

Capsule Summary

Survey No.: BA-2890

Name/Address: Stevenson House, 1600 Joppa Road
Construction Date: ca. 1900
Town/Vicinity: Ruxton/Riderwood
County: Baltimore County
Access: Private

Summary Description:

The Stevenson House is one of a handful of turn-of-the-century domestic buildings associated with the Sherwood, later Riderwood, community. The Northern Central Railway served the community during the second half of the nineteenth century. The Stevenson House, located at 1600 Joppa Road, is a two-and-one-half-story, side-gabled frame dwelling with an intersecting front gable. The house bears decorative elements of the Queen Anne style. It has clapboard siding with shingles in the gables. There are triple 3/1 hung wood sash windows in the gables and hung 9/1 paired wood sashes in the first and second stories. The roof is clad in slate. A brick interior chimney is located in the main block of the house and an interior end chimney is in the two-story gable-roofed ell. The wraparound porch has turned wood posts. A one-story, flat-roofed, addition interrupts the porch on the east elevation, bisecting one of two gablettes with sunbursts set into the hipped porch roof. The foundation is not visible, but it is probably solid rubblestone or brick like other houses in the area. A former carriage house north of the main house has been converted into an independent apartment. A building is pictured in the same location on early twentieth-century maps of the area; however, the remodeling of the carriage house into an apartment has obscured much of the historic character of the outbuilding.

Statement of Significance:

The Stevenson House is a well-preserved, example of Queen Anne style residential architecture of the turn-of-the-century. The house is a typical example of its period and no known people or events are associated with the structure to imbue it with significance. The Stevenson House does not appear to meet the criteria for individual listing in the National Register.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA-2890

Magi No.

DOE ___yes ___X_no

1. Name (indicate preferred name)

historic Stevenson House

and/or common

2. Location

street & number 1600 Joppa Road

not for publication

city, town Riderwood (Towson)

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 Raymond and Karen Cronin

street & number 1600 Joppa Road

telephone no.:

city, town Towson

State and zip code MD 21204-1952

5. Location of Legal Description

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

liber 8721

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

folio 171

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-2890

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 Stevenson House is one of a handful of turn-of-the-century domestic buildings associated with the Sherwood, later Riderwood, community. It is a well-preserved two-and-one-half-story frame Queen Anne style single family dwelling dating to ca. 1900. The Northern Central Railway served the community during the second half of the nineteenth century. Prior to the construction of the 1903 Riderwood Station, maps show the Sherwood Station just south of this location. The Riderwood Station is located directly across the tracks from this house. The railroad enabled the suburban development of this area that was formerly agricultural in character. The houses along Bellona Avenue in Riderwood and farther south in Ruxton are typical examples of turn-of-the-century and early twentieth-century suburban architecture and development patterns.

General Description

The Stevenson House, located at 1600 Joppa Road, is a two-and-one-half-story, side-gabled frame dwelling with an intersecting front gable. The house bears decorative elements of the Queen Anne style. It has clapboard siding with shingles in the gables. There are triple 3/1 hung wood sash windows in the gables and hung 9/1 paired wood sashes in the first and second stories. The roof is clad in slate. A brick interior chimney is located in the main block of the house and an interior end chimney is in the two-story gable-roofed ell. The wraparound porch has turned wood posts. A one-story, flat-roofed, addition interrupts the porch on the east elevation, bisecting one of two gablettes with sunbursts set into the hipped porch roof. The foundation is not visible, but it is probably solid rubblestone or brick like other houses in the area. A former carriage house north of the main house has been converted into an independent apartment. A building is pictured in the same location on early twentieth-century maps of the area; however, the remodeling of the carriage house into an apartment has obscured much of the historic character of the outbuilding.

8. Significance

Survey No. BA-2890

Period	Areas of Significance-	Check and justify below	
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1999	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	

Specific dates: ca. 1900

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

The Stevenson House is a well-preserved example of Queen Anne style residential architecture of the turn-of -the-century. The house is a typical example of its period and no known people or events are associated with the structure to imbue it with significance. The Stevenson House does not appear to meet the criteria for individual listing in the National Register.

History

During the second half of the nineteenth century, the Northern Central Railway (NCR) fostered the growth of suburban communities in Baltimore and Baltimore County. The railroad bisected the county as it ran north from central Baltimore to the vicinity of York Haven, Pennsylvania. The railroad offered passenger service on its route from Baltimore to Parkton, Maryland (61 miles), and it was this commuter and suburban service that spurred settlement of residential communities along the railroad in north Baltimore and the county. Riderwood, known as Rider's Switch and Sherwood before the name was settled on, was a small agricultural area prior to the railroad's influence. By 1852, a station was located at Rider's Switch, though it was probably little more than a platform. The 1877 Hopkins atlas shows the area served by Rider's Station and a post office. The first Sherwood station, shown on the 1898 Bromley atlas, was located south of Joppa Road on the east side of the tracks. In 1903, the NCR, under ownership of the Pennsylvania Railroad since 1861, commissioned Philadelphia architect Frank Furness to design a new station at Sherwood. Furness's plan resulted in the construction of one of the most architecturally distinctive stations of the NCR line, and one of only two along the line in Maryland to have survived the twentieth century. The station, renamed Riderwood, was a grand architectural statement, as were most of the larger NCR stations, such as Ruxton (1892), Mount Washington (1877), and Lutherville (1876). The NCR line assumed the Pennsylvania Railroad name in 1916. It continued to operate suburban service until 1959, when the automobile eclipsed the train as the commuters preferred means of transportation.

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-2890

- 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: .59 acre

Quadrangle name Cockeysville 7.5'

Quadrangle scale 1:24,000

UTM Reference do NOT complete UTM references

zone	easting	northing
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Verbal boundary description and justification

Boundaries correspond to the legal parcel associated with the building. Map 69, Grid 4, Parcel 15, Lot 1 and 2.

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

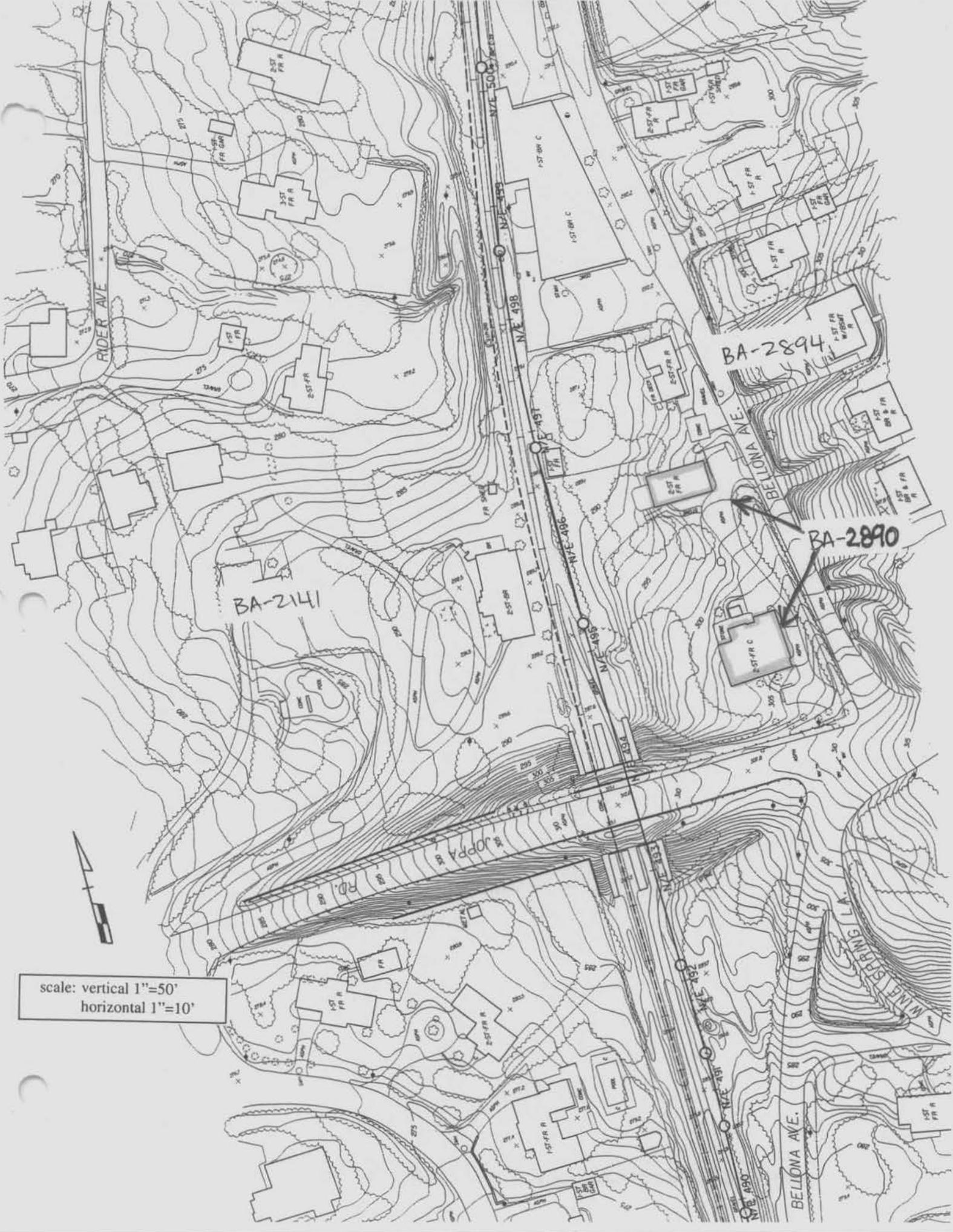
IV. Resource Type:

Category: Building

Historic Environment: Suburban

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

Known Design Source: none



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



BA-2141

BA-2894

BA-2890

RIDER AVE

BELLONA AVE

BELLONA AVE

NINE SPRINGS T.

N/E 500

N/E 499

N/E 498

N/E 497

N/E 496

N/E 495

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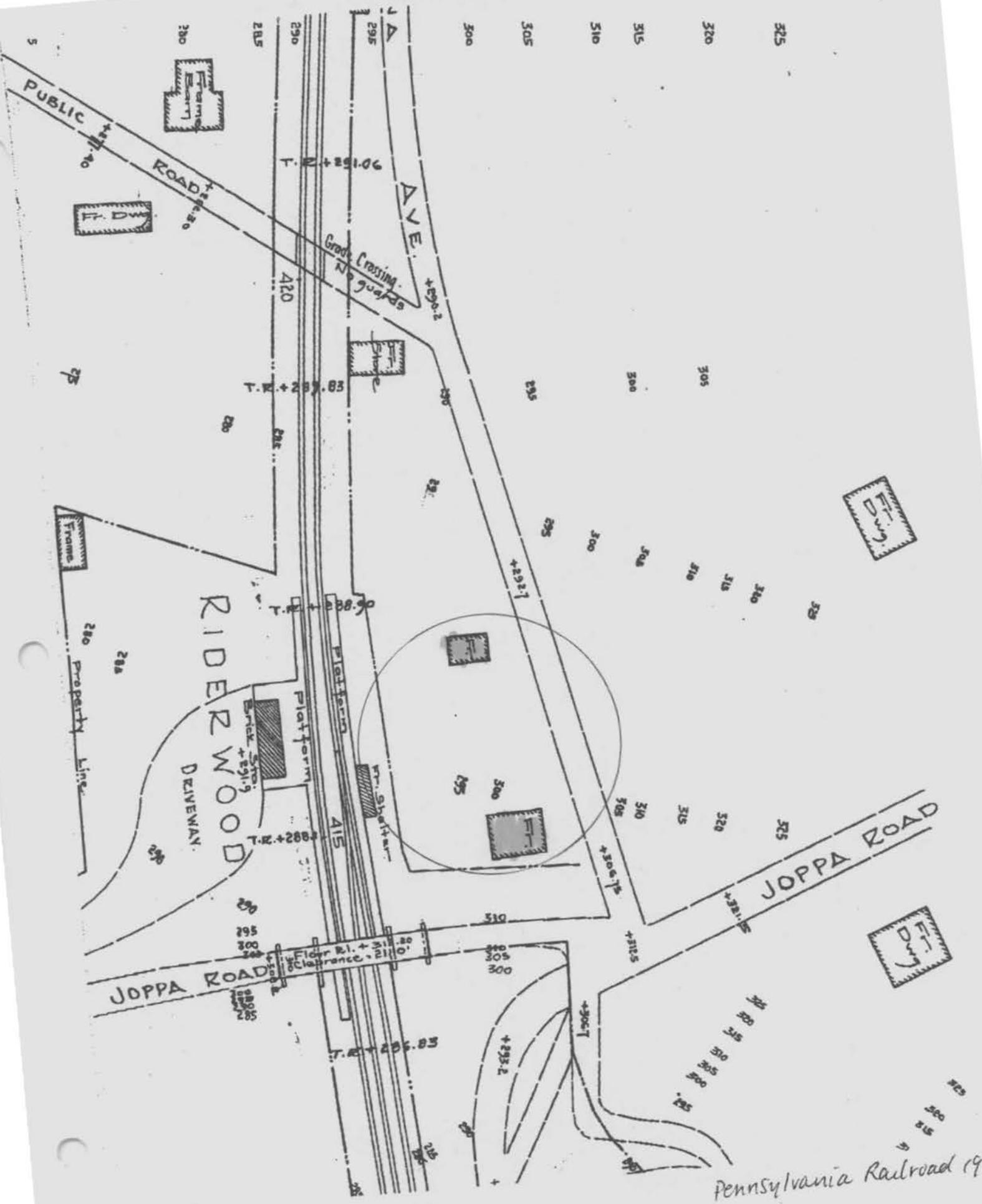
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BA-2890

STEVENSON HOUSE, 1600 JOPPA ROAD
BALTIMORE COUNTY, MD

K-CULHANE,

8/1999

MDSHPD

3/4 view of facade (S) and W elevations. View to
north-east



BA-2890

STEVENSON HOUSE, 1600 JOPPA ROAD

BALTIMORE COUNTY, MD

K. CULHANE

8/1999

MD SHPO

3/4 view of facade (S) and E elevations. View to
northwest



BA-2890

STEVENSON HOUSE, 1600 JOPPA ROAD
BALTIMORE CO., MD

X-CULHANE

8/1999

MDSHPD

view to west of converted carriage house /
apartment.