

Name/Address: Multiple Dwelling/Former Saloon, 6103-6107 Falls Road
Construction Date: ca. 1860s-1870s
Town/Vicinity: Bare Hills
County: Baltimore County
Access: Private

Summary Description:

The multiple dwelling at 6103-6107 Falls Road was built in the mid- to late nineteenth century. The frame structure housed a saloon in the early twentieth century prior to its reversion to residential occupation. The dwelling sits below Falls Road, which was reengineering in 1931 with a bridge over the railroad grade crossing. 6103-6105 comprises the main block of the dwelling, and consists of two, two-story units under a continuous side-gable roof with two intersecting gablettes. 6103 is two bays wide while 6105 is three bays wide. The dwelling sits on a solid, raised rubblestone foundation stuccoed with cement. The foundation is nearly a story in height at the rear of the houses as lot slopes away from road. There is a remnant of a foundation extension to the rear of 6105. Windows are 1/1 metal sashes. 6103 retains its two brick interior slope chimneys, one with a corbelled cap. A one-and-one-half-story, two-bay-wide addition is appended to the south elevation of 6103. 6103 is clad in vinyl siding, while 6105 is clad in aluminum on the second floor, and unsided (under alteration) on the first.

6107 is frame, two-stories-high, two-bays-wide, side-gabled with an interior ridge chimney of brick with a corbelled cap. The single-leaf paneled wood door may have been surmounted by a transom, which is now boarded over. Windows are 6/6 wood sashes. This multiple dwelling has suffered much alteration and deterioration. The dwelling appears to date to the 1860-1870 period, with later alterations.

Statement of Significance:

This multiple house dates to ca. 1860-1870 a time at which the Bare Hills was enjoying the benefits of a successful quarrying economy. The dwelling served as a saloon in the early twentieth century. It has been drastically altered in the twentieth century, destroying the architectural integrity of this mid-nineteenth century multiple dwelling. No significant events or people are known to have been associated with the dwelling. It does not appear to satisfy the criteria for listing in the National Register of Historic Places.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA-2879

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Multiple Dwelling/Former Saloon

and/or common

2. Location

street & number 6103-6107 Falls Road

not for publication

city, town Baltimore

vicinity of congressional district

state Maryland

county Baltimore

3. Classification

Category

- district
 building(s)
 structure
 site
 object

Ownership

- public
 private
 both

Public Acquisition

- in process
 being considered
 not applicable

Status

- occupied
 unoccupied
 work in progress

Accessible

- yes: restricted
 yes: unrestricted
 no

Present Use

- agriculture
 commercial
 educational
 entertainment
 government
 industrial
 military

- museum
 park
 private residence
 religious
 scientific
 transportation
 other:

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

name Shirley Brown and John Cole [6103]/Clay Kerin [6105]/Thomas Harmon [6107]

street & number 6103 Falls Road/6105 Falls Road/5922 Smith Avenue

telephone no.:

city, town Baltimore

State and zip code MD 21209-2205/21209-2205/21209-3614

5. Location of Legal Description

courthouse, registry of deeds, etc. Maryland Department of Real Estate and Taxation

liber 9213/13683/13475

street & number accessed online at <<http://www.DAT.state.md.us>>

folio 542/721-717/266

city, town

state

6. Representation in Existing Historical Surveys

title Cultural Resources Investigations for Proposed Construction of Double Track, North Half, Central Light Rail, Baltimore & Baltimore Co., MD

date 1999

depository for survey records Maryland Historical Trust

federal state county local

city, town Crownsville

state MD

7. Description

Survey No. BA-2879

Condition

- excellent
- good
- fair

- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
 - moved
- date of move

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

Summary

The multiple dwelling at 6103-6107 Falls Road was built in the mid- to late nineteenth century. The frame structure housed a saloon in the early twentieth century prior to its reversion to residential occupation. The dwelling sits below Falls Road, which was reengineering in 1931 with a bridge over the railroad grade crossing. This heavily altered dwelling sits on the old road alignment below the bridge.

General Description

6103-6107 Falls Road is a multiple dwelling and former saloon located on former the alignment of Falls Road, now situated below the viaduct carrying Falls Road over the light rail and the Jones Falls valley.

6103-6105 comprises the main block of the dwelling, and consists of two, two-story units under a continuous side-gable roof with two intersecting gablettes. 6103 is two bays wide while 6105 is three bays wide. The dwelling sits on a solid, raised rubblestone foundation stuccoed with cement. The foundation is nearly a story in height at the rear of the houses as lot slopes away from road. There is a remnant of a foundation extension to the rear of 6105. Windows are 1/1 metal sashes. 6103 retains its two brick interior slope chimneys, one with a corbelled cap. A one-and-one-half-story, two-bay-wide addition is appended to the south elevation of 6103. 6103 is clad in vinyl siding, while 6105 is clad in aluminum on the second floor, and unsided (under alteration) on the first.

6107 is frame, two-stories-high, two-bays-wide, side-gabled with an interior ridge chimney of brick with a corbelled cap. The single-leaf paneled wood door may have been surmounted by a transom, which is now boarded over. Windows are 6/6 wood sashes. This multiple dwelling has suffered much alteration and deterioration. The dwelling appears to date to the 1860-1870 period, with later alterations.

In 1931, the grade crossing at Fall Road was eliminated, and an overhead bridge was installed, bypassing these houses on the old Falls Road alignment and leaving them below the new road. The bridge was replaced in 1991. In the back yard of the dwelling are two late-twentieth-century frame and plywood outbuildings.

8. Significance

Survey No. BA-2879

Period

- prehistoric
- 1400-1499
- 1500-1599
- 1600-1999
- 1700-1799
- 1800-1899
- 1900-

Areas of Significance-

- archeology-prehistoric
- archeology-historic
- agriculture
- architecture
- art
- commerce
- communications

Check and justify below

- community planning
- conservation
- economics
- education
- engineering
- exploration/settlement
- industry
- invention

- landscape architecture
- law
- literature
- military
- music
- philosophy
- politics/government

Specific dates: ca. 1860-1870s

Builder/Architect: unknown

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Statement of Significance

This multiple house dates to ca. 1860-1870 a time at which the Bare Hills was enjoying the benefits of a successful quarrying economy. The dwelling served as a saloon in the early twentieth century. It has been drastically altered in the twentieth century, destroying the architectural integrity of this mid-nineteenth century multiple dwelling. No significant events or people are known to have been associated with the dwelling. It does not appear to satisfy the criteria for listing in the National Register of Historic Places.

History

The Bare Hills area was named for the barren landscape formed from the outcroppings of iron and chromite laced serpentine beds. Quarrying was a major economic activity in this area, and the Bare Hills chrome mines of Isaac and Jesse Tyson fueled the first chrome processing facility in the United States, the Baltimore Chrome Works. Iron was smelted in local forges, and serpentine was used in local architecture. The Falls Road Turnpike traversed the Bare Hills and provided a means of transport for quarried stone and ore; products from county mills (like those in Rockland, just north on the Falls Turnpike); and travelers. The Baltimore & Susquehanna Railroad out of Baltimore served the Bare Hills since the 1830s, at which time the line's terminus was at Relay House, northeast of Bare Hills. The advent of the railroad enabled more efficient shipment of the county's and area's products to processing facilities, market, and port. Traffic continued on the Falls Road even after its decommissioning as a turnpike in the early twentieth century. In 1931, the railroad grade crossing of Falls Road was eliminated, and an overhead bridge was installed, bypassing the houses on the old Falls Road alignment and Railroad Avenue, and leaving them below the new road. The bridge was replaced in 1991. Today, Falls Road remains one of the main roads, second to I-83, leading from Baltimore to central Baltimore County. Modern office parks encroach on the historic houses of the old Falls Road and Railroad Avenue in Bare Hills.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
 Criteria: A B C D Considerations: A B C D E F G None
 Comments: _____

 Reviewer, Office of Preservation Services _____ Date _____
 Reviewer, NR Program _____ Date _____

9. Major Bibliographical References

Survey No. BA-2879

- Bromley, G.W. & Company. 1898. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- _____. 1915. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Chiffelle, Thomas P. 1852. *Map of the City of Baltimore and Part of Baltimore County*. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Gunnarsson, Robert L. 1991. *The Story of the Northern Central Railway*. Greenberg Publishing Company, Sykesville, Maryland.
- Hopkins, G.M. 1877. *Atlas of Baltimore County, Maryland*. Philadelphia. Copy on File, Baltimore County Historical Society, Cockeysville, MD.
- Pennsylvania Railroad. 1916. *Present Alignment and General Situation between Melvale and Padonia, Baltimore Division, P.R.R.* Office of the Assistant Engineer, Engineering Department, P.R.R., Baltimore, MD. In the Williams Collection.
- Williams, Robert L. n.d. Personal notes and compiled information on the history of the NCR. Original documents, maps, drawings.

10. Geographical Data

Acreage of nominated property: .33 acre

Quadrangle name Cockeysville 7.5'

Quadrangle scale 1:24,000

UTM Reference do NOT complete UTM references

zone easting northing

Verbal boundary description and justification

Boundaries correspond to the legal parcel associated with the building. Map 79, Grid 3, Parcels 26, 25, 128.

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Kerri Culhane/Project Architectural Historian

organization John Milner Associates, Inc.

date 10/1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703/354-9737

city or town Alexandria

state Virginia

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 DHCP/DHCD
 100 Community Place
 Crownsville, MD 21032

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
 Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Rural Agrarian Intensification A.D. 1680-1815
 Agricultural-Industrial Transition A.D. 1815-1870
 Industrial/Urban Dominance A.D. 1870-1930
 Modern Period A.D. 1930-Present
 Unknown Period (prehistoric; historic)

III. Historic Period Themes:

- Agriculture
 Architecture, Landscape Architecture, and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social/Educational/Cultural
 Transportation

IV. Resource Type:

Category: Building

Historic Environment: Village

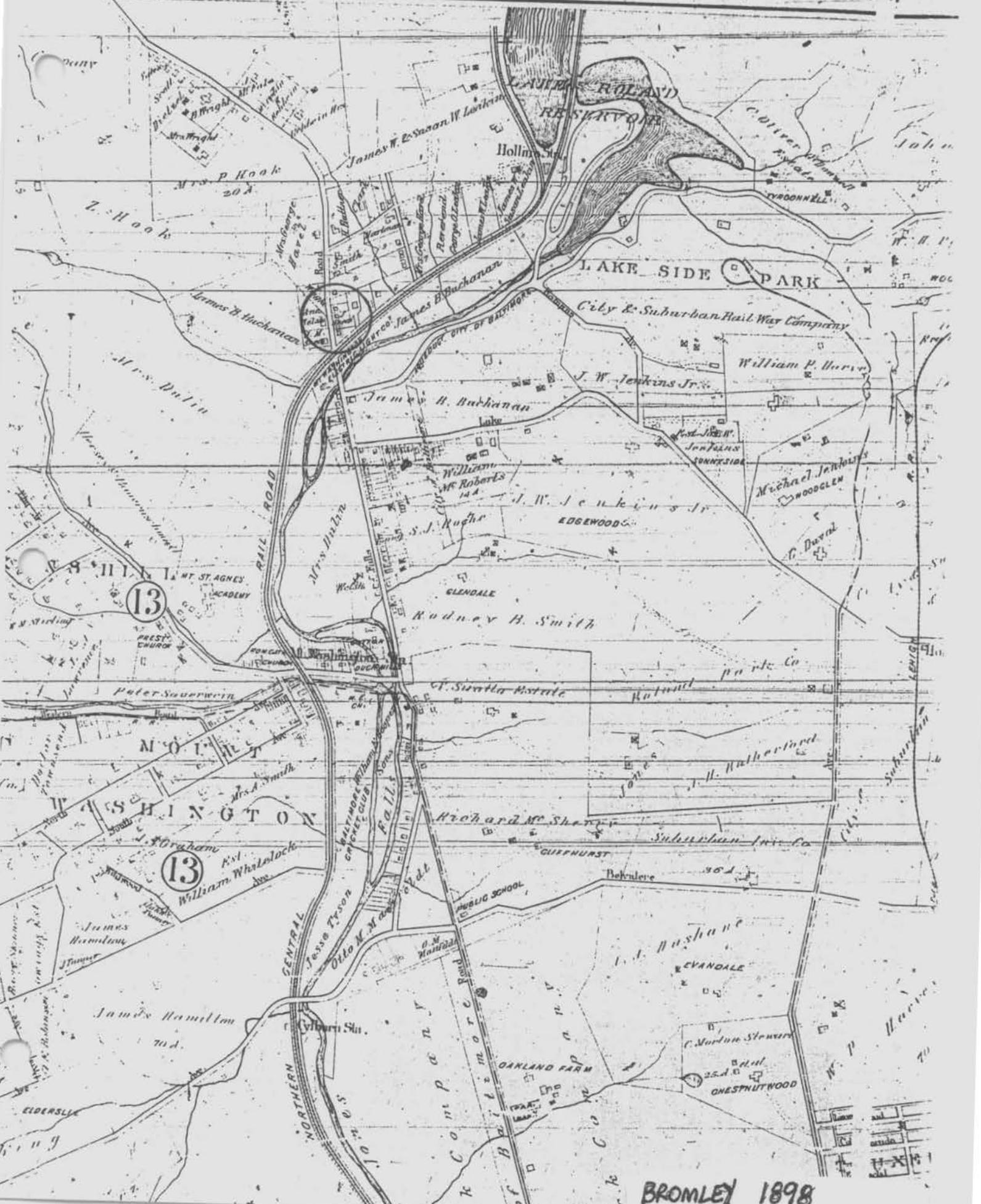
Historic Function(s) and Use(s): DOMESTIC: multiple dwelling

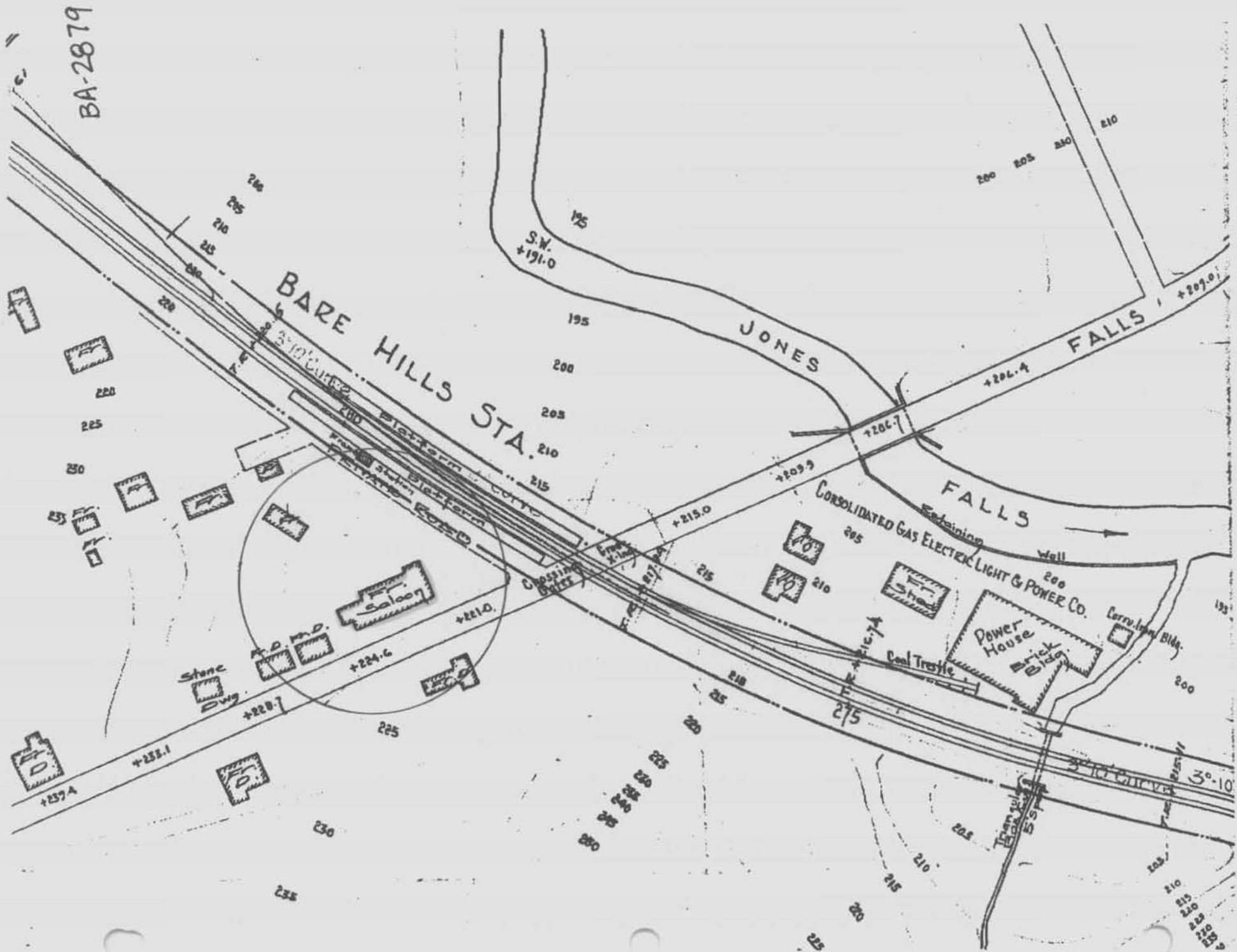
Known Design Source: none



scale: horizontal 1"=50'
vertical 1"=10'

BA-2879





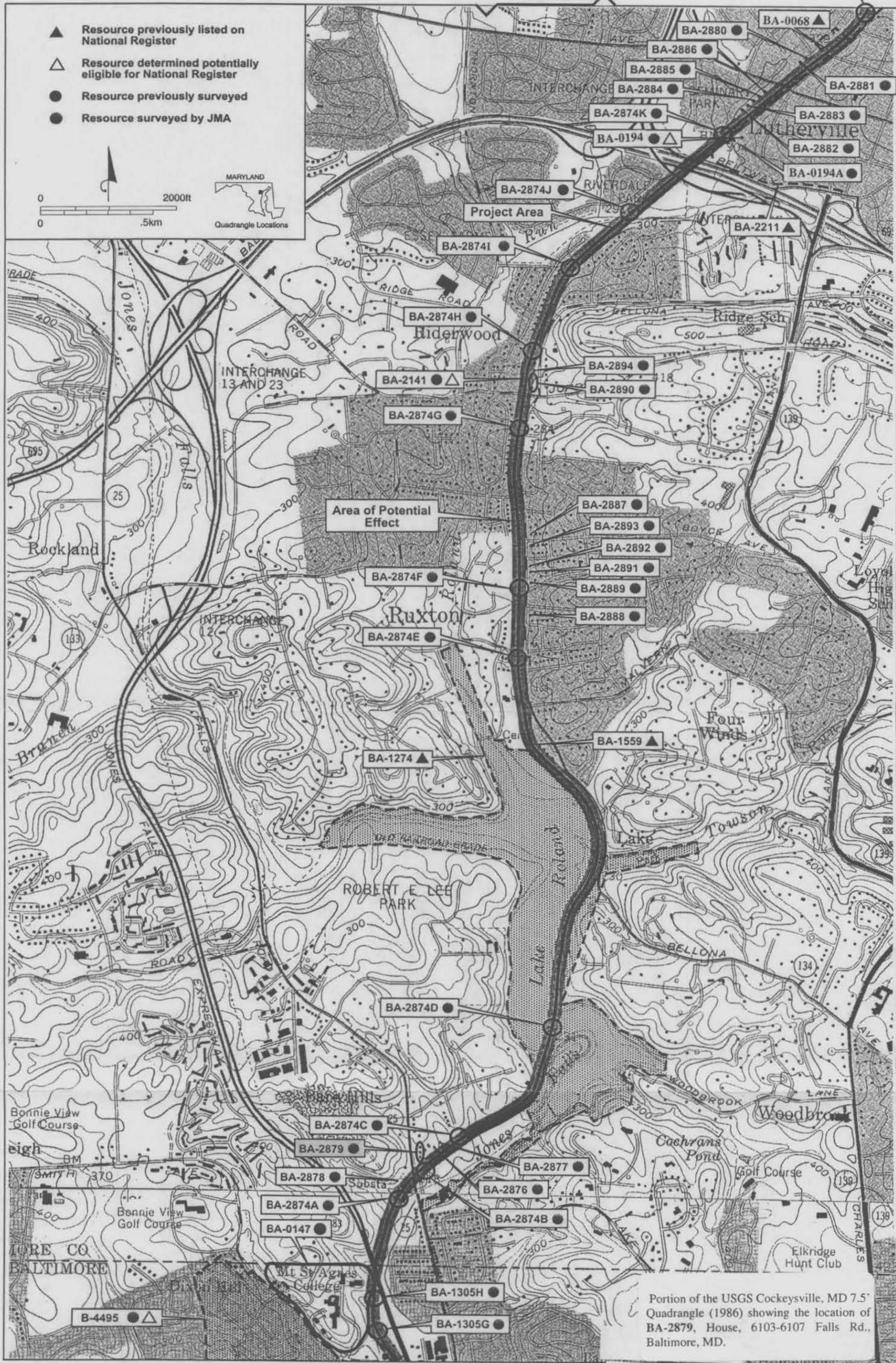
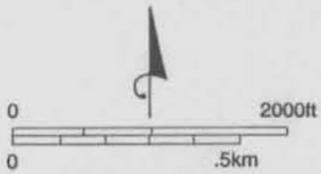
BA-2879

Pennsylvania Railroad 1916

3°-10'

217
218
219
220
221
222
223
224
225

- ▲ Resource previously listed on National Register
- △ Resource determined potentially eligible for National Register
- Resource previously surveyed
- Resource surveyed by JMA



Portion of the USGS Cockeysville, MD 7.5' Quadrangle (1986) showing the location of BA-2879, House, 6103-6107 Falls Rd., Baltimore, MD.

BA-2879



BA-2879

Multiple Dwelling / Former Saloon, 6103-6107 Falls Road
Baltimore Co., MD

K. CULHANE

8/1999

MD SHPO

OBLIQUE VIEW, FACADE (W) ELEVATION: VIEW TO NE



BA-2879

Multiple Dwelling / Former Saloon, 6103-6107 Falls Road
Baltimore Co., MD

K. CULANE

8/1999

MD SHPO

OBlique view, W. (FACADE) ELEVATION. VIEW TO SE



BA -2879

Multiple Dwelling / Former Saloon, 6103-6107 Falls Road
Baltimore Co., MD

K. CULLANE

8/1999

MD SHPO

OBlique view, REAR (E) ELEVATION. VIEW TO NW



BA-2879

Multiple Dwelling / Former Saloon, 6103-6107 Falls Road
Baltimore County, MD

K. CURTANE

8/1999

MDSTPO

General view, outbuildings east of main dwelling.
view to north