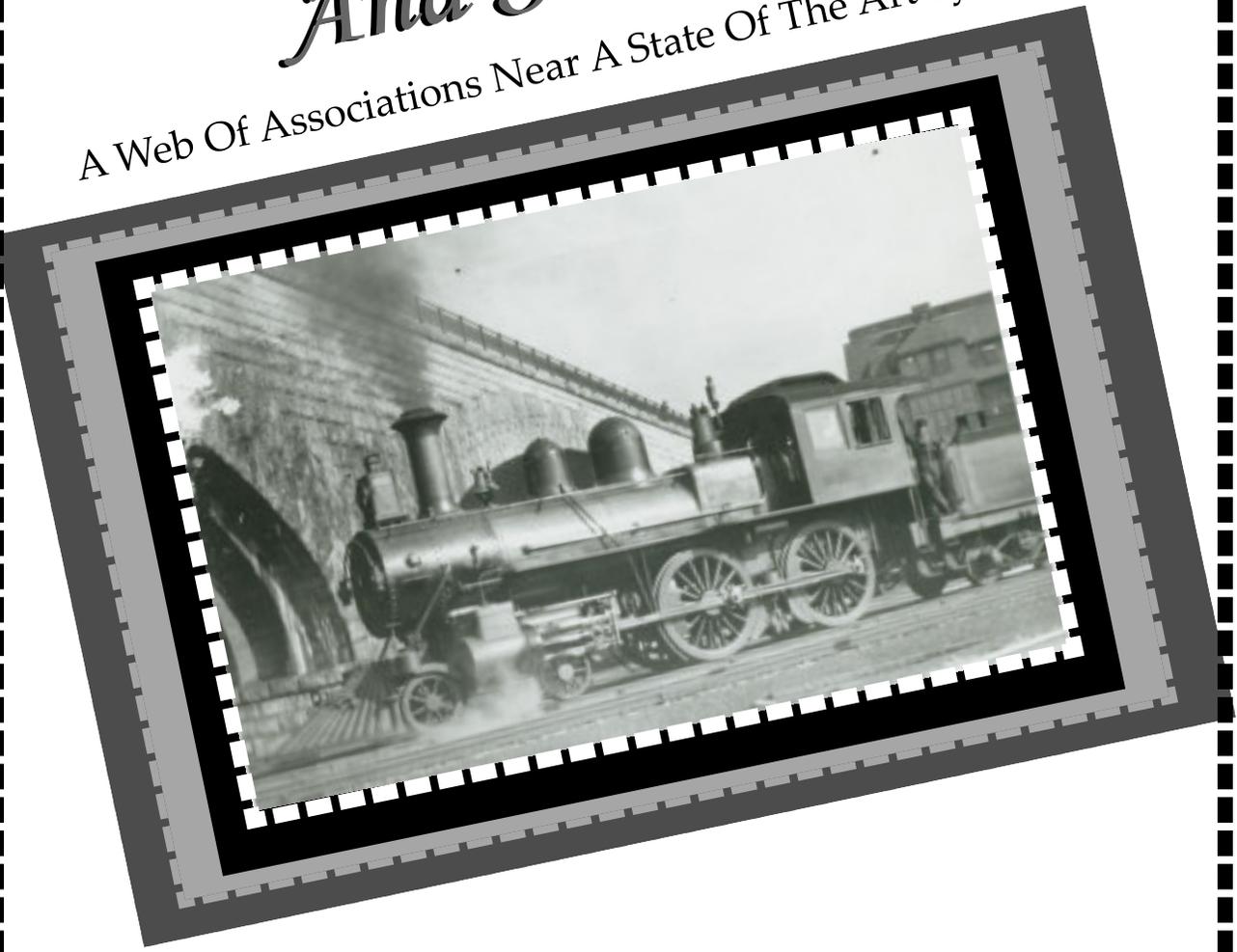


Light Rail History And Scenery

A Web Of Associations Near A State Of The Art System



Light Rail Historic Setting

By John McGrain

2005

LIGHT RAIL HISTORIC SETTING

The light rail system not only travels over historic routes but passes many surviving structures of historic interest. In some cases only the associative value lingers on in a place name or in the name of a road of great antiquity. The road bed itself follows the route of Lincoln's Funeral Train (April 23, 1865), and the funeral train routes of several other presidents, William Henry Harrison, Zachary Taylor, William McKinley, and Warren G. Harding. The same route carried the Royal train of King George VI and Queen Elizabeth on June 8, 1939, closely followed by President Roosevelt's special train. The Ex-King of England and his wife Wallis Warfield Simpson Windsor also took this route in a private railway car in October 1941 on a visit to Baltimore City. The King of 1939 and his brother the ex-King were grandsons of another passenger on this railroad line, King Edward VII, who came through from Harrisburg in October 1860 when he was the Prince of Wales but disguising himself as Lord Renfew.

The rail line was the second railroad started in Maryland, only a year or so after the B. & O. began seeking a route west. The Baltimore and Susquehanna Railroad, as it was first known, struck out for the Susquehanna River above York to divert river borne traffic to Baltimore and steal some of the commerce headed for Philadelphia. Both Philadelphia and Baltimore wanted to corner all the moving commerce of their regions to feed the appetites of their ports. New York City's Erie Canal was intended to drain all the commerce of Western New York state and eastern Ohio into the port on the Hudson. The builders of turnpike roads had hoped for the same capture of moving farm produce when they started about 1800, but the road travel was slow and involved so many overnight stops at inns that no profit could be made on grain shipments any great distance from a port city. Only something speedy like a railroad could hasten the process. Both the B. & O. and the Baltimore and Susquehanna started with horses pulling passenger and "burden" cars on iron rails. The founders of the companies hoped that steam engines would soon be practical and available, and indeed that is what happened.

The Baltimore and Susquehanna imported a nameless steam locomotive in 1832 and named it for the ship that delivered it, the *Herald*. The British were far ahead of any other nations at that point in railroad development. The *Herald* actually worked, and made very good time, but the company's engineers tampered with the wheels to make it easier going around curves. The little locomotive reached 45 mph and thus rendered horse-drawn railroads obsolete.

In the region of the quarries and down the Jones Falls Valley, the light rail route is a slice through the history of the industrial revolution, literally a memory lane, and a core sample of urban development.





Baltimore & Susquehanna Railroad Banknote, 1837. Locomotive depicted is not the “Herald” but possibly a Norris engine or a generic illustration.

HUNT VALLEY: The Hunt Valley shopping center was built on the institutional farm of Bonnie Blink, the Masonic retirement home, in 1982. The architects were RTKL Associates, Inc., of Baltimore, and the developer was KRAVCO INC. of King of Prussia, Pennsylvania. By 2004, the glitzy mall structures were being demolished to put up a “Main Street” shopping center with a retro architectural appearance. This mall had disappointed its original investors and was even called “Death Valley Mall” for its lack of customers. Only a Sears store survives from the original enclosed shopping space. The name Hunt Valley was invented out of the whole cloth by real estate speculators in the 1960s. In 2005, the line was shut down during the double-tracking of the northern part of the system.

SHAWAN ROAD. This east-west road, a rural route until the late 1960s, was named for the Shawnee Indians who originally lived in the Western Run Valley just to the west. That small stream valley was apparently inhabited by bison until the early 1700s. Not far west was a great treeless area of Baltimore County that the first settlers called “the Barrens.” The Barrens were apparently the result of a great forest fire caused by lightning—or an Indian fire that got out of control, but eventually trees grew back, the area not being a natural prairie. The corner of York and Shawan Roads is or was Marble Hill. The York Road made a steep, winding ascent going northward at Fifteen Mile Hill in Conestoga wagon times.

VERIZON CORPORATE PARK. This series of buildings east of the rail line was constructed in the late 1960s for the former Chesapeake and Potomac Telephone Company.

PROCTOR AND GAMBLE CORPORATE PARK. This office complex was built in the 1960s for the Baltimore City pharmaceutical firm, Noxema. The building was a design of Skidmore, Owings and Merrill.

*Noxema Building when new,
1961.*

—photo by Baltimore County
Office of Planning



WIGHT AVENUE. This short street is named for a family that operated a late 19th century distillery on the east side of York Road in Cockeysville. The first generation of buildings was taken down in 1926 after Prohibition was instituted. A new distillery warehouse was built in 1946 but has long been closed, looking for a redevelopment project. The plant made Sherwood Rye, named for a nearby church.

COCKEYSVILLE. This town was named for a family that owned hundreds of contiguous acres in the early 19th century. The Cockeys had a large roadside hotel and gave a right-of-way to the Baltimore & Susquehanna Railroad. The hotel was the headquarters of the Union army during the Civil War, when Baltimore Countians were eager to secede. Several regiments camped in “Cockey’s Meadows.” The Cockeys were not active in the quarry business, which they left to other enterprising investors. Quarrying goes back to at least 1810, and the product was marble suitable for high style buildings. Many monolithic columns for the U. S. Capitol building were dug at the nearby quarries. The business still goes on, making road paving materials and other specialized products.



Cockeysville Hotel built in 1810, photo from 1971.

Cockeysville Railroad Depot in 1971. East side of York Road south of Underpass. A building with heavy Italianate bracketing.



WARREN ROAD. This road led eastward to the cotton mill town of Warren, founded in 1814, and not closed until 1922, when the company sold out to Baltimore City for reservoir purposes for \$1 million. The town buildings were scrapped and nothing can be found today under the deep silt.

Only the foundation of a hilltop church survives in the watershed property just east of the steel Warren road bridge of 1922.

TEXAS: The village of Texas got its name at a meeting on December 8, 1850, commemorating the local enlistees who served in the Texas Greens unit in the Mexican War. Before that the town was Ellengowan and Clark's Switch. Texas was an almost all-Irish enclave of stone workers and quarrymen, many fleeing the Potato Famine of 1846. Texas had one of the few Catholic churches in the county, starting with services in the Clark home in November 1850. Saint Joseph's, Texas, on Church Lane, is the vastly expanded marble church started in 1852. A vast array of frame houses, some on Church lane and others facing the tracks, housed the workers. Texas was famous for taverns, tavern brawls, and labor unrest. Nineteenth century quarrymen would beat up any outsider who came looking for work. Even some vigorous ladies packed pistols. Shooting at the passing train happened now and then. Texas has been overrun by commercial buildings since the 1990s. Not enough characteristic houses survive to form an historic district. The large AAI Corporation is a highly successful business launched in the Cold War era to provide electronics for air defense.

TEXAS KILNS. Some of the 19th century lime burning kilns survive as rubble on the east side of the Light Rail tracks. There had been clusters of five kilns, three kilns and a few twin kilns. The kilns were twenty or more feet high and were kept burning months at a time, new limestone and more fuel thrown in at the top. There was once a large pond with wash water from the quarry operation: the water was a bird's egg blue. The pits and holes were filled to build shopping plazas in the 1990s and after.



*Quarry Owners houses facing tracks (above)
Texas Lime Kiln along NCRR tracks.*



PADONIA ROAD. This avenue comes in two versions, Old Padonia Road and [New] Padonia Road, a boulevard, both named for a property owner named Richard Padian who bought the ancient Taylor's Hall mansion, a three-part telescope house with a log starter wing. Taylor's Hall was the land grant name and it was the home of Thomas Cockey Deye, who served as speaker of the Maryland General Assembly at the time George Washington went to Annapolis

to surrender his commission to the Continental Congress in 1783. Old Padonia Road had a large artillery ammo plant during World War I. One round went off accidentally and flew to the Chestnut Ridge vicinity. Some of the Irish quarry owners lived in stone mansions (now vanished) facing the tracks in the 1870s. Right in this area, the old stone railroad ties of the 1838 B. & S. Railroad bed were excavated in recent years (1998).

DEERECO ROAD. This road name west of the tracks and parallel to the line was derived from the John Deere Company which built a distribution warehouse in 1966. The warehouse was a “big tent” type structure with a concrete roof held in place by wire cables anchored in concrete abutments, much like the roof of Dulles International Airport. Its architect was RTKL Associates, Inc. Later the building became the Timonium Post Office.

TIMONIUM FAIR. Timonium was the site of horse racing in or about 1820. Then the races moved elsewhere. In 1878, the Grangers or Patrons of Husbandry, put on what was practically a county fair in Ridgely’s woods on the Northern Central north of Lutherville. The next year, the newly formed Agricultural Society of Baltimore County built a permanent campus for fairs at Timonium. At first, the county fair had to compete with a State Fair held off and on at Pimlico, but in 1906 the two groups merged and added horse racing to the agenda to create the Maryland State Fair and Agricultural Society of Baltimore County, Maryland. Patrons often came by the Northern Central Railroad trains. The fair and the race continue to take place in the 21st Century. The original buildings were frame in late Victorian styles. The present buildings are masonry with room for large computer shows, book sales, livestock judging, and commercial events.



From Maryland Journal, September 4, 1880.

TIMONIUM ROAD. The Timonium Mansion was on the north side of Timonium Road facing the tracks. It was the Buchanan home in the 18th century, mentioned by that name in a for-sale advertisement in 1786. The house was originally called Bellefield, but on becoming a widow, Mrs. Sarah Buchanan renamed it Timonium, meaning a place of sorrow. The house found itself directly on the railroad line in 1838 and served as an Inn and also as a Boarding School. Timonium was demolished in 1977 to build a car dealer’s service shop.

LUTHERVILLE. A planned community of 1852, Lutherville was the home of a Lutheran college for women and was also an early Victorian suburb with great sprawling frame houses and villas, including an octagon house built of poured grout. The residence of another founder of the town, Dr. John R. Morris, faced the tracks on the east side and is still there; it was the boyhood home of John Waters, the film-maker. South of the Morris House, Oak Grove, was the college building constructed in 1853 by the designs of Thomas Dixon. It burned in 1911 and was rebuilt somewhat in the Gothic Revival style of the VMI campus. The college closed in 1952, and the building is now a retirement community. On the west side of the tracks is the gambrel-roofed Lutherville depot, built in 1873, used as a private residence since 1978. Lutherville is a National Registered Historic District. Just west of the tracks is a frame school house built in the era of segregation, now restored as a private museum.



—Stereograph by William Chase,
McGrain Collection

Oak Grove at Lutherville with Dr. John R. Morris, founder of the town.



—Baltimore County Public Library

Lutherville Station from broken glass negative, no date.

ESSEX FARM. The area along the tracks below Lutherville was the large Essex Farm, a dairy operation, of John M. Dennis, who also served as Maryland State Treasurer. Only the mansion survived suburbanization and it served as Art Donovan's country club for many years.

RIDERWOOD STATION. The Riderwood Station is named for the family of Edward Rider, a 19th century English immigrant who had extensive properties, including a fulling mill. This is a replacement depot, built in 1903 to a design of Frank Furness of Philadelphia in the period when the Pennsylvania Railroad controlled the Northern Central. The station closed in 1959 and became a private residence. It is a complex design in high Victorian style with elaborate wooden struts for porch supports. Its roof is steeply pitched, still covered with its original slate. The county paper in November 1860 reported that “an intrepid aeronaut” in a balloon launched in Baltimore came down at the lake after passing over Towson. Rider’s Woods was once a public picnic grove, and a disastrous train wreck occurred there on July 5, 1854, in which many casualties occurred.



Riderwood Station in 2002

JOPPA ROAD. This road was originally an Indian trail and was widened by the settlers. Its destination was the old county seat at Joppa on Gunpowder River. An elaborate 19th century iron bridge spanned the railroad here until 1986, when it was replaced as obsolete and dangerous. Just east of the bridge is a Rider family house built of frame and novelty siding. On the hilltop on the SE corner of Bellona and Joppa is the house, a Stick Style mansion built for George C. Wilkins in 1879 to a design of John Appleton Wilson. Mr. Wilkins was general manager of the Northern Central Railroad. This cluster of houses was once the “village of Sherwood.”

ROLAND AVENUE. This road commemorates Roland Run, the north prong of Jones Falls, named for an early settler named Roland Thornberry. Some very old stone culverts support the light rail line as it parallels Bellona Avenue.

RUXTON ROAD. This name commemorates early landowner and Revolutionary patriot Nicholas Ruxton Moore. The late Victorian, stone Ruxton Station was built in 1891 on the west side of the tracks and served passengers until 1959. The depot itself lasted until 1963. Ruxton was a commuter suburb dating from the 1880s, many of its houses the work of noted city architects, especially John Appleton Wilson. South of Ruxton Road bridge was St. John’s Church, which was started in 1833 by African Americans in a log structure. The present vertical board and batten church was built in 1886 by Towson contractor, George Horn. The church, a National Register site, is open on special occasions and can be rented for weddings.

*Ruxton Station, 1960,
Demolished in 1961.*

—Photo by John McGrain



L'HIRONDELLE CLUB. This is an old country club in a fairly modern building. The original members were interested in boating and racing on Lake Roland before that reservoir became 60 percent silt. The main sport is now tennis.

LAKE ROLAND. This reservoir was started in 1857 to supply all of Baltimore City's needs but was soon obsolete. Chief engineer was James Slade. The dam was finished by July 1861. There is an elegant marble Greek Revival valve house that controls water into a tunnel that parallels Falls Road. Two more temple-like valve houses were sited at Cross Keys and at Hampden Reservoir. The tunnel still exists but is mostly dry, today. The Lake Roland system has not been used since 1915. This has been variously called Swan Lake and Swann Lake for Mayor Thomas Swann of Baltimore City—no connection with the ballet of that name.

*Fishing at 1861 dam at Lake
Roland, once called Swann
Lake.*



RAIL BRIDGE OVER LAKE. The modern bridge stands in the same spot as the original railroad bridge that was burned on April 19, 1861, by the Baltimore County Horse Guard to prevent Pennsylvania militia units from traveling to Washington to answer President Lincoln's call for volunteers. The local militia acted on orders of Governor Hicks of Maryland and Mayor Swann of Baltimore. Service was restored in a matter of weeks. Other bridges were burned at the same time, including one northeast of Cockeysville at Marblevale.

ROBERT E. LEE PARK. This park is the original reservoir property now developed for walking and boating. There is no connection with the Confederate General except that Mrs. Elizabeth Garrett White left the city a large fund for park purposes, provided the project honored the general. The dam was considerably strengthened in 1994-1995 and the valve house was restored in 1993.

RELAY HOUSE. In the earliest days of the railroad when horses were still in use, this was a place to change horse teams. The Green Spring Valley Branch split off at this point going west. That branch served as the main line of the Western Maryland Railroad starting in 1859. During the Battle of Gettysburg, the Western Maryland was the army's closest supply route to Gettysburg itself, and vast amounts of supplies and men used the one-track system. General Herman Haupt directed the entire process. The wounded and the prisoners were also brought back to Baltimore by that line via Owings Mills. When a stove pipe burned down the Relay House in 1869, it was replaced by a flat-roofed Italianate building called Hollins Station.

*Hollins Station, rebuilt after the
1869 fire, burned again, 1933.*

—Robert L. Williams Collection



EAGLE FACTORY. Not far below the Lake Roland dam was the Eagle Cotton Factory, condemned to build the reservoir in the mid-1850s.

FALLS ROAD. The Falls Road was apparently a tobacco rolling road serving the Green Spring Valley in the 1700s. It was upgraded as a turnpike road by a chartered corporation in 1805. The incorporators hoped to tap the commerce of Adams County, Pennsylvania, but turnpikes could not move merchandise swiftly enough to make distant shipments profitable. The State of Maryland took over the assets of the turnpike company in 1905. The road runs almost to the Pennsylvania line, but loses its name at Alesia in Carroll County.

BARE HILLS. Spelled both ways at different time: Bear Hills and Bare Hills, is more likely named because of the sparse vegetation in the reservoir property. Outcrops of serpentine discourage the growth of trees, exactly as is the case at Soldiers Delight. Chromite was commercially worked at both locations. There was also a copper mine in the Falls Road area in the 19th century. One of its mine tunnels is still forgotten under a public road.

MOUNT WASHINGTON POWER PLANT. Just west of Falls Road is a BGE facility that was started by a small power company that lit the streets of Towson. This works was started in September 1894. By 1909, the Mount Washington Electric Light and Power Company was serving Mount Washington, Melvale, Arlington, Pikesville, Sudbrook Park, Ruxton, Sherwood,

Lutherville, Towson, and Govanstown. It merged with other utilities in 1904 to create the Consolidated Gas and Electric Company, then lost its corporate independence in 1928.

CITY LINE OF 1919. The city line moved 1.6 miles north to this point following an election held in 1918. It was the second annexation of swaths of Baltimore County, the earlier one having occurred in 1888.

INTERSTATE-83. This part of the interstate was conceived by the public works agency of Baltimore City in 1949. Eventually it was coordinated with the beltway planned by Malcolm Dill and the public works department of Baltimore County. Eventually both projects were rolled up into the Federally financed national system developed in the Eisenhower administration. The north south system coming up from the Baltimore Harbor area is still the Jones Falls Expressway or JFX. The name “Beltway” was coined by Baltimore County planning director Dill to avoid using the unwieldy term “Circumferential.”

THE TERRACES. This is an elegant suburban outgrowth of the much older Mount Washington, developed on the former estate of Dr. John C. S. Monkur, who treated Edgar Allan Poe in his last illness. The estate was developed by August L. Bauernschmidt and Omar Hersey starting in 1897.

MOUNT WASHINGTON. This suburban community of 1853 was designed for commuters who would use the Northern Central Railroad to reach their business venues in the city. Mount Washington was a “village of villas” many of them designed by Dixon & Dixon of Baltimore also famous for their “Tower of London” Baltimore City Jail. Mount Washington was intended to be picturesque, houses high on hilltops, streets winding and climbing. Even today, the city provides wooden boxes of cinders to shovel under one’s tires in snowy weather. Mount Washington is adjacent to Washingtonville, a cotton factory town started in 1809 and in production by 1810.

WASHINGTONVILLE. The dark granite and brick mill buildings were the home of the Washington Manufacturing Company, started in 1809 following President Jefferson’s embargo on foreign goods. This trade barrier allowed American cotton manufacturers to get started free of competition from the advanced industry of Great Britain. The factory here was successful on and off until the 20th century when it was acquired by Mount Vernon mills, then sold off as inefficient. For a long time it served the Maryland Nut and Bolt Company where very large heavy fasteners were forged amid splendidly Satanic flames. After the 1972 flood choked the machinery, the plant passed to the Leonard Jed Company, then to Don L. Byrne. It was eventually developed by Sam Himmelrich, Jr., as an upscale shopping center. All the characteristic buildings of an early mill town survive. This is in fact the third oldest textile mill in the United States, 110 by 38 feet. Maryland investors had no model mills in New England to imitate, making this one probably a distant imitation of some English or Scottish works. Only one duplex of the company town of Washingtonville survived building the Jones Falls Expressway in 1958.

*Washington Factory
after flood devastation*

—photo by John McGrain



SMITH AVENUE. Smith Avenue is the main road west from Mount Washington. The 1877 atlas showed large tracts owned by Joseph and Rebecca Smith, descendants of a Yorkshire family. This was the access route to the Mount Washington Female College started in 1856 by the German Reformed Church. Most of the college was housed in a multi-story octagonal building designed by Dixon & Dixon. Later the first college closed, and in 1863 the campus passed to the Sisters of Mercy who founded Mount Saint Agnes College. Mount Saint Agnes merged with Loyola College in 1971, and the campus was used by the Baltimore City Police Department, then by the USF&G insurance company, which built some sleek glass-walled modern office buildings. The Octagon building was superbly restored as a corporate headquarters.

KELLY AVENUE. The Kelly Avenue bridge crosses Jones falls and leads west to Cross Country Boulevard, where there had been another cotton plant called Pimlico Factory. The factory grounds was the place where the first and only Boy Scouts' Armory was built in 1911, but was a ruin by the 1950s. Just south of the bridge is a large frame, late Victorian church, known as Mount Washington Methodist Church. The avenue was named for the railroad crossing watchman, Simon Kelly.

MOUNT WASHINGTON PEDIATRIC HOSPITAL. This suburban campus is combined with the Jack and Mae Rosenberg Center for Pediatric Respiratory Medicine and is a center for infants and children with rehabilitation and complex medical needs: address 1708 West Rogers Avenue, Exit 10B from the Interstate.

NORTHERN PARKWAY. Northern Parkway is a superhighway developed from the original Belvidere Avenue. The broad street leads west to Pimlico Race Track, east to Saint Mary's Seminary and Gilman Country School, both on Roland Avenue.

CROSS-KEYS. East of the tracks and east of the Jones Falls is a well designed modern complex of apartments and offices called Cross Keys. The name is derived from the old Cross Keys Tavern on Cold Spring Lane. This was a Rouse Company development with many low-slung buildings in the Prairie Style tradition designed by Richard C. Stauffer in 1964 on the grounds of the Baltimore Country Club. A 15-story condominium was designed in 1976 by Frank O. Gehry. The second marble temple valve house stands on the Cross Keys property but actually belongs to Baltimore City as well as does the water tunnel under it.

CYLBURN PARK. On the west side of the Falls, the expressway, and the Light Rail is Cylburn Park, an exhibition garden developed on the former Jesse Tyson estate. The mansion is a granite house in the mansard style designed in 1889 by George C. Frederick. There are various flower beds, some that attract butterflies, potting sheds, green houses, garden statuary, benches, and all the splendor of 19th century living. Statues consist of a seated figure of Commerce, the goddess holding among other items spur gears and a fly-ball governor; this statue once graced the Saint Paul Street bridge over the Amtrak route. The small wooden Cylburn Station on the NCRRT was on the west side of the tracks, which was the gathering place of neighbors who congregated on the Bollman bridge to watch Haley's Comet and the funeral trains of McKinley and Harding.

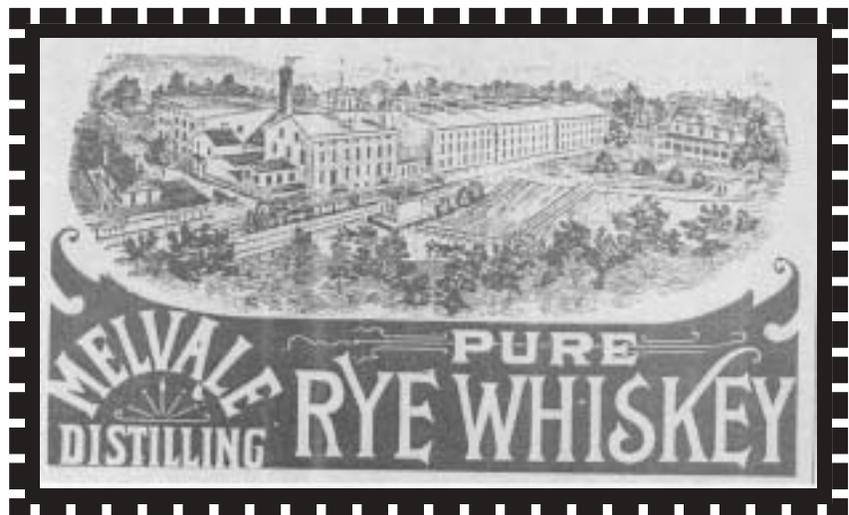
COLD SPRING TOWN. This highly modern housing complex was designed by Moshe Safdie in 1977 as a real world fulfillment of his “Habitat” village at the 1967 Montreal Exposition. Intended to be a village of 3800 clustered concrete houses, some perched on top of each other, the residences failed to sell, and its developer was not able to flesh out the plan. The village featured pedestrian walks, irregular house designs, and hidden gardens.

CITY LINE OF 1888. Following an election, the city line was moved 2.12 miles northward from North or Boundary Avenue to take in Hampden-Woodberry and other suburbs.

BALTIMORE POLYTECHNIC INSTITUTE. This city-operated elite pre-engineering school moved here from North Avenue in September 1967. The buildings were designed by Taylor and Fisher.

COLD SPRING LANE. This vast boulevard was developed from an old two-lane blacktop road that was the city’s cross-town route, known only to locals. It derived its name from the Cold Spring Hotel on York Road, in business by at least 1850. West bound, the road led in the 1860s to the Denmead Distillery, which is now reached by Old Cold Spring Lane and Brand Avenue. After serving as a whiskey plant, the late Victorian stone building was converted to a vinegar plant. Standard Brands was its operator in recent times and the product was converted from railroad tank cars full of vodka delivered on a company siding. Inside, the building shows sturdy timber framing in the tradition of 19th century mill-wrighting. The Rural Mill was here before the distillery and during the Civil War. The Union Army had a bivouac called Camp Melvale nearby, also called Camp Small for the landowner, Charles W. Small. The post was manned by Colonel Ellsworth’s Zouaves, Company A. of the 87th Pennsylvania Regiment in 1862. In the 20th century there was once an enormous grey, steel, waterless gas holder owned by BGE, south of Cold Spring Lane, west of the rail line, occupying the same site as Camp Melvale.

*Advertisement for
Melvale Distillery, no
Date.*



MEDFIELD. This residential area slightly north of Hampden-Woodberry was the site of Medfield Academy conducted by Dr. Johns Prentiss: an exclusive boy’s prep school starting about 1842. Medfield offered some college courses and had a band, a cricket team, a literary society, bowling alley, and elegant dances. Dr. Prentiss’ property is shown as a large parcel becoming surrounded by Hampden streets in the 1877 Hopkins atlas. The school lasted into

the 1890s. By the 1920s, the campus near Falls and 42nd Street was filled up by row houses. Houses along 41st Street were built in the 1930s. By the 1960s, the area was fully built out. The detached houses south of Cold Spring Lane are part of Melvale Heights.

FORTY-FIRST STREET. This is a 20th century street with a bridge that crossed both Jones Falls and the Pennsylvania-NCRR Railroad. West-bound the road reached Druid Hill Park and the Hooper textile factory right next to the park. East-bound, the street led to the heart of Hampden-Woodberry. A now-lost building in white hydraulic brick with a square tower was the Green Spring Dairy built in 1938 to a design by Lucius R. White, Jr. The uppermost Woodberry Houses were immediately south of the 41st Street bridge, which probably resulted in destroying a few of those old fieldstone dwellings.

WOODBERRY FACTORY. Woodberry Mill, a flour works, was in business here in the late 18th century. About 1843 a large Woodberry Factory for cotton products was built next to it and survived a fire that took the flour mill the very same year. The cotton plant still stands engulfed in 20th century expansions. Photos show that Woodberry Factory was three stories of brick and very long. When the cotton industry was reorganizing and moving south in the 1920s, the factory became the Schenuit Tire factory (1924). Only one gable peak of the original building can be seen at the south end of a range of bland modern appendages. The factory gave its name to the entire community. Its housing was scattered on the high ground at Seneca Street and also Clipper Road, stretching all the way to 41st Street. The company town borders on the east edge of Druid Hill Park. The Gothic church on Druid Park Drive was virtually a gift of William E. Hooper, the mill owner.

*Woodberry Factory and Park Mill
on right Side of Tracks, October 12,
1912.*

—Jacques Kelly Collection



PARK MILL. The Park Mill is a low-slung building with a rather stumpy short tower, once taller, built in 1855 by the partners William E. Hooper, Horatio N. Gambrill, and David Carroll to make seine netting in 1855. The 1857 county map showed it as “W. E. Hooper Cotton Duck and Seine Factory.” Hooper bought out his partners and the 1877 atlas showed this plant as a paper mill, but it was a cotton duck mill again in 1892, the Parkdale Mill, when an epidemic of the “grip” shut down production. In 1925, the Bes-Cone Company bought the plant to manufacture ice cream cones, turning out 5 million cones per month. In 1927, Bes-Cone rented the second floor to the Commercial Envelope Company, which was still in

business when the 1972 flood thoroughly scoured out the building and its contents. Today it is part of the so-called Clipper Industrial Park.



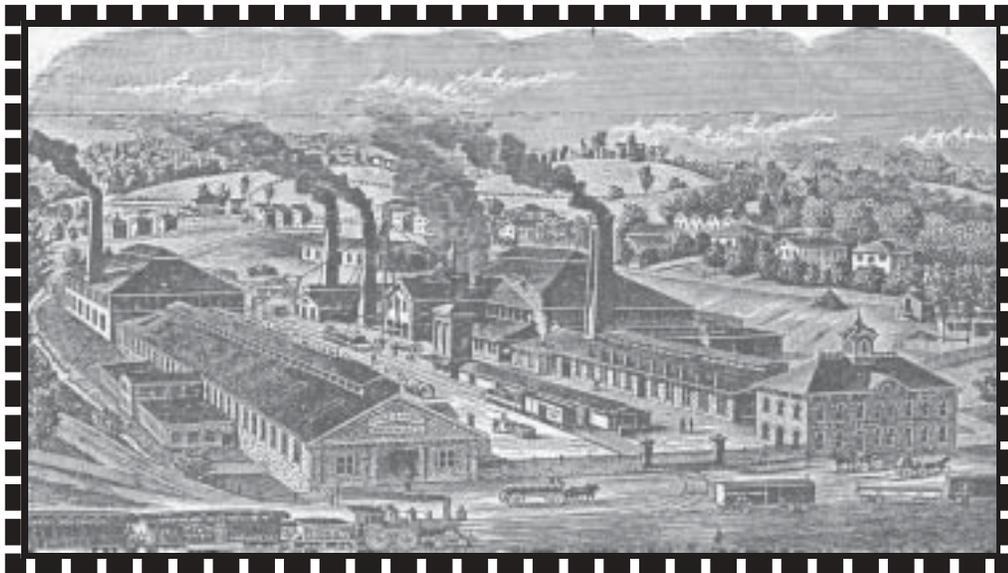
Park Mill from 1916 BG&E News.

UNION AVENUE. Union Avenue was named for the Union Works of the foundry company Poole and Hunt, built on the west side of the railroad in 1853. The company moved out from a downtown location on North Street (now Guilford Avenue). Poole & Hunt undertook the most enormous type of iron castings, making great fly wheels, and architectural elements for buildings, especially columns to support floors. The company cast most of the plates that were used to build the capitol dome in Washington. In the 1890s it manufactured all the drums and sheaves used in cable car systems. Cable cars had a short useful life, but many cities installed them, including Baltimore. Electric trolley car technology replaced cable cars in hardly a decade. The chief drawback of cable cars was the need for a constantly moving cable buried in a slot under the street, providing the cable car with only one speed forward. It was either moving or standing still. The winding mechanism required special buildings with steam power plants to crank the cables. The Poole & Hunt Company became Poole Engineering in the 20th century, and even went in for consumer products, such as washing machines. The original complex of buildings was used for building aircraft wings in the 1940s. In the mid-1990s, the buildings were being used by small businesses and by artists, and there was even a rock-climbing gym. Then on September 17, 1995, a disastrous fire started in one of the original buildings, and two firemen were killed when a stone parapet of the machine shop toppled into Clipper Road. The loss of life plus that of great architecture was regrettable. The 1860s buildings that burned, including the vast erecting shop, had been used in all the letterheads of the old company and in panoramic views of the industry. In 2004, the developers, Streuver Brothers, Eccles & Rouse, were planning to develop the foundry grounds into upscale housing, erroneously calling it Clipper Mill.



—photos by John McGrain

Parapet of Poole & Hunt Machine Shop. Clipper Road, 1982 and 2004 ruins.



Robert Poole & Son Company Works from U. S. Miller, November 1889.

TEMPEST HILL. The high ground in Druid Hill Park was called Tempest Hill and all the early photographers went there for views of Hampden-Woodberry. The park was the former estate of Lloyd Rodgers and was almost entirely surrounded by Baltimore County although owned by the city. Dedication took place October 19, 1860. In the Olmsted tradition, the park was rendered more rural than it originally was as a working farm. Every corner of it had a name assigned, such as Philosophers' Walk and Edmund's Well.

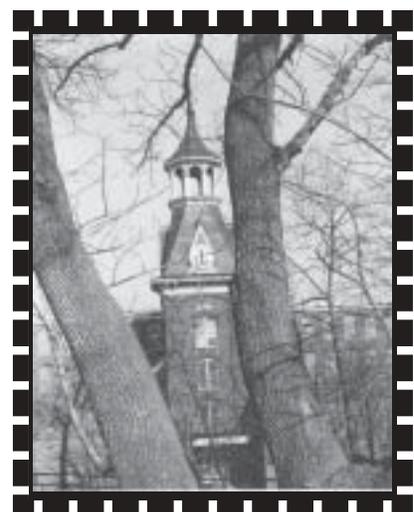
DRUID MILL. East of the rail line and east of Poole & Hunts' on the north side of the street at 1600 Union Avenue is the Druid Mill of 1866, built by Horatio N. Gambrill. It consisted of four buildings arranged around a courtyard at the head of Ash Street. This was the largest stone mill built in Maryland and one of the few in Italianate style, an imposing structure, still handsome even though some of its windows are covered with corrugated plastic. The south block with the square tower was the original section built in 1866. Some stereographs show the mill at that stage of development. About 1872, a matching north wing was added, doubling the capacity, making it the largest cotton duck mill in the world during its time. Never a water-powered plant, its boiler house stands between the two blocks on the west. Textile production

ceased in 1917, and for a time, Poole Engineering manufactured its washing machines there; successor enterprises included rag processing, chrome furniture, and janitorial supplies. The most recent business has been Life-Like Products that made plastic coolers, toys, and models.



—photos by John McGrain
Druid Mill in 1960s, west end, stair tower.

MEADOW MILL. On the east side of the rail line, west of Jones Falls, west of I-83, is the Meadow Mill built in 1877. It was a brick, multi-story building, with a square stair tower like a miniature Kremlin. This mill was probably designed by Reuben Gladfelter, house architect of the William E. Hooper company. Meadow is the local mill most like New England textile factories, built after national mill designs had been standardized by demands of insurance companies. Synthetic fibers replaced cotton duck in the 1940s and production continued until about 1960, when the mill was purchased by Londontown Manufacturing Company, a Baltimore firm involved in the production of “London Fog” rainwear. During one of the 1970s floods, people downstream were reeling in raincoats with fishing gear. The plant was later converted by Sam Himmelrich, Jr., to warehousing and artist studios, even housing the Mobtown Theatre.



Meadow Mill south of Union Avenue east of Light Rail, 1986

HAMPDEN. The main part of Hampden is east of the rail line, a grid of streets laid out in the late 1850s on the grounds of General Henry Mankin's estate Hampden. Its name was derived from the English patriot John Hampden who refused to pay King Charles I his ship tax. The 1852 water supply map had shown the name Kellyville at present 41st Street and Falls Road. Another lost name is Slabtown, the shanty area inhabited by Martin Kelly's workmen on the tunnel and reservoir project. The village has at least 14 churches, one of which boasted the largest bible class on earth. The first St. Mary's Episcopal Church was only a frame structure, and the Federal forces encamped nearby burned it for firewood during the Civil War. Hampden-Woodberry has at least 45 local place names, including Flicker Bottom, Hard-Drinking Row, and Good Husbands' Row.

INTERSTATE-83. The rail line dips under the expressway again.

CLIPPER MILL. The real and only historical Clipper Mill is the long, low brick structure, 698-feet in length, at 3800 Clipper Mill Road on the east bank of Jones Falls. The first business here was White Hall Flour Mill, and about 1842, the mill was used for textile production. A large new White Hall Factory was built about 1842, some 40 by 140 feet. White Hall Factory burned in 1854, putting about 105 persons out of work. Clipper Mill, its replacement, was probably designed by the house architect of William E. Hooper company, Reuben Gladfelter. An arsonist set it afire in 1865 and it was promptly rebuilt. Today the plant still resembles stereographs taken by David Bachrach when it was new. Its long, low, two-story form was somewhat advanced for its time. The star-shaped chimney is a sign that the company had an emergency steam plant in case the water supply failed. Because of its location in the valley, Clipper was heavily damaged by the tropical storm Agnes in 1972. A fine louvered cupola was removed about the time of the storm. No cotton had been made here since 1927, with the new businesses turning out paper ice cream cartons and plastic brushes. For a long time, Clipper Mill was the U. S. distribution center for Penguin Books. Clipper Mill had some stone housing for its workers, and on the high ground near Ash Street, there was a large manager's house with a terraced formal garden.



*Clipper Mill, north end,
Home of Sekine Brush
Company*



—photos by John McGrain

ROCKDALE. Rockdale is the desolate, eroded area before reaching Mount Vernon Mills, the site first of Rockdale Flour Mill, and then in 1838 of the Silk Factory. Silk proved to be an unsuccessful venture and in 1847, the five-story Rockdale Factory was built here to produce cotton. Rockdale Factory burned in 1855 and was never replaced. Rockdale Flour Mill still stood as a burned out shell when David Bachrach photographed it as “American Scenery” in the late 1860s.

Rockdale Mill Ruin, about 1865

—Photo by David Bachrach,
McGrain Collection



MOUNT VERNON MILL NO. 1. Located on the east side of Falls Road at the foot of Chestnut Street north of Cedar Avenue on the east bank of the falls and east of the rail line is the southernmost surviving textile mill in the valley and the last one to cease making cloth (synthetics) in 1973. In 1845, a number of investors acquired the Laurel Flour Mill, only recently rebuilt, and constructed Mount Vernon Mill No. 1, a water-powered cotton works a little upstream of the flour mill. That mill grew in length over the decades and apparently overran the site of Laurel Mill. It was undergoing enlargement in 1873 when struck by fire. The remnants were rebuilt and survive to the present day, displaying various date stones. The southernmost wing is the “picker house” with fireproof iron-lined walls. Horatio N. Gambrill, David Carroll, and Captain William Kennedy were the investors who stuck with the company during its great expansion. This mill has been rendered somewhat nondescript: virtually all of its tower caps and other distinguishing architectural elements have disappeared over the years. Most of the mill’s double window frames have been removed and their openings infilled, except for those surviving near the entrance. It had been an elaborately decorated high Victorian workplace. Life-Like Products occupies a portion of Mount Vernon No. 1.

*Mount Vernon Mill No. 1,
Date unknown, ca. 1870s.*

—Enoch Pratt Free Library



MOUNT VERNON MILL NO. 2. This enormous, long mill was built about 1850 on high ground where water power could not be employed, so it was a steam-powered plant from the beginning. Mill No. 2 was also designated No. 3 during its long life. The building was much enlarged in 1881. Like Mill No.1, it has lost much of its decoration. In the 1980s, it was

reworked into Mill Place, with arts and crafts made and sold on the premises. Near the east end of this mill, the hilltop levels out into a plateau that was the company town. The remarkably sturdy fieldstone houses were “Stone Hill,” the company town of the 1840s. To the north are the somewhat younger houses of “Brick Hill” in Baltimore row house tradition that apparently replaced the 1847 company town of Rockdale Factory. The stone mansion of mill manager David Carroll was a virtual palace and now serves as the Florence Critenden Home for girls. The great bell in the mill tower that summoned the “operatives” to work was called “Big David.” On the rare occasion of a manager’s funeral, the workers got the day off. The housing was sold to individual buyers in the late 20th century—at prices now seen to be real estate bonanzas.



—*Enoch Pratt Free Library*

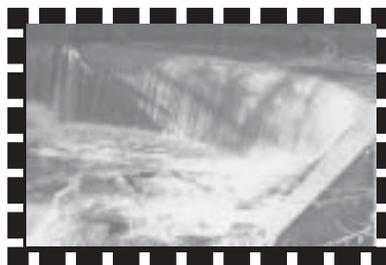


—*Baltimore County Public Library*

CEDAR AVENUE BRIDGE (SITE). Built in 1889, This lacy three-hinged, steel trussed-arch bridge of 150-foot span supported a deck that took vehicles from the Stone Hill area across the falls and the two railroads. It was later tied in with a ramp from the Jones Falls Expressway, then demolished in 1976. On this bridge, William Miller in 1906 shot his girl friend Anne Grace Boblitz.

CURVED DAM AT HOLLINGSWORTH’S MILL. Downstream of the Mount Vernon complex and downstream of the bridge on Wyman Park Drive (formerly called Cedar Avenue), the Jones Falls is blocked by a curved concrete dam dating from about 1920, but that dam is the replacement of various curved stone dams shown in paintings as far back as 1820 when the scene was engraved by J. Hill. The dam powered Hollingsworth’s flour mill which dated from at least 1789. A new Hollingsworth Mill or Rock Mill was built in 1841, and Alfred Jacob Miller executed a painting of it. Originally seven stories, the mill was reduced in height following a fire on August 25, 1898. The mill continued to operate into the 20th century, and its then owner, E. Clay Timanus, a practical miller, became Mayor of Baltimore City in 1904. Wilbur Coyle, writing in 1920, described the dam as new. After some years of disuse, the city purchased the site and in 1933 demolished the mill (See *Sun*, Rotogravure Section, April 19, 1920). In 2001, Streuver Brothers, Eccles and Rouse built a platform for tourists to walk out and view the dam.

-McGrain Collection



Curved Dam, Cedar Avenue Bridge, and Hollingsworth-Timanus Mill, 1907

TWENTY-NINTH STREET BRIDGE. — Designed by Thomas F. Comber, Jr., of the J. E. Greiner engineering firm, this elegant one-arch fieldstone and concrete bridge over the railroad and the falls was opened in December 1931.

BALTIMORE AND NORTHERN RAILWAY. A trolley car route wended its way out Falls Road from Lanvale Street starting in 1896. The line followed Cross County Boulevard to Reisterstown Road and then continued north and then east to reach Glyndon and Emory Grove.

DRUID LAKE. This 55-acre, 450-million-gallon, reservoir was originally called Lake Chapman for Mayor John Lee Chapman. It was deepened from a natural ravine and plugged at the east end by a massive earthen dam, one of the first in the country, recognized by the American Society of Civil Engineers as a notable achievement. Chief Engineer was Robert K. Martin. Work started on March 7, 1864. By 1865, a valve house was in place and the water was let in. The whole project was finished by January 2, 1871. The bottom of the lake is made up of impacted clay, hardened by horse-drawn rollers. The surrounding drive is 1.5 miles.

MARYLAND & PENNSYLVANIA RAILROAD ENGINE HOUSE. Stone, semi-circular engine repair shop with eleven stalls and the turn table of the Maryland and Pennsylvania Railroad. It was built in 1910, rendered surplus in 1958, and sold to the city in 1960. Now it is used by Baltimore City's highway maintenance vehicles and salt spreaders. A much earlier round house had burned in October 1892 and the company farmed its repairs out to the B. & O. for 18 years.

*Maryland and Pennsylvania
Railroad Engine House, 1958.*



LOMBARD STREET IRON BRIDGE—Temporarily stored on the round-house property since the early 1970s, this unusual bridge designed by Wendel Bollman had an 87-foot span and its center through-truss was a cast-iron, 30-inch pipe carrying public water supply across Jones Falls in the downtown area.

B. & O. RAILROAD PHILADELPHIA EXTENSION. The B. & O. Railroad had to find some way to jump over its rival the Pennsylvania on the way to Philadelphia in the late 1880s. The solution was the Belt Line: a series of curved spans just above North or Boundary Avenue.

The route designed by Samuel Rea, funneled the rest of the line in a trench along 26th Street through Peabody Heights, a row-house neighborhood. It then continued east past Clifton park following the Fall Line into Harford County to the Susquehanna River. This route is still in use for vast quantities of freight handled by the CSX system, heir to the B&O-C&O Railroad. Special trains of tank cars filled with orange juice supply most of the needs of the eastern U. S.

CABLE CAR WINDING SHEAVE. This iron winding wheel for the cables of a cable-car system was dug up from a brick vault under Paca Street near Fayette in November 1974. It had been part of the Druid Hill Avenue line and it is 11 feet in diameter, cast in halves, mounted on its original iron pedestal. It was set up just north of the Baltimore Street Car Museum's car barn in 1975.

BALTIMORE STREET CAR MUSEUM. At 1901 Falls Road, east bank of Jones Falls on the east side of the road is the Baltimore Street Car Museum Inc., which operates historic electric vehicles over its own track, on Saturdays and Sundays. The cars are protected by a contemporary warehouse building. There are displays, book racks, rest rooms, and more horse-drawn and electrically powered cars. The cars purr along the tracks with a whir of wind and friction no longer heard in most of urban America. This short demonstration route was the old right-of-way of the Maryland and Pennsylvania Railroad. The last of the streetcars borrowed their streamlined design from commercial aircrafts of the 1930s.

*Open Air Trolley Cars at
Baltimore Street Car
Museum, Autumn, 2004.*



RUINS OF M&P COAL HOPPER. Granite ruins of the Maryland & Pennsylvania's coal hopper survived until recent years on the east side of present Falls Road just north of North Avenue bridge, down the slope from the former Denny and Mitchell livery stable (1885) at North and Howard Streets.

MOUNT ROYAL FORGE & MILL. Mount Royal Forge, also called Franklin's Forge, was operating on the west bank of the Falls west of the present rail line as early as 1753. Later the Mount Royal Mill functioned here and was also called Stricker's Mill and Bradford's Mill. There was a ford across the falls in 1805 when the Falls Turnpike Road was chartered. The mill was shown on Poppleton's 1852 city map and was still intact in 1863 when the Water Board offered it for rent. Poppleton showed the bridge that the turnpike company provided to cross from the west bank to the east bank (for a vehicle going north).

BALTIMORE EAGLE WORKS. Found on the west bank of the falls, Baltimore Eagle Works started in 1846 to manufacture paint, chemicals, and medicine (including potassium nitrate), Epsom salts, and white lead. There were two stone factory buildings, one 210 feet long. There were also nine kilns and eight dwellings. When offered for sale in 1863, one building had lost its roof to fire. It was shown as "old chemical works" on A. Faul's 1863 topo map of the Swann Lake Aqueduct. This site passed to the city in 1864. In 1870, the city sold it to the Northern Central Railroad for construction of the Mount Vernon Yards.

SITE OF MOUNT VERNON YARDS. On the west bank of Jones Falls was a complex of new buildings on land purchased from the City and from the Bond estate including shop structures and a "circular engine house" and turntable, all built in 1872. The roundhouse was 280 feet in diameter and housed 40 engines, constructed by S. H. and J. P. Adams. Also a blacksmith shop, 104 by 290 feet, and a car building shop of the same dimensions, were all found on gneiss foundations, (the stone quarried on the premises). The yards and the footprint of the buildings were shown in the 1877 county atlas by G. M. Hopkins, just outside of the city lines of that period. In 1930, a produce terminal replaced the shops and power plant. This complex was replaced by the service shops of the light rail system. The NCRR roundhouse was just north of Reservoir Street, east of Mount Royal Terrace.

FORT NO. 7. The Union army's Fort No. 7 was constructed under the direction of Lt. Meigs and civil engineer Gilbert H. Bryson at a site "overlooking the Northern Central Railroad a short distance beyond the Mount Royal Reservoir" in 1864. It was part of a ring of 47 camps and earthworks around the city. The actual digging was done by teams of African Americans and Southern sympathizers dragooned by the Mayor of Baltimore. Members of the Union Club, a mostly social organization, formed themselves into a military company under Captain George A. Pope and marched out to man that fort in July 1864 when General Jubal A. Early's Confederates had cut the city off from the rest of the nation. Two guns were brought out but were never mounted, and no Confederates appeared.

MOUNT ROYAL RESERVOIR (SITE). This circular reservoir was built by the privately chartered water company and was listed among its assets when the city was seeking to buy the system in 1853. It was apparently enlarged by the city Water Board about 1860. Contractors were Burke and Green. Located 150 feet above tidewater, the reservoir was shown in the 1877 G. M. Hopkins atlas even after the construction of the immensely larger Druid Lake. Originally fed by Hampden Reservoir, Mount Royal was filled with water from Loch Raven in 1885. The chief engineer in 1906 recommended abandoning the reservoir because its elevation was too low. The lake went out of service in 1909 and its empty bowl hung around like an extinct volcano. In 1922 there was a suggestion to convert the circular pit into a stadium—although it was a perfect design for a bull-ring. A layout for cramming in a baseball diamond

was shown in the *Sun* on February 8, 1922. Razing was started in October 1923 and the space was turned into a 5-acre lawn. The JFX highway later passed through this site just south of Reservoir Street, east of Mount Royal Terrace and devoured the lawn area. The nearby housing is known as Reservoir Hill. The string of 17 ornate High Victorian houses north of North Avenue was designed by Thomas Dixon in 1883. This brick row fronts on deep grassplots rather than a street. The park between these houses and the JFX contains a Mexican War monument to Captain Watson and another one of the four seated figures of Commerce rescued from the original St. Paul Street bridge.

FALLS TURNPIKE ROAD. The toll road known as the Falls Turnpike was an improved version of an old rural road that probably started as the tobacco rolling road from Brooklandville. Chartered in 1805, the road had its first tollgate on the west side of the falls, just above North Avenue below the Mount Royal Mill. Then the turnpike crossed the falls on a bridge and remained on the east bank of the falls all the way to its end at Richard Caton's Mill. Old maps show the upper end of Cathedral Street as the link between the turnpike and the downtown streets. That part of Cathedral Street is extinct, totally distinct from Mount Royal Avenue, which was originally Oliver Street. The turnpike company lost its charter in 1905 due to its failure to maintain the road surface.

MANKIN QUARRY. On the east bank of the falls just north of North Avenue was General Henry Mankin's quarry, shown on early maps. Mankin became majority stockholder of the turnpike in 1867.

NORTH AVENUE BRIDGE. Built in 1893-1895 by Baltimore City to span the various railroad tracks and the Jones Falls. Frederick A. Smith was consulting engineer and the contractors were L. B. McCabe & Brother. North Avenue or Boundary Avenue was the city line from 1818 to 1888. The bridge has three segmental arches of brick faced with Texas marble, and is 480 feet in length. Each arch consists of 25 brick ribs butted together in a staggered pattern. The western approach also contains single bore tunnels for various railroad tracks. It replaced an iron bridge only 23 to 25 years old built by Wendel Bollman in 1870. (See illustration and specs in *Baltimore American*, September 28, 1896). A small frame, "late Victorian" railroad building survives under the second arch from the right, a trainmen's room built by the NCRR in 1914 and converted to a tool house in 1958 by the Pennsylvania Railroad.

*Northern Central Locomotive
South of North Avenue Bridge,
about 1899. From
glass negative by Aubrey
Pearre. Maryland and
Pennsylvania passenger
depot on right.*

—McGrain collection



MARYLAND AND PENNSYLVANIA RAILROAD DEPOT SITE.—Down in the gulch below the street level of North Avenue bridge was the late Victorian, partly Stick Style, waiting station and corporate headquarters of the Maryland Central Railroad. It was later called the Maryland & Pennsylvania Railroad, located in this strange setting, 19 blocks north of the commercial downtown and many blocks from the Pennsylvania Railroad station or Mount Royal Station. Architects were Baldwin & Pennington. It was demolished in 1937 in connection with the Howard Street Bridge project.

*North Avenue Bridge
In 2004*



BALTIMORE AND POTOMAC TUNNEL. One of the great engineering projects of the 19th century was this 1873 tunnel under west Baltimore that allowed the Pennsylvania Railroad to reach Washington by going north for a number of blocks from the old Pennsylvania Station, swinging through west Baltimore City, and finding a route via Arbutus and Halethorpe into Anne Arundel County. The tunnel has some notable curves, 5 and 8 degrees. The tunnel was electrified in 1935 but is now too constrictive to serve modern purposes of the Amtrak and freight service. The “Bottle Neck in Baltimore” has been discussed in trade journals since at least 1978.

LANVALE FACTORY. Gone without trace, except for the street named for it, the pioneer Lanvale Factory was on the east bank of the falls, just south of the present bridge, once reached by Decker Street (now Maryland Avenue). It was the successor of the 18th century Jonathan Hanson grist mill of 1747 that was later called Rutter Mill, still later Lanvale Mill. The textile plant advertised itself as the “First Baltimore Woolen Factory” in 1810. Owner William Brinkett had learned the business in Europe. The product was fine spun and fleecy but the owners were always in financial straits. When advertised in 1843 and 1853 the mill was three stories of stone 125 by 44 feet. Baltimore City bought Lanvale to use as a stop gap water supply in 1854. At that time, Charles Street “was paved to the door.”

HOWARD STREET BRIDGE. This two-span steel through arch bridge designed by the J. E. Greiner Company, opened in 1938, linking downtown Howard Street with the former Oak Street in residential Peabody Heights. Oak Street was not in a bee line with old Howard Street but was renamed Howard after completing the link. A plaque on the bridge lists Bernard L. Crozier as chief engineer. In 2004-2005 the span was painted a Kelly green selected by

Mayor Martin O'Malley, a noted fan of Hibernian music.

*Howard Street Bridge in
December 2004*



PENNSYLVANIA STATION. The Beaux Arts style marble station is the second depot on this spot, replacement of a late Victorian depot built in 1886. The present station was designed by Kenneth M. Murchison of New York and was superbly cleaned up in the early 1980s, revealing splendid opalescent glass windows and a skylight that had been blacked out during World War II. The original project was a notable engineering feat and tore up many blocks of landscape and probably destroyed the Pearl Hominy Mill and some of the gristmills that survived from the period when the falls north of Madison Street was country. This stop was mentioned in the 1941 Glen Miller recording of “Chattanooga Choo-Choo” that goes, “Read a magazine and you’re in Baltimore. Dinner in the diner, nothing could be finer.” [The fineness of any dinner was of course fantasy for anyone who had actually traveled the Pennsy.] In 2004, a 55-foot high aluminum sculpture called Male/Female consisting of two humanoid cut-outs was installed in the station plaza by the Municipal Art Society, fortunately not spending any tax-derived resources.

THE REBEL YELL. The tricky job of threading the light rail line under the North Avenue Bridge, over the Amtrak Tunnel, under the Jones Falls Expressway, over the CSX (once B&O) Railroad line on a concrete bridge, under the Howard Street Bridge, and providing a spur to Penn Station, across Mount Royal Avenue, finally emerging on the city streets was given the name of the frightful roller coaster at King’s Dominion in Virginia. Chief engineer John W. vonBrisen of MTA coined the name. One stretch of track allowed just one inch clearance for the railcars’ pantographs (See *Evening Sun*, March 30, 1992). The line emerges from the stream valley and runs along the east side of the Maryland Institute College of Art’s sleek new (2004), sea green, all-glass Brown Building and emerges at a platform a little below the level of Mount Royal Avenue, the platform and stop being known as Mount Royal. The main façade of the Brown Building is slanted toward the street at a rakish angle. But it cannot be seen from the rail cars or the platform.

HOWARD STREET. The Light Rail emerges from the deep valley of the falls and climbs to the street level of uptown Baltimore passing near the Maryland Institute College of Art, some of which is housed in a former brick shoe factory, some in a Venetian palazzo, and the rest in a post-Modern building of slanted blue plate glass. Out of site of rail riders is the Maryland

Institute's other home in the disused Mount Royal Station of the B. & O. Railroad, opened in 1896, for the Philadelphia extension. It was designed by the firm of Baldwin and Pennington. The station was abandoned in 1961. East of the light rail line is a Sculptural Style brick building, like an inverted tub, the Meyerhoff Auditorium, home of the Baltimore Symphony, built in 1982, designed by Pietro Bellusci. The light rail line was shifted as far west as possible to avoid noise effect on the concert hall.



Mount Royal Station, designed by Baldwin & Pennington, before conversion to Maryland Institute College of Art.

FIFTH REGIMENT ARMORY. West of the light rail line is a fortress like building, home of the Military Department of Maryland, built on the old Bolton estate in 1901. It started with a great high roof like a blimp hangar, but that part was later burned in 1933. The armory was designed by Davis & Davis and rebuilt by Wyatt & Nolting. In 1912, this was the scene of the Democratic National Convention, which went 46 ballots in a crowded and un-air-conditioned setting, resulting in the nomination of Governor Thomas Woodrow Wilson of New Jersey. No subsequent political convention has ever assembled in Baltimore.

LOWER HOWARD STREET. The light rail passes the Maryland General Hospital (west) that expanded into the old 1868 Richmond Market which doubled as the 19th century headquarters of the 5th Regiment. The market had begun as an open shed in 1831. Lincoln's funeral car was brought up a track on Howard Street while his remains lay in state at the Exchange to place it on the Northern Central system. On the east side of the street are the serious antique shops of Baltimore. The old shopping district had its center at Lexington Street: Hutzler's and Hochschild's next to each other, High Victorian and Art Deco styles competing, the elaborate Stewart's [originally Posner's] in Beaux Arts style, and the less flamboyant May Company and Hecht's farther down the street. A block west is the rebuilt Lexington Market, dating from 1811, burned in 1949, filled with fresh produce, home grown meat and seafood products. Howard Street has been spruced up with glitzy lamp fixtures. One block to the west under

the bed of Eutaw Street is the main line of Baltimore's subway, coming south from Owings Mills.

*Posner-Stewart Department Store,
typical Beaux Arts Design by Charles E.
Cassell.*

—photo by John McGrain



HOWARD STREET TUNNEL. The B. & O. built an under-street tunnel in 1890-1895 to connect Camden Station to Mount Royal Station as part of its Philadelphia Extension. This was a pioneering example of electrical operation in the age of steam. Dimensions equal 7,341 feet in length, 21 feet in height, and 29 feet in width. Some 5900 feet of the side walls are brick and the rest is stone. Samuel Rea was chief engineer. National Park Service historian J. Lawrence Lee called the tunnel and its belt line project “basket weaving in steel and dirt.” After passenger service ceased, the electric locomotives were discontinued. A fire took place in the tunnel on July 18, 2001, diverting east coast freight traffic in inconvenient patterns. The repaired tunnel is still in heavy use but on a single track.

FIRST MARINER ARENA. This auditorium and sports venue east of the rail line was built in 1962 as part of the rebirth of the downtown business center and was the design of A. G. Odell Jr. In 2004 it was named First Mariner Arena to advertise a local bank. This has been the home of the indoor soccer team, the Baltimore Blast, since 1980. The pre-arena South Howard street was the home of undecorated stores that specialized in radio parts, staffed by quaint gentlemen who had probably built their own radios from oatmeal boxes in the 1920s.

SITE OF SLATER'S SLAVE JAIL. At the NE corner of Pratt and Howard, several doors to the east, was the brick commercial slave jail and auction block, operated by Georgia native Hope Hull Slater from 1838 to 1862. It continued as Campbell's jail until 1863 when Federal officers recruited the male slaves for the army and freed the women. The slaves were usually sold by Maryland residents who no longer needed them. Slater stored them in this inadequate hole until a ship was ready to sail for the deep south.

CAMDEN STATION. The present Oriole Park at Camden Yards is the big draw for rail riders. The ballpark of 1992 was designed by HOK Sport of Kansas City to incorporate the façade of an 1850s depot and an enormous freight warehouse stretching 1,016 feet. Camden Station was designed by the firm of Niernsee & Neilson according to the *Sun* of February 4, 1853, but by 1856, their draftsmen Joseph Kemp took the credit. The station was much

expanded by Baldwin and Pennington in 1892-1912. Camden Station was the destination when the 6th Massachusetts Regiment marched through downtown Baltimore from President Street Station on April 19, 1861. There were no through trains at that time. The volunteer troops were attacked by a Baltimore mob, and shots were exchanged. President Lincoln arrived at this station on his way to and from speaking at Gettysburg in November 1863. His funeral train arrived here on April 23, 1865. The railroad strikers who rioted in 1877 set the station on fire but it survived. The yards were immensely enlarged on the east side in 1909-1910, displacing many houses, several churches, and the city's fourth and smallest shot tower. The Baltimore & Annapolis Railroad, an electric inter-urban line, also used this terminal until its passenger service switched to busses in 1950. The towers had been lost in the 20th century but were restored as part of the ballpark project. The B. & O. exhibited glitzy new coaches there at times, also the General Motors diesel-powered "Train of Tomorrow," and the many-coach "Freedom Train" of 1947 that toured the U. S. with the original Declaration of Independence, Constitution, Emancipation Proclamation, and Magna Charta. The 1992 restoration was designed by Cho, Wilks & Benn of Baltimore.

*Camden Station
-1996 -*



—photo by John McGrain



*Freedom Train at Camden Station
- 1947 -*

CAMDEN WAREHOUSE. Located at the foot of Eutaw Street, this extremely long warehouse of orange brick was designed in the late 19th century industrial style by Baldwin & Pennington. Dimensions are 51 feet wide by 1,016 feet long, after losing an office portion fronting on Camden Street. Vast quantities of freight in transit were stored here and there was a bonded warehouse section for yet-untaxed spirits. Unclaimed shipments moldered for years at a time in the cavernous spaces.

ORIOLE PARK AT CAMDEN YARDS. This retro ball park designed by HOK Sport of Kansas City replaced many row houses and industrial buildings, including the Knabe Piano factory. That five-story piano works was in May, 1891, toured by Peter I. Tchaikovsky, who had been dragged to Baltimore by the manufacturer himself. The Knabe plant site is now a parking lot. Another structure leveled was the corner saloon operated by Babe Ruth's father. Its location at 406 Conway Street is now located in center field.

*Camden Yards and old
Hamburg Street viaduct, 1975*



**“Train of Tomorrow” by
General Motors at Camden
Yards, 1947**

—photo by John McGrain

HAMBURG STREET VIADUCT. A rather low plate-girder bridge with concrete parapet walls was built in 1911 to carry the United Railway & Electric Company's Fremont Avenue trolley car line over the rail yards. In the age of the new sports stadia, a new bridge with a more graceful rise was constructed to serve parking needs.

M. & T. BANK STADIUM. Built as the home for the Baltimore Ravens and designed by HOK Sports Facilities Group Inc., this stadium was constructed on the west side of the rail line. It is located at the SE corner of Russel and Hamburg streets. It's first game was a pre-season

match with the Bears on August 8, 1998. For a while it was called PSINet Stadium.

OSTEND STREET. The line climbs over Ostend Street on a concrete viaduct.

GREYHOUND BUS TERMINAL. A new Greyhound Terminal, west of the rail line., was opened in 2004, and its street access is via Worcester Street off of Russell Street, the address is Haines Street and Warner, near the terminus of Bush Street.

BALTIMORE REFUSE ENERGY SYSTEMS. At 1801 Annapolis Road, this modern complex with a pure white smokestack was built in 1985 as a commercial enterprise to process trash for recovery of metals and to generate steam and electricity to sell in the city. The acronym is BRESCO. Daily consumption of trucked-in trash is 2,250 tons, devoured in four-ton scoops at a time in three processing units. Negative pressure inside keeps the odor of refuse inside the plant.



Bresco Incinerator Chimney, 2004, from West side of Annapolis Road -photo by John McGrain

MIDDLE BRANCH. Past Stockholm Street, the line crosses the back waters of Middle Branch (of Patapsco River) on a viaduct of concrete columns and pre-cast bolsters.

ACROSS GWYNNS FALLS. Gwynns Falls was the site of the area's first iron smelting furnace, the Baltimore Furnace, started in 1731 about 0.95 miles to the west at present Ontario and Berlin Streets. The 30-foot high furnace ran on slave and convict labor until about 1800. In its early times the workforce was probably more numerous than the population of Baltimore Town. The furnace operated around the clock for up to a year at each blast. Numerous newspaper advertisements sought the return of escaped employees from this busy scene of drudgery. The investors recaptured their initial costs at least ten fold over the years. The ore used came from the present Fort McHenry park when that site was Whetstone Point.

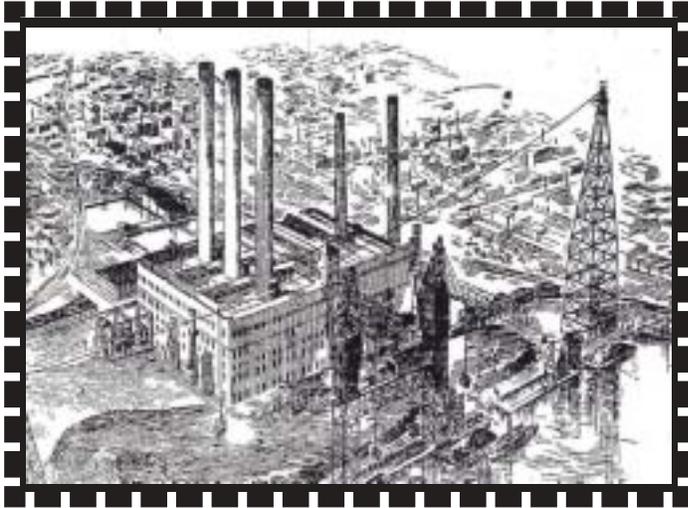
UNDER INTERSTATE-395 and I-95. This thruway takes Interstate-95 across the Middle Branch and north of the former Port Covington, through the south part of the Locust Point port area, and then goes underground just west of Fort McHenry and travels under the harbor near the southernmost point of the Fort McHenry Park [Whetstone Point]. It then emerges up in the open air again at Canton in East Baltimore. This was the second of Baltimore's two tunnels under the harbor.

PAST MONROE STREET. Monroe Street was the home of Montgomery Ward & Company's catalog warehouse built of concrete in the International Style starting in 1924. It was eight stories with a maximum street frontage of 450 feet, intended to house 1500 employees serving the entire eastern U. S. The monster building cost \$2 million and was designed by William H. McCauley. It is now being converted to residential use.

WESTERN MARYLAND RAILROAD CROSSING. The Western Maryland Railroad reached its great tidewater port facilities at Port Covington by crossing the tidal Middle Branch on a low bridge with a swing section in the middle. About 1906, New York capitalists hoped to assemble a transcontinental railroad using the Western Maryland as its eastern segment and the Baltimore harbor as its ocean anchor. The terminal was named for Fort Covington, a rear defense bastion for Fort McHenry. In the 1990s, the disused port facility was replaced by a shopping center and the printing plant of the Baltimore Sun.

WESTPORT. The line parallels Kloman Avenue, and west of that street is Westport, a mixture of industry and residential areas. Traveling on an elevated route, the rail line passes west of the Westport Power Plant at 2033 Kloman Street. This neo-classical concrete building was put into service in June 1906 to serve most of the city. It stands on 1800 driven piles. Its 1924 frequency changer building was in Art Deco. This works also supplied electric power to both the B. & O. and Western Maryland Railroads. Twelve hundred guests were brought here by special train from nearby Camden Station on June 19, 1906, to view Consolidated Gas Electric Light and Power Company's marvelous installation. Consulting engineer and designer was P. O. Keilholtz, and contractors were Baltimore Ferro-Concrete Company. Jeffrey Beecroft, a film production designer who made a movie there, called it "a musty industrial dinosaur." The original chimney had a 14-foot inside diameter and was 209 feet tall. It was claimed to be the largest power plant in America but was designed for reciprocating steam engines which would soon be rendered obsolete by turbines. There is a block-square electrical substation parks with racks of wires and transformers along Annapolis Road just north of Clare Street. Kloman Street is a lonely stretch of blacktop without any residences. Good views of the disused, chimney-less plant can be obtained from the dead

end of Manokin Street. The east side is not accessible from public streets. At 2201 Kloman Street is the Carr-Lowery Glass Company, an operation started in 1889.



Westport Power House, 1922



Westport Power House and Light Rail viaduct.
—photo by John McGrain, 2004

MOUNT AUBURN CEMETERY. About two blocks west is a large historic cemetery of Baltimore City’s African Americans, within Baltimore County when originally developed. Several cleanups have been carried out by determined individuals, one including pugilist Mike Tyson.

RUSSELL STREET. The line runs about two blocks east of Russell Street, the city part of the 1950s Baltimore-Washington Parkway (Interstate 295).

WATERVIEW AVENUE. Waterview Avenue used to be Fish House Road and led to wharves and sportsmen’s beer gardens fronting on the Middle Branch near the old Long Bridge that preceded the concrete Hanover Street Bridge of 1916. The present bridge is 2290 feet long and made up of 38 spans of reinforced concrete, designed by John E. Greiner. It is now renamed the Vietnam Veterans Memorial Bridge. Fletcher’s Fish House dated from about 1800-1815. The first fish house was at the foot of Howard Street and was also called Spring Gardens. The gas works eventually replaced the resort. In the 1890s, George Kahl’s popular beer garden and fishing pier was at the tip of Ferry Bar.

CHERRY HILL. The public housing area on the east of the tracks is Cherry Hill, consisting of brick apartments and houses on a more traditional scale than the “projects” built closer to downtown.

PATAPSCO AVENUE. The line jumps over very broad Patapsco Avenue, once a narrow suburban road which leads to Brooklyn going east, to Catonsville going west. Patapsco Avenue eastward eventually led to Jack Flood’s beer garden and dance hall on Ferry Point overlooking Curtis Bay. Until reformers snatched his license in 1916, some 30 show girls circulated among the patrons, selling beer on commission.

Re-enter BALTIMORE COUNTY. The 1919 expansion of Baltimore City’s limits left a wedge of Baltimore County neighborhoods in a crescent shape under Baltimore City.

SOUTHWEST AREA PARK. The lake in the park east of the rail line is a former ore pit mined for bog iron in the 19th century. The area was property of James M. Brian, Mrs. Coan, and Thomas Pumphrey in the 1877 atlas. In the 20th century it was a landfill, acquired by the county in 1968, which extended its use for refuse another 10 years. Much of this area has grown back into vegetation on its own and supports bald eagles, red-tailed hawks, and great blue herons. In the mid-1990s, the county began converting this area into a park with baseball diamonds, boating facilities, and 236 acres of natural areas.

BALTIMORE HIGHLANDS (or ENGLISH CONSUL). West of the tracks is an early 20th century subdivision called Baltimore Highlands, laid out by the Unger family on the former farm of Frederick Dawson. Dawson was the son of the English Consul, William Dawson, who built a large hilltop mansion on present Oak Grove Avenue in 1818. The Consul's Federal style mansion had frame and timber walls and brick ends; its upper floors have an excellent view of Baltimore harbor. Locals pronounce "Consul" like "Council." The Dawsons lost their shirts building a fleet of ships for the Republic of Texas and getting paid in worthless bonds.

Under INTERSTATE 395, the **TUNNEL THRUWAY.** This thruway leads to Baltimore's oldest under-harbor tunnel, the Baltimore Harbor Tunnel, which opened November 1957.

PATAPSCO RIVER. The rail line crosses the Patapsco River which was once navigable as far as Elkridge—just upstream and westward of the rails. The light rail bridge dates from 1935 when the Baltimore & Annapolis Railroad built a stronger bridge. The concrete piers of the old Annapolis Short Line bridge still stand to the east in the river bed. At one time the public road just to the west crossed this river by a privately owned toll facility called the Switzer Bridge [more correctly spelled Sweetser Bridge] shown on an 1860 county map. There was a Civil War era earthen fortification at the bridge but it lacked a number in the system of forts ringing the city. The present road crossing is State Route 648 or Annapolis Road. Farther upstream, there had been a water crossing via Hammond's Ferry; in 1788 William Hammond, the ferry-keeper, petitioned for a license to build a floating bridge, but it was not ready in May 1789 when Martha Washington's coach took the ferry across on her way to New York. A red brick cottage on the Anne Arundel bank of the river was the toll collector's dwelling.

ORE PITS IN RIVER BED. For many years in the 19th century, the Whitaker Iron Company dredged the river bottom to mine bog ore that could be smelted at the Elkridge Furnace. This activity left large ponds and lakes, all fresh water, along the route of the Patapsco.

ANNE ARUNDEL COUNTY. The county was once very agricultural, supplying vegetables and fruit to Baltimore markets. Sweet potatoes, corn, and tobacco were still important crops in the mid-to-late 20th century before many farms were devoured for housing developments.

NURSERY ROAD. At 1745 West Nursery Road is a modern building housing the Historical Electronics Museum with interactive displays, photographs, library materials, installations of equipment ranging from telegraphy to radio and radar, including an amateur radio station. Contact on-line at <www.hem-usa.org>.

TWIN OAKS. This brick house just west of the tracks is in a mixture of Greek Revival and Palladian Georgian styles. It was built in 1857 and it always belonged to Linthicums, including an early 20th century Member of Congress, John Charles Linthicum, who introduced legislation to make the *Star Spangled Banner* the official national anthem. Location is 421 Twin Oaks Road.

*Twin Oaks west
of right-of-way
north of
Linthicum*

—Maryland Historical
Trust



*Linthicum Light Rail Depot,
a Neo-Gothic revival, 2004.*

NORTH LINTHICUM. The suburb is named for a prominent local family who owned 450 acres. Abner Linthicum was one of the trustees who sold the privately owned Sweetser's Bridge along with the Hammond's Ferry to Edward Green in January 1844. The newspapers always spelled it "Switzer Bridge" but the name stems from William Linthicum's wife, Elizabeth Sweetser. The Linthicum house, Turkey Hill, was built in 1823 and is still owned by the original family. Its location is 106 West Maple Road, the first property west of the rail line and west of Camp Meade Road. The house has a lofty and elaborate marten house modeled on the towers of Camden Station. The Linthicum depot dates from 1908-1919 and is in

board-and-batten style. It is the successor of the Shipley Station of the old Annapolis Short Line. It was altered in 1957 to serve as a public library. Its first Light Rail service took place on April 2, 1992. The *U. S. News and World Report* of August 15, 1994, carried an article by Greg Ferguson entitled “Lock the House, Here Comes the Light Rail.” The story spoke of residents’ concerns that the “Loot Rail” system was opening the neighborhood to burglars. Opposite the station at the NE corner of Maple Avenue and Camp Meade Road is a sturdy granite church of 1911 now called the Holy Cross Antioch Orthodox Christian Church but originally constructed as the Linthicum Heights Methodist Protestant Church. Other local mansions are Twin Gates at 412 Twin Oaks Road and Sunnyfields at 825 Hammonds Lane.



Turkey Hill west of Linthicum Station

—Maryland Historical Trust

HOLLY RUN CHURCH of 1828 was moved one mile in 1968 from an ugly intersection and splendidly restored in new setting, east of the rail line, at 208 School Lane near Church Circle, just east of Camp Meade Road. This early brick Methodist Protestant Church in a mixture of Federal and Italianate styles suffered an interior fire in July 2004.

The rail line splits in two branches:

THURGOOD MARSHALL AIRPORT. This was Baltimore City's third municipal airport, replacing Harbor Field at Dundalk. It was originally called Friendship Airport for a nearby crossroads named for the Friendship Methodist Church South. The airport was dedicated by President Harry S Truman on June 24, 1950. Its Architects were Whitman, Requardt & Associates and its engineers were the J. E. Greiner Company. Its runways were long enough to accommodate the first generation of jets including the Boeing 707. Boeing's four engine model DASH-80 made a non-stop press demonstration flight from Seattle to Baltimore on March 11, 1957, in 3 hours and 48 minutes at an average speed of 612 mph. DASH-80 is now in the Smithsonian Aerospace Museum. This airfield was renamed Baltimore Washington International Airport in 1973. The airport was vastly expanded to a design of Peterson & Brickbauer in 1974-1979. The city eventually sold the airport to the State of Maryland. This was the setting of the film *Broadcast News*. On May 10, 2005, Governor Robert Ehrlich Jr., signed a bill renaming this terminal, Thurgood Marshall Airport in honor of the Baltimore-born Supreme Court Justice. The rail line follows the route of the extinct inter-urban electric line, the Baltimore, Washington and Annapolis Railroad, passing through the former crossroads village of Shipley—named for a family who settled Maryland in the earliest period, the subject of a book called *We Shipleys*. On the NE edge of the airport property is the Benson-Hammond House or Cedar Farm, a stucco-covered farm house restored by the Anne Arundel County Historical Society. Its location is the SW corner of Poplar Avenue and Hammonds Ferry Road. The house is obviously two houses built together with six bays and two front doors. The small square attic windows suggest the Greek Revival era.



Benson-Hammond House -Maryland Historical Trust

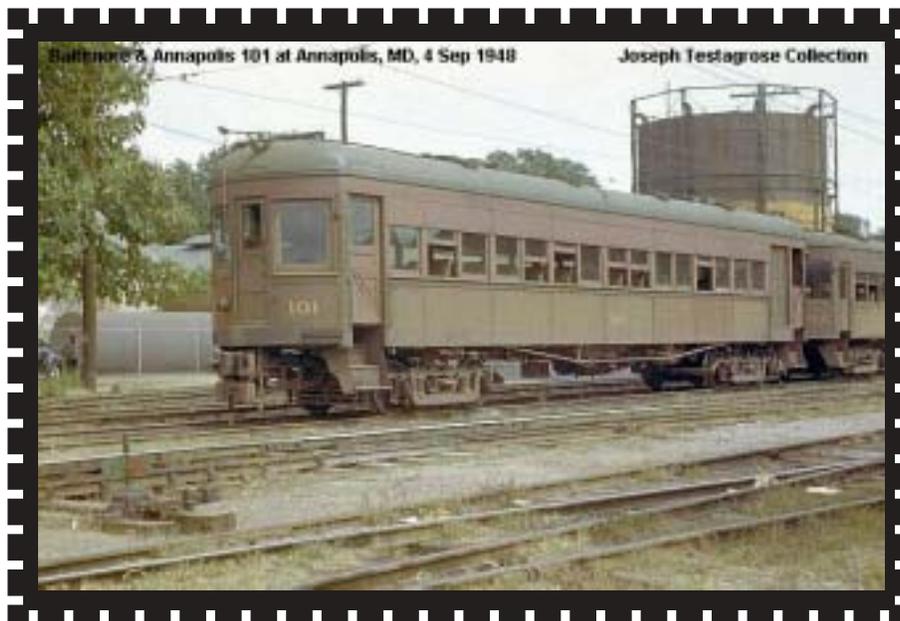
Branch to Glen Burnie:

FERNDALE. This early 20th century suburb was still farmland in the 1878 G. M. Hopkins county atlas, its nearest business center was 1.3 miles away at Wellhams Crossroads. The Ferndale Volunteer Fire Department was established in 1942. The light rail runs along the west side of this ancient road to the State capital.

CROMWELL STATION. End of the line, located on Dorsey Road just west of Maryland Route 2, the Ritchie Highway, now highly urbanized. There were four Cromwell family farms shown in this area on G. M. Hopkins' 1878 county atlas. The car barn of the light rail system is located to the west of the park and ride lot.

SAWMILL CREEK PARK. This park was named for a small branch of Furnace Creek where William T. Shipley, known as "Sawmill Billy" cut timber in the 1870s before any of the residential areas sprang up. In 1999, the *Sun* reported that beavers were inhabiting the park and building dams.

GLEN BURNIE. The rail line's east branch ends at Cromwell Station which is just short of the suburb and business center of Glen Burnie, once called Myrtle Post Office. The town's largest industry had been the J. F. Johnson lumber mill at the crossing of the Baltimore & Annapolis Railroad and Crain Highway—on the NE corner, north of the present library. Crain Highway was once called Light Street Road. Crain Highway is now the beginning place for a walking and biking trail over the remaining right-of-way of the Baltimore & Annapolis Railroad, 13.3 miles through a linear county park to the State capital. The railroad continued freight service until 1984, mostly using a single yellow and green diesel locomotive. A very friendly railroad, the engineer would stop the train to accommodate photographers. The bus company sold its railroad to an individual investor in 1984. The bus company was eventually acquired by the MTA. Starting in 1908, when a county commissioner government could not provide for local improvements, the Glen Burnie Improvement Association began raising funds by holding a large annual carnival. The town's first public library building—one of brick—was paid for by a single donor, the Keuthe family.



Interurban Car No. 101 near Annapolis Gas Works, 1948.



Baltimore & Annapolis Railroad: Severn Bridge, Car Interior, in 1950. Experimental Budd Rail Car in 1961.



Extinct Bradshaw House on Crain Highway, Glen Burnie

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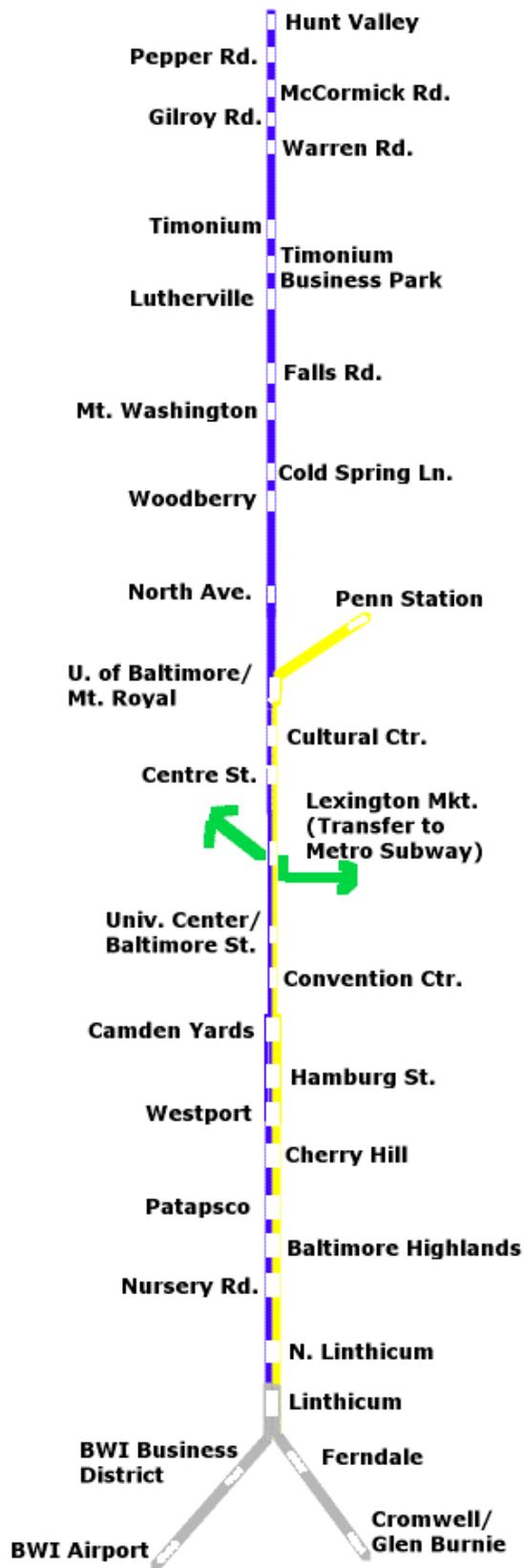
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