in the collapse of the arch form.
LAMB'S TONGUE	a hand carved, decorative flourish at the top of a chamfered supporting post in colonial houses and mills.
LANCET WINDOW	a tall, narrow window with a pointed top, an element of both houses and chapels in the Gothic style.
LIGHT	individual piece of window glass when mounted in sash.
LINTEL	a beam over an opening in a wall or over two or more pillars or posts.
MANSARD ROOF	a roof with two slopes to all four sides, the lower one being much steeper than the upper.
MASONRY	the construction of stones, tiles, bricks, etc., fitted together with mortar.
MASS	the bulk or magnitude of a building.
METOPE	empty space between two triglyphs in a frieze. Used in the Doric order, e.g., on the portico of the Baltimore County Courthouse.
MILK PAINT	a homemade barn paint composed of skimmed milk, linseed oil, lime, and pigment. For formula, see <i>Eric Sloane's America</i> , pp. 65-66.
MILL FINISHED	material, i.e., metal, that arrives unfinished from the manufacturer that requires painting at the job site, for example.

MODILLIONED	adjective describing a series of small ornamental brackets under the projecting top moldings. Found in the Corinthian and Composite orders in classical architecture.
MODILLION CORNICE	a cornice, the upper part of a classic entablature, supported by small decorative brackets found in the Greek Corinthian order and in the Roman Composite order.
MORITCE AND TENON JOINT	a tightly crafted joint consisting of a cavity that is prepared to mesh with a similarly shaped projection (the tenon) of another timber. The two members are fastened with a wooden pin, peg, or treenail.
MULLION	a vertical upright dividing a window or other opening into two or more lights.
MUNTIN	the vertical part in the framing of a door, screen, paneling, etc., butting into the horizontal rails.
NARTHAX	the arched porch or vestibule of a church structure.
NAVE	the whole of a church west of the transept, that is, the interior space bounded by the side aisles.
OCULUS	the circle of stones at the top of a dome which acts like the keystone in a true arch. The hole in the dome.
OGIVE	a form of roofing topped by a point similar to mosques and pseudo-Moorish pavilions.
PALLADIAN	a style of the Georgian era which included columns, pediments, or projecting pavilions to suggest a temple portico. Also included raised first stories, balanced wings, and Venetian windows or "Palladian windows," where a round-topped center window was flanked by two shorter and smaller rectangular windows, e.g., Mount Clare. Invented by the architect Serlio, but named for Andrea Palladio.
PALLADIAN WINDOW	a three part window usually consisting of four pilasters or columns articulating three tall window areas. The two outer windows have a straight cornice over each; the taller center window has an arched semi-circular cornice.
PARGETTING	application of stucco or "roughcast" to the outer wall of a stone or brick building, e.g., Hampton Hall or Montmorenci.
PEDIMENT	the gable end of the roof of a Greek or Roman temple. In a door frame, a <i>broken pediment</i> is a triangular door top that is interrupted by an opening surrounding a decorative element, such as a pineapple; suitable for Georgian designs but not for Federal designs.
PERIPTERAL	with columns on all four sides.
PIER	any upright surface used as a principal support by itself or as part of a wall.

PILASTER	a flat-faced representation of a column, in relief as it were, against a wall.
PITCH	the degree of slope of a roof.
PORTE-COCHERE	a projecting porch providing shelter to arriving vehicle passengers.
PORTICO	a large porch having a roof, often with a pediment, supported by columns or pillars.
POST AND BEAM	a type of framing in which horizontal members rest on a post.
PRINCIPAL ELEVATION	façade that fronts a street or contains the main entrance to building.
PROSTILE	having a columned portico, as in the case of a temple.
PURLINS	an intermediate horizontal roof beam, sometimes allowed to appear under the eaves as “exposed purlins” in Gothic cottage architecture.
REINFORCED CONCRETE	a very strong and light-weight building structure that is made of steel webbing laid in a grid pattern with concrete poured around and through it in a prefabricated form. The resulting slab forms can be used as the floors, walls, and ceilings, which are strong, portable, and inexpensively constructed.
REPOINTING	in brickwork, the strong mortar refinishing given to the exterior of joints. Includes the raking and renewing of the exterior ¾-inch to 1-inch depth (1.5 times the thickness of the joint).
ROSE-HEAD NAILS	nails headed by hand methods before the Industrial Revolution.
RUBBED BRICK	individual bricks heavily abraded or sanded to produce a brighter surface for special use, e.g., in jack arches or window openings.
RUSTICATION	a method of surfacing masonry; the blocks or courses of stone are emphasized by deeply recessed joints and often roughened surfaces, resulting in an imposing impenetrable appearance (e.g., Baltimore’s City Hall). Derived from the word “rustic,” rustication is usually only seen on city buildings. Popularized by Andrea Palladio.
SASH	sliding glazed window frames running in vertical grooves, usually double-hung windows.
SEGMENTAL ARCH	an arch formed in a partial circle.
SET-BACK	distance between property line and facade of building facing street. Governed by Baltimore County Zoning Regulations.

SIDING	<p>the outer cladding of a building. Wood siding includes: Clapboard - plain boards of uniform or tapered thickness laid horizontally, about 5 feet long in colonial times.</p> <p>German Siding - horizontal boards with curved or sculptured cross-section, suitable for Victorian era Gothic designs.</p> <p>Novelty Siding - horizontal boards with heavily beaded or curved outer face, used in Victorian era Gothic designs. Includes Swedish siding.</p> <p>Board and Batten - vertical boards joined at the edges by vertical strips called battens, used in Victorian era Gothic designs.</p> <p>Shiplap - a wooden sheathing wherein the bottom edge of each board overlaps the upper edge of the one below, sometimes provided with a groove.</p>
SHAKE	<p>long strip of roofing material, originally split from log stock, reaching 4 to 5 feet in length. Modern shakes, are shorter, still riven rather than planed. Suitable for barns and outbuildings. Fire retardant substitutes now available.</p>
SHINGLE	<p>short segments of roofing material originally split from log stock, shorter than shakes tapered in cross-section. Modern shingles are planed and are suitable for dwellings.</p>
SHOTGUN HOUSE	<p>a frame house of one story, one room wide with its gable end and front door to the street, possibly of Indian or Haitian design, long common in the South.</p>
SILL	<p>a horizontal timber serving as the foundation of a house; the horizontal member at the bottom of a door or window.</p>
SOFFIT	<p>the surface on the underside of an architectural feature; often in wood.</p>
STRETCHER	<p>a brick laid with its long surface visible. Opposite of "header."</p>
STRING COURSE	<p>slightly projecting horizontal brick detailing on exterior masonry wall to distinguish floor levels, for example.</p>
STUCCO	<p>exterior plasterwork, principally.</p>
STUD	<p>one of a row of posts to which laths or boards are nailed to form room partitions.</p>
TERRA COTTA	<p>fired but unglazed clay mainly used as wall covering and ornamentation on building exterior as it can be fired in molds.</p>
TILE	<p>ceramic roofing material. Hollow tile blocks were used as wall materials of Dundalk houses, ca. 1918, designed to be stuccoed over.</p>

TRACERY	ornamental openwork of stone in the upper part of a Gothic window. In Gothic Revival buildings, it is sometimes of wood or iron.
TRANSEPT	the projecting arms, usually between and perpendicular to the nave in a cruciform church. The north and south arms are always called the “north transept” or “south transept” no matter which way the actual building is oriented. (See Sherwood Episcopal Church)
TRANSOM	glazed opening with a window, oftentimes operable, directly over doorway.
TREENAIL	wooden peg used in fastening timbers.
TRIGLYPH	literally, “three carvings.” A row of three small vertical stone figures located in the frieze of a Doric order portico, a vestigial representation of wooden ceiling beams that were visible on the earliest Greek temples (e.g., Baltimore County Courthouse).
TRUE ARCH	a curved structure of wedge-shaped blocks designed to span an opening and supported only at the sides. A Roman architectural form that allows large column-free interior spaces. A semicircular architectural form that relies on a keystone.
TRUSS	a triangular wooden architectural form that allows for interior spaces of limited size that are column-free.
TUSCAN ORDER	simplified form of Doric column, invented by the Romans.
VENEER	a thin outer layer of better quality wood or other materials on the outside of a structure.
VERGE BOARD	a wide board fastened on the edge below the slope of the roof on the gable end, often carved or scroll-sawn in ornamental tracery. Also called a barge board. Essential for authenticity in Victorian Gothic restorations.
VOUSSOIR	a wedge-shaped stone or brick used at the center of an arch. Its taper toward the center follows the radii of the arch.
WALL OF TROY	a form of bed molding, or a row of bricks under a cornice.
WATER TABLE	a slight horizontal projection on the exterior wall of the lower masonry just above the ground to throw off water. Usually formed with curved bricks. Used at St. James P .E. Church, My Lady’s Manor.
WEATHERBOARD	another name for clapboard wood siding.



Sheppard Pratt - Main Building

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