

**Mile Stone No. 7 Baltimore-Reisterstown Turnpike
(BA-2999)
MD 140/Reisterstown Road at Old Milford Mill Road
Pikesville, Baltimore County
Circa 1805
Public Access**

The Baltimore-Reisterstown Turnpike Mile Stone No. 7 (BA-2999) is currently located on the north quadrant of the intersection of MD 140/Reisterstown Road and Old Milford Mill roads near Seven Mile Lane. Due to its proximity to Seven Mile Land, the marker is likely close to its original location.

Placed into the ground as early as 1805, the object marked the seven-mile point from Baltimore on the Baltimore and Reisterstown Turnpike. The marker is a sandstone pylon; two feet projects above the ground and two-and-one half feet are beneath the ground. The mile marker shows some evidence of damage on the back and the top of the marker is rounded. An inscription on the southwest side of the marker reads "7 MI." This lettering dates to 1959, but likely replicates earlier inscriptions. Mile Stone No. 7 is the only extant historic property conveying the significance of the turnpike in this area. A tollgate, gatekeeper's house, and tavern were also associated with the mile marker, but they are no longer extant. The mile marker is now accompanied by a plaque explaining Mile Stone No. 7's original purpose. The Baltimore-Reisterstown Turnpike Mile Stone No. 7 was previously determined eligible for listing in the National Register of Historic Places in 2002 under Criterion A for its association with Maryland's transportation history as an object related to an important nineteenth century road. One of three early Baltimore area turnpikes, the Baltimore and Reisterstown Turnpike served as a main thoroughfare for commercial activity between outlying areas and the city. Via the turnpike, farmers brought livestock and produce to Baltimore markets, rural residents were able to access the city, and Baltimore residents and those traveling were able to move through Maryland. As in the other small towns along the turnpike, several Pikesville businesses were dedicated to turnpike travelers, including the Seven Mile House Tavern and the Burnt House Tavern, both of which are no longer extant. Investigations have not shown associations with Criteria B, C, or D.

7. Description

Inventory No. BA-2999

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary Paragraph

Mile Stone No. 7 is an object associated with the Baltimore and Reisterstown Turnpike, marking the seven-mile point from Baltimore on the former turnpike, which is now MD 140/Reisterstown Road. Currently located on the northeast corner of the intersection of MD 140/Reisterstown Road and Old Milford Mill roads near Seven Mile Lane, Mile Stone No. 7 is located on the north side of the entrance to a shopping center. It is a pylon cut from roughly hewn sandstone likely dating from 1805. The early-nineteenth century turnpike connected the City of Baltimore, formerly known as Baltimore Town, to Reisterstown, Maryland. From Reisterstown, two branches of the turnpike extended north to Pennsylvania. Part of the turnpike's signage and wayfinding measures, which also included signboards featuring hands, letters, and figures, the milestones were to be markers protruding "three feet above the ground and at least two feet below the ground, inscribed, with the distance to Baltimore." The markers were placed at the end of each mile, beginning with the one-mile stone in the City of Baltimore.

Narrative Description

The marker is located on the northern quadrant of the intersection of MD 140/Reisterstown Road, Old Milford Mill Road, and the entrance to the 7 Mile Market Shopping Center entrance. The incised face of the stone is oriented to the southwest. It is assumed that the mile marker extends three feet below the ground, because the markers were produced at a standardized five feet in length and the marker currently projects 2 feet above the ground. It no longer retains its original mass due to erosion of the sandstone. The rough-faced marker shows evidence of damage on the back; the once flat back of the stone now features two large curving sections as a result of missing and worn-away stone. The top of the mile marker is rounded.

An *inscription* on the southwest side of the mile marker reads "7 MI." This incised lettering dates to 1959, when the Pikesville Women's Club had the marker re-cut and re-set into the ground, but likely replicates earlier lettering. All of the mile markers on the turnpike were inscribed with their distance from Baltimore, but due to the marker's age, the original inscription had diminished by 1959. Sandstone, while resistant to weathering and easy to work, is also relatively soft, so the changes to the stone are expected. Despite minor changes, the stone closely resembles the other extant Baltimore and Reisterstown Turnpike milestones at Mile 16 (BA-1264) and Mile 17 (BA-1333).

The construction of a Safeway supermarket in 2002, north of Milestone 7, brought attention to the marker. Noticed during construction, the land's former owner informed a crew member of the marker's importance and history. The store responded by moving the stone slightly to accommodate the shopping center's entrance and erecting a plaque to accompany the stone. The marker was reset at the seven-mile point and still marks that mile along the former turnpike. The plaque stands behind the marker and explains Milestone 7's original purpose. The setting of Mile Stone No. 7 is primarily suburban, with commercial enterprises and mid-century residences in its immediate vicinity. The former Baltimore and Reisterstown Turnpike is now MD 140/Reisterstown Road, a busy multi-lane road with traffic signals.

The Baltimore and Reisterstown Turnpike Milestone 7 was previously determined eligible for inclusion in the National Register of Historic Places in 2002 under Criterion A, for its association with Maryland's transportation history, as an object in association with an important nineteenth century road.

8. Significance

Inventory No. BA-2999

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1805-1915 **Architect/Builder** N/A

Construction dates ca. 1805

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance Summary Paragraph

The Baltimore-Reisterstown Turnpike Mile Stone No. 7 was determined eligible for listing in the National Register of Historic Places in 2002. The milestone was determined eligible under Criterion A in the area of transportation. The object directly conveys its association with the former Baltimore and Reisterstown Turnpike as a mile marker placed in the turnpike right-of-way to notify travelers of their distance from the City of Baltimore. The object's period of significance spans from ca. 1805 to 1915, when the twelve-mile portion of the turnpike between Baltimore and Reisterstown was sold to the State Roads Commission. Investigations have not shown the mile marker to be eligible under Criteria B, C, or D.

Narrative Statement of Significance

The Law of 1787, the legislation that allowed for the creation of the Baltimore and Reisterstown turnpike, specifically outlined the uniform system to be used for marking miles. "Stones three feet above the ground and at least two feet below ground, inscribed with the distance to Baltimore, were to be erected at the end of each mile of the turnpikes." Presently, the milestone stands with two feet projecting above the ground and an estimated three feet beneath the ground; this estimate is derived from information stating that the markers were five feet tall when produced to provide for adequate anchoring below ground. The southwestern side of the marker reads "7 MI." In 1959, the milestone was found with its lettering worn off. The Pikesville Women's Club had the marker re-carved with modern lettering and reset into the ground. The marker was reset again in 2002 when it was moved slightly to accommodate a shopping center entrance.

Transportation

The Baltimore-Reisterstown Turnpike Mile Stone No. 7 is associated with Maryland's transportation history and the state's turnpike era during the nineteenth century. The development of the turnpike coincided with Baltimore's commercial success during the nineteenth century, providing a means for goods and people to travel between the city and Maryland's outlying areas. Additionally, the Baltimore and Reisterstown Turnpike was one of the three earliest turnpikes to be built in the Baltimore area and Maryland. As a result of these three early turnpikes, this road system spread throughout the state of Maryland and the East coast.

The Baltimore-Reisterstown Turnpike Mile Stone No. 7 retains a high level of integrity. Though Milestone No. 7 was relocated in 2002, the marker is in the vicinity of its original location along the former Baltimore and Reisterstown Turnpike. Despite some damage and wear to the backside of the mile marker, the object is comprised of its original material, roughly hewn sandstone, and retains the majority of its original form as a nearly five-foot-long pylon. The inscription "7 MI." was re-carved on the front of the stone in 1959, but this lettering is likely close to the marker's historic inscription. Therefore, the mile marker retains its original

design, materials, and workmanship. Collectively, these aspects of integrity, coupled with the mile markers placement in the ground at the intersection MD 140/Reisterstown Road and Old Milford Mill roads, contribute to an overall integrity of feeling as a nineteenth-century wayfinding marker and its association with the turnpike and transportation developments in Maryland.

9. Major Bibliographical References

Inventory No. BA-2999

Works Consulted

"An Anecdotal of History of Early Maryland Roads: 1634-1800." Vertical File: Roads, The Historical Society of Baltimore County.

See Continuation Sheet.

10. Geographical Data

Acreege of surveyed property 4 feet x 4 feet
Acreege of historical setting 4 feet x 4 feet
Quadrangle name Baltimore West Quadrangle scale: 1:24,000

Verbal boundary description and justification

The boundary consists of the land that the marker sits upon with a small buffer surrounding it; the historic boundary is 4 feet by 4 feet. Though the marker has been relocated, it is still located at approximately the seven-mile point along MD 140/Resisterstown Road. The area around the mile stone does not retain integrity of setting due to recent construction and commercial development, so the boundary does not include the surrounding area.

11. Form Prepared by

name/title	Kelsey Britt, Architectural Historian		
organization	Parsons Brinckerhoff	date	5/10/2013
street & number	277 Bendix Road	telephone	(757) 459-4716
city or town	Virginia Beach	state	VA

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 1

Roads in Baltimore City and County

As Baltimore Town and the County of Baltimore experienced growth and prosperity, the need for an inter-county network of roads was apparent by the 1730s. A trail called “wagon road,” the predecessor to the Reisterstown Turnpike and present day Route 140, extended west from Baltimore Town to Reisterstown. Like many early roads in Maryland, the “wagon road” followed an Indian trail and began as a roughly 18-inch-wide well-worn trail. Continuous travel by scouts, rangers, and later settlers began to slowly widen the trail and in 1695, Baltimore County widened the trail by 30 feet to accommodate for increased wagon travel. Few cabins were located along the “wagon road.” Indicating the later presence of commercial traffic and the need for improved roads, the “wagon road” was extended to Hanover, Pennsylvania, by 1741, and wagons traveling between the two states served as a reminder of the city’s dependency of accessibility for commercial success.

Public sector efforts and enterprises in 1785 inundated the legislature with letters in support of an improved highway system. In 1787, a grand jury report on the matter termed the roads “a public grievance” and indicated that the county roads had not been repaired for two years. The Maryland Legislature also appointed in 1787 several commissioners to “examine, survey and lay out a road from Baltimore Town to Reisterstown to Winchestertown (now Westminster), and another to from Reisterstown to Hanover.”

These efforts laid the groundwork for the Reisterstown Turnpike. The 1899 report of the Maryland Geological Survey Commission defined a turnpike as having three major characteristics: an improved surface or roadbed; tollgates placed at intervals; and ownership by an incorporated company which furnished capital to construct the road. However, the Reisterstown Road was operated by Baltimore County government for 17 years. By 1804, this method of operation was recognized as a failure. The Reisterstown Road, along with the Frederick and York roads, was granted to corporate companies to be operated as private toll roads. Coinciding with Baltimore’s greatest period of growth, the major turnpikes were constructed during the first 30 years of the nineteenth century.

Overview of the Turnpike System in Maryland

From the early nineteenth century through the early twentieth century, private companies operated turnpikes in the state of Maryland. Turnpikes derived their names from the gates that prevented passage until a toll was paid. A pike or pole in the ground with a perpendicular extension blocked the roadway, but was turned upon payment to allow continued travel. Generally, there were two types of tollgates; one gate swung sideways across the road and a second type of gate was raised and lowered. In addition to the tollgate, several other buildings played an important role in the turnpike’s operation. Each tollgate was accompanied by a tollhouse, from

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 2

which the gatekeeper collected tolls. Typically, tollhouses were one-room buildings or shacks. If the tollgate was left open to travelers during the night, the gatekeeper may have lived elsewhere in the town. Often, the gatekeeper's house was located along the turnpike in the direct vicinity of the tollhouse. In some instances, the gatekeeper may have collected tolls from a room in the house or an enclosed porch attached to house. This resulted in the term "tollhouse" being applied interchangeably to the one-room freestanding building and the gatekeeper's house that had a room for collecting tolls. The last of the major roads, the Baltimore to Reisterstown Turnpike, would remain in operation until 1915.

According to *A History of Road Building in Maryland*, the "turnpike fever in Maryland was severe," but ninety percent of these roads were located in Baltimore, Carroll, Frederick, and Washington counties. One turnpike existed in southern Maryland's Cecil County and there were no turnpikes on the Eastern Shore. The state's major turnpikes were constructed between 1800 and 1830, coinciding with the growth of City and County of Baltimore. Though these roads remained in operation through the early nineteenth century, the turnpikes reached their peak between 1820 and 1830. During this period, Baltimore was the third largest city in the country and an important commercial center. Produce, goods, and teams of livestock were brought from the north and west via turnpikes into Baltimore.

During the 1820s, the construction of canals in New York and Pennsylvania, along with the advent of steam navigation, began to threaten Baltimore's commercial center. To compete with these burgeoning outside markets, the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad commenced construction, introducing more efficient means of transportation goods and livestock long distances. Business began to shift from the turnpikes to the railroads, with the turnpikes becoming a more localized form of transportation more. Primarily, farmers in and around the Baltimore County region used the turnpikes to access the city. Due to the transition to railroads and canals, turnpike company revenues declined, but they continued to build roads. In some cases, the turnpike system was the only means for obtaining an improved road.

The turnpike companies in the State of Maryland faced a great deal of criticism from citizens and local newspapers. The roads were often in bad condition, continuing to deteriorate through the nineteenth century as well as the early twentieth century. In response to outraged citizens, state, and local officials, a State Roads Commission was formed to take over the remaining turnpike companies. This takeover occurred between 1910 and 1915.

Maryland Turnpikes

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 3

The Maryland State Legislature provided for the construction of three turnpikes from Baltimore in 1787 and these turnpikes were first operated by Baltimore County and not private companies. The three roads were to extend from “Baltimore toward Frederick to the Baltimore County line,” “from Baltimore to Reisterstown,” and “from Baltimore toward York, Pennsylvania to the state line.” The need for an improved network of roads was exemplified by vehement complaints and citizen action during the 1780s. As a description of the public roads from this era indicates:

“...the public roads leading from Baltimore-town to the western parts of this state, by means of the great number of wagons that use the same, are rendered almost impassible during the winter season, and the ordinary method of repairing the said roads is not only insufficient, but exceedingly burthensome; and the establishment of several turnpike roads in the said county would greatly reduce the price of land-carriage of produce and merchandise, and raise the value of the land in the said county, and considerably increase the commerce of the state.”

The Law of 1787 also provided direction to the commissioners for determining the path of each turnpike. Each road was to be laid out straight to its destination, allowing for terrain, and was not to displace any building. Additionally, owner consent was to be obtained in order for a turnpike to cross through an orchard, garden or yard. From Baltimore to Reisterstown, commissioners Charles Carnan, Robert Lynon, and Henry Wilson were to lay out the road. From Reisterstown to Winchestertown (Westminster) commissioners Charles Walker, Cornelius Howard, and Richard Owings were to lay out the road. Toward Hanover, Pennsylvania, to the Baltimore County Line, the road was to be laid out by commissioners Nathan Cromwell, Electus Lemmon, and George Nace.

The law specified the order of construction for the turnpikes, with the road to Reisterstown being first. Commissioners of review were appointed—Ortho Holland Williams, Charles Ridgely of William, Benjamin Nicholson, James Gittings, and Daniel Bowley—and given direction over the turnpikes. These commissioners were in place to oversee and review the work of the commissioners appointed to each turnpike.

The Law of 1787 permitted commissioners to establish tollgates along the turnpikes and established the maximum rates of toll. The law indicated that vehicles with wheels equal to or lesser than nine inches were free to pass through tollgates for three years after the road's completion. For the following three years, these vehicles were to pay half of the established toll. Additionally, the legislature outlined a uniform system for marking miles and providing signage for turnpike users:

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 4

“Stones three feet above the ground and at least two feet below ground, inscribed with the distance to Baltimore, were to be erected at the end of each mile of the turnpikes. At roads leading from the turnpikes, signboards with hands, letters, and figures on them were to tell strangers where the roads went and the distance.”

In order to fund the construction, purchase land, and pay for other turnpike-related expenses, taxes on county land were appropriated toward the road building effort. Outlined in the Law of 1787, three shillings and nine pence of every 100 pounds of assessed property were to be paid along with the 1787 taxes. Those who owned county property paid an additional two shillings and six pence on every 100 pounds of assessed property. This additional amount was to be paid beginning in 1788 until the turnpikes were complete. After the roads were completed, any tolls collected were appropriated to Baltimore County to maintain the turnpikes. The early turnpikes were primarily built by convict labor. A law passed in 1788 sentenced people convicted of certain crimes, along with vagrants, to work on roads in Baltimore County as their punishment.

The Law of 1787 would be amended ten times in fourteen years. A law passed in 1790 gave the commissioners of review the ability to appoint a supervisor to each turnpike. The law also waived the tax enacted in 1787 if property owners performed labor on the turnpikes. By 1801, the Maryland State Legislature determined that the turnpikes were too expensive for Baltimore County to operate and passed a law that year with the goal of easing this financial strain on the county. The legislature aimed to reduce turnpike expenses, reform the administrative structure responsible for turnpike oversight, and focus on maintaining the condition of the roads. The Law of 1801 would have several important impacts on the turnpike system.

As a result of the Law of 1801, the commissioners of review were abolished and control over the turnpikes was transferred to the justices of the Levy Court of Baltimore. The justices set toll rates to the amounts outlined in the Law of 1787; were given the ability to erect tollgates, along with appointing and removing gatekeepers; and appoint a supervisor to each turnpike. A gatekeeper was to hand over the tolls collected each month to the turnpike supervisor, who would in turn report to the justices. Supervisors also reported annual profits and the money disbursed to employees, along with the criminals who worked on the turnpike and the animals and equipment used for this work. As of 1801, 50 cents on every 100 pounds of assessed property was collected to pay for turnpike construction and support the criminals working on the roads.

By 1801, vehicles with wheels at least six inches wide or greater were charged half tolls. Through the Law of 1801, the toll was put into place for the following five years. Any person who evaded a toll was charged two dollars. If the person evading the toll was a slave or servant, their master or mistress was to be fined one dollar. It was reported that the three turnpikes were not completed as of

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 5

1801. A provision of the law directed the Levy Court to finish the Reisterstown Turnpike “as far as George Fisher’s Tavern” (present-day 26 Main Street, Reisterstown) and it was reportedly completed in 1802.

Baltimore County’s efforts to construct and operate the three turnpikes were a failure. In 1805, the state legislature passed a law that incorporated three private turnpike companies, resulting in the Baltimore and Fredericktown Turnpike Company, Baltimore and Reisterstown Turnpike Company, and Baltimore and Yorktown Turnpike Company. This law of incorporation made reference to the earlier turnpike laws—1787, 1788, and 1801—while also making mention of the current issues surrounding the turnpike problems, indicating that the “the desirable object contemplated by the legislature has not been obtained, and the public expectation almost entirely frustrated.”

The 1805 law directed the newly formed turnpike companies to follow the turnpike routes established by the commissioners, unless they could be improved upon, and Baltimore County was to be reimbursed for their improvements to the road. A system involving a nine-person commission was created to determine the value of the improvements invested in each turnpike. A turnpike company appointed three people to meet with three appointed by the Levy Court. Together, the group of six selected three people from the next county adjoining the turnpike. The commission of nine could not be stockholders in the company and determined the value of Baltimore County’s improvements to the turnpike. The Levy Court received shares of company stock in the equivalent of these improvements.

The three early turnpikes were chartered by special acts, essentially agreements with the Maryland State Legislature, lasting until 1868. These charters specified the value and amount of shares a turnpike company could sell in order to finance construction of the roads. Once a certain amount of shares in the turnpike company were sold, the stockholders elected officers. These positions included a president, treasurer, and a set amount of directors. A secretary was often selected by the board rather than the stockholders. The directors of an early *turnpike* company, including the Baltimore and Reisterstown Turnpike Company, were referred to instead as managers.

These offices were not fulltime positions; often the officers were professional men who devoted little time to turnpike-related matters and may even have been involved with more than one turnpike. During the early 1800s, a secretary may have worked fulltime and sometimes for more than one turnpike company. The large turnpike companies—Baltimore and Fredericktown Turnpike Company, Baltimore and Reisterstown Turnpike Company, Baltimore and Yorktown Turnpike Company—had an office devoted to the company and met frequently while the turnpikes were under construction. After their completion, a meeting would be held monthly or bi-

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 6

annually and an annual meeting with all stockholders was required. A smaller turnpike company may have only held this annual stockholder meeting and probably lacked an office devoted to the company. Because public interaction with the toll company was primarily through the gatekeepers, some members of the public may not have known that the turnpike companies and officers existed during this era.

The turnpike companies hired to superintendents or supervisors to oversee the turnpikes. Depending on the length of the road, more than one superintendent may have been hired. Superintendents oversaw construction and collected toll revenue from gatekeepers, just as they had when Baltimore County operated the turnpikes.

According to their charters, the early turnpike companies were restricted to annual dividends of ten percent. Later, an 1868 law limited annual dividends to eight percent, though most companies never came close to reaching this figure in profit. Until 1817 and 1818, the *Frederick*, *York*, and *Reisterstown* companies declared their earnings bi-annually in May and November. After this, their earnings were declared every January and July. The *Baltimore to Reisterstown Turnpike Company* dividends between 1807 and 1819 ranged between 0 and 5 percent. The company did experience a spike in dividends and declared 13 percent in May of 1812. However, 10 percent of this was used for construction and the stockholders were paid with augmented stock.

The turnpike companies did not always build an entirely new road and were sometimes required to follow the existing roads when constructing the turnpikes. However, improvements to an existing route—such as straightening roads, reducing hills and difficult terrain, and repaving—were encouraged. According to the *Baltimore to Reisterstown Turnpike's* charter of 1805, the road was to follow the road bed laid out in 1787.

During the early nineteenth century, two English engineers—Thomas Telford and John Loudon MacAdam—introduced improved road building methods that resulted in a more enduring road surface. Both of these systems involved a prepared bed of earth covered with alternating layers of rock. Though used widely and internationally as well-known forms of early surfacing, it is likely that both the Telford and MacAdam systems of construction were developed too late to have had an influence on the construction of Baltimore's early turnpikes. Though the details of the methods used to build the *Baltimore and Reisterstown Turnpike* are not known, the charters did specify the width and materials—stone or something durable—to be used. If the Telford or MacAdam systems were used, they were not maintained. Preventative regular maintenance was not practiced and repairs were only made after holes developed. A gatekeeper, being paid an additional salary, was sometimes in charge of maintaining the portion of the turnpike adjacent to his gate. Sometimes desperate and frustrated, local citizens and turnpike users would attempt to fill holes with stones themselves. A turnpike

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 7

company's failure to make necessary repairs could lead to inquisitions filed by members of the public. A successful inquisition could result in the suspension of a company's ability to collect tolls until repairs were made.

Tolls were quite complicated and determined by several factors, including the number of horses, mules, or oxen pulling a wagon, the wagon's number of wheels and their widths, along with the number of animals being herded. Toll rates were outlined by the 1805 law that incorporated the Frederick, Reisterstown, and York Turnpikes:

"...for...every ten miles...for every score of sheep, one eighth of a dollar; for every score of hogs, one eighth of a dollar; for every score of cattle, one fourth of a dollar; for every horse and his rider, or led horse, one sixteenth of a dollar; for every chair or chaise with one horse and two wheels, one eighth of a dollar; for every chariot, coach, stage, wagon, phaeton or chaise, with two horses and four wheels, one quarter of a dollar; for either of the carriages last mentioned with four horses, three eights of a dollar; for every other carriage of pleasure, under whatsoever name in may go, the like sums, according to the number wheels and horses drawing the same; for every cart or wagon whose wheels do not exceed the breadth of four inches, one eighth of a dollar for each horse drawing the same; for every cart or wagon whose wheels shall exceed in breath four inches, and not exceeding seven inches, one sixteenth of a dollar for every horse drawing the same; for every cart o wagon, the breadth of whose wheels shall be more than seven inches, and not more than ten inches, five cents for every horse drawing the same; for every cart of wagon, the breath of whose wheels shall be more than ten inches, and not exceed twelve inches, or being ten inches shall roll more than fifteen inches, three cents for every horse drawing the same; for every cart or wagon, the breadth of whose wheels shall be more than twelve inches, two cents for every horse drawing the same."

Though the Law of 1805 placed ten percent cap on each company's annual profits, the Frederick and York Turnpike companies announced a fifty percent increase in tolls in 1815, to be effective 1816. If the toll ever went into effect, the Baltimore and Frederick Turnpike Company quickly rescinded the increase. Hostility between anti-toll citizens and the turnpike companies is evidenced by a letter distributed on August 6, 1819. Directed to citizens who were organizing that morning to list their grievances toward the companies, the letter begins:

"To the honourable Committee of Grievances, appointed in the city of Baltimore, to investigate a most horrible complaint against paying toll at the turnpike gates: the committee will first and foremost observe, that although your aggrieved are few in number, yet they are of the most respectable class, such as Fobs, Quill Drivers, Bankrupts, Swindlers, &c. &c. who are of daily dashing about on the turnpike between the gates without paying one cent, either on a hired horse or in hired rolybolys

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 8

hitched to the backside of horses.”

The letter was re-circulated by the citizens with the following message at the top:

“For the information of the Candid, the Liberal, and the Unbiased part of the community, the following most unprecedented Billingsgate is re-published, for the purpose of shewing to what lengths the enemies of the people will go.—It was circulated on the very Morning on which the Citizens, agreeable to public notice, were to meet, and to take into consideration their complaints against the Road Companies, for illegal exactions of tolls.”

A second large spike in rates occurred in 1864, when companies increased the toll rates to 60 percent higher than their 1805 amounts. In 1867, the Maryland House of Delegates received petitions from the residents of Baltimore City and County demanding a price reduction and justification of the toll rates.

The state responded to these petitions by requiring the companies to address several matters in a report that justified their toll rates. The companies responded that even with the increased toll rates, they never came close to the 10 percent cap outlined in the 1805 law. The attorney general extended the inquiry by investigating the legality of the current tolls. If he found any company in violation of their charter and they did not fix the issue, the attorney general would begin the process to forfeit the charters. When the Reisterstown Turnpike became involved in a court case, other turnpike officials rescinded their toll rate increases. As of 1868, tolls dropped 20 percent below their 1805 rates. A law passed the same year provided that future turnpike companies were to be incorporated by the counties, instead of the state.

To convey the *financial burden* that tolls placed on turnpike users, Charles E. Slade explained that he paid “a total of \$1.05 to drive a four-horse wagon from south of Woodensburg to Baltimore on the Reisterstown Turnpike. This was no small amount, considering that he often earned only \$1 a day breaking rock for the turnpike.” This expense caused many travelers to seek out other routes whenever possible. Travelers also paid a fixed rate—5 miles, 10 miles, or the distance to the next gate—because there was no way for a gatekeeper or traveler to determine the distance or adjust the tolls. In an 1811 court case, *The President, Managers and Company of the Falls Turnpike Road v. James Ellicott*, Judge Nicholson of Baltimore County Court ruled that the gatekeeper would have to be “a mathematician of no ordinary accuracy to enable him to do impartial justice, and the greater part of his time would be devoted to calculations. The legislature could not have intended to palpable an absurdity.”

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 9

Some turnpike companies exempted funeral processions and clergymen from paying tolls. As bicycling increased in popularity during the 1890s, turnpike companies began to charge “wheelmen”—as cyclists were referred to—either 5 cents to pass or \$1 for an annual pass. Those travelling along the turnpike on foot were not charged to pass through tollgates.

Tollgates, along with gatehouses, were erected at intervals along the turnpikes. Ideally, the placement of the tollgates would catch traffic entering the road from one or more lateral roads. There were two common types of gates. One gate swung sideways across the road and “...consisted of the pike, a long piece of wood parallel [sic] to the road supported by another long piece running diagonally from the top of it to a lower point on the post to which both pieces were attached, forming a long triangle.” This apparatus was turned to allow passage, and gave the roads their name of “turnpike.” The second type of gate was raised and lowered, comprised of a “...balanced or weighted at the short end so the gatekeepers, who were often older people and sometimes children, could easily raise and lower them. At least one gate was raised and lowered by means of a crank.”

Though often constructed by the turnpike companies, the tollhouses erected along the turnpikes in Baltimore City and County did not exhibit a cohesive or unified design. Often, a gatekeeper collected tolls from a one-room wooden building or an enclosed porch for collecting tolls was attached to their house at the tollgate. In some instances, gatekeepers lived elsewhere in the community. A gatekeeper’s house on the turnpike would have likely been constructed during the early nineteenth century. These homes, usually owned by the turnpike company, were typically four rooms and cheaply constructed of stone or wood frame. These houses are described as “looking a little different” from a typical private residence and the company’s charter prohibited the gatekeeper’s lot from exceeding one acre. Gatekeepers, along with their families, were able to live in the gatekeeper’s house rent free. The lot also provided enough space for the gatekeeper to plant a garden and raise smaller animals. Though the positions for gatekeeper were competitive, the salary was as low as \$4 per month.

Tollgates may have remained in operation 24 hours per day, meaning the gatekeeper would be woken by travelers in the middle of the night. Other gates were left open during the night because traffic was minimal to nonexistent. The busiest times for traffic were very early in the morning, the later afternoon and evening. These times coincided with farmers traveling to markets in Baltimore and returning home. While some gatekeepers were older men and women who did not have another job, other gatekeepers were also employed as “farmers, laborers, shoe repairmen, postmasters, storekeepers, a barber, a harnessmaker, etc.” In these cases, the gatekeeper likely had family members who also worked the gate.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 10

Taverns were not owned by and had no connection with the turnpike companies, but they were located at intervals along the roads and where the turnpikes ended in Baltimore. These taverns provided nourishment and accommodations for travelers and their animals. These taverns were essential to travelers coming from great distances, but their need diminished in later years as a greater number of local residents used the turnpikes. It was common for taverns to be named for their location along the turnpike, as was the case for the Seven Mile Tavern.

As the earliest form of a public transportation system on land, stage coaches utilized the turnpikes in Maryland because these roads were the most viable option for transporting paying passengers. The stage coaches would often depart from taverns in Baltimore, stopping at other taverns along the way depending on the length of their trip. They were not required to stop at every toll because they paid a special rate to use the turnpikes. Later, railroad and streetcar travel surpassed stage coaches in speed and efficiency. Companies operating the early horse-drawn street cars would obtain franchises from the turnpike companies to lay tracks along the road's rights-of-way. As turnpikes deteriorated in condition, many travelers were encouraged to take advantage of the streetcar systems.

The end of the turnpike era was brought about by activism from citizens and state and local officials, along with the formation of the State Highway Division, a state agency focused on developing a statewide improved system of roads. The condition of turnpikes continued to deteriorate into the twentieth century. This neglect of the roads was in direct violation of the early turnpike companies charters, which specifically stated that the turnpikes were to be kept in good order if they were to collect tolls from the public.

In 1898, the Maryland State Legislature took a step towards investigating the state of roads in Maryland when they authorized the Geological Survey Commission to submit a report on the current status of road construction ongoing in the state. These findings resulted in the creation of the State Highway Division, which constructed short samples of modern roads in order to estimate the savings to the state and the citizens if they were to be constructed. Another step towards modern roads came in 1904 when the state passed a law offering 50 percent financial aid and state supervision to counties interested in building modern roads. A major force in creating a statewide network of modern roads, Austin L. Crothers was elected governor in 1908 on his "good roads platform." Credited with having guided a bill through the legislature that would create a statewide network of roads over a period of seven years, Crothers is often referred to as the "father of the state roads system." This bill resulted in the creation of the State Roads Commission, which took over the work of the State Highway Division, and appropriated \$5 million to improve the state's current roadways.

Citizen action was also a major propellant in dissolving the turnpike system. Because they were not properly maintained, farmers who often had no other choice but to use the turnpikes because of their large, heavy wagons and teams of animals, worked to have the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 11

roads condemned. Other citizens joined their cause and sometimes these groups were successful. With the creation of the State Roads Commission, citizens appealed to the agency to purchase these roads from the turnpike companies. Wheelmen, who especially needed flat surfaces to ride their bicycles, joined farmers and other outraged citizens in this "good roads movement." With automobiles rising in popularity during the early twentieth century, car owners also became involved in the cause.

According to 1906 and 1907 reports from the Geological Survey Commission, the agency recognized the deplorable condition of the roads, but also believed that the private turnpike companies should be fairly compensated if the roads were to be purchased:

"...present conditions have shown the importance of many of the turnpikes as sections of the general system. While undoubtedly the operation of these highways has contributed in the past to the development of the State, conditions are rapidly approaching the point where their future existence as toll roads is entirely undesirable. Any legislation looking to the abolishment of the turnpikes as toll-roads should recognize the private rights and property values in the turnpikes themselves, and in all cases of assumption by the State or counties of the turnpikes, fair compensation should be made to private interests for the property taken from them."

The State Roads Commission addressed the possibility of the purchasing these private roads in 1908 and began to assess the value of the turnpikes and if their acquisition was financially possible for the state. The Commission recognized that they could not afford to build an entirely new network of roads, and between 1910 and 1911 they acquired most of the Baltimore area turnpikes. They did not purchase the Baltimore to Reisterstown Turnpike until 1915. Smaller and lesser important turnpikes were deeded to Baltimore County and became county roads.

During the early twentieth century when citizen and government action against the turnpikes was prevalent, the turnpike companies formed their own organization to protect their best interests. Organized by representatives from each company, the Maryland Turnpike Association was formed in 1903. Members often discussed issues plaguing all of the turnpike companies at their meetings, especially the new legislation being passed during this era.

Eventually the companies arrived at the decision to cooperate with the Maryland General Assembly and the State Roads Commission. If purchased by the state, the turnpikes could be modernized for approximately \$1,000 per mile. While the companies arrived at the conclusion that many of the roads had served their purpose, they ended the resolution by saying, "We deprecate the socialistic spirit which seeks to confiscate for the public use private property invested in the turnpike companies which so largely built up Baltimore

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 12

city and the state of Maryland.”

The Baltimore and Reisterstown Turnpike

First laid out in 1787 by Maryland State Legislature appointed commissioners, the Baltimore to Reisterstown Turnpike began at Franklin Street in Baltimore and travelled along present day Pennsylvania Avenue to Reisterstown, approximately 25 miles outside of the city. Pennsylvania Avenue derived its name from the state, because the road eventually reached Pennsylvania. From Reisterstown, the turnpike divided into two branches—the Westminster Branch and the Hanover Branch—both of which reached Pennsylvania. As it left the Baltimore, the road’s name changed to acknowledge the closer Reisterstown destination. *Though the* turnpike’s two branches were often referred to as the Westminster Pike and Hanover Pike, the entire road was officially the Baltimore and Reisterstown Turnpike.

After the state’s realization that they were not able to adequately operate the turnpike, along with the York and Frederick turnpikes, the legislature authorized private companies to take over turnpike operation. Incorporated in 1805, the organizers of the Baltimore and *Reisterstown Turnpike Company* were William Owings, Solomon Etting, David Williamson, Edward Johnson, Dr. John Cromwell, and Charles Carnan. The company’s act of incorporation stated that turnpike construction was not authorized to begin until the beginning of 1808. However, ample funds had been raised by early 1806 and the Maryland State Legislature permitted the company to begin building the turnpike.

A civil engineer named Caleb Merryman first held the position of directing the turnpike’s construction and Cornelius Guest acted as a supervisor. By 1807, ten miles of the turnpike were complete and the company was allowed to charge tolls on that portion of the road. The cost of construction was \$10,000 per mile. By 1812, David Shriver, Jr., had taken over Merryman’s position and was also responsible for determining the path of the turnpike. As of 1815, the entire Baltimore and Reisterstown Turnpike was complete. In order to effectively collect tolls from traffic entering the turnpike, the tollgates were placed at points where they would “catch” traffic from one or more lateral roads. In most cases, turnpikes were roughly five miles apart. Following the turnpike from Baltimore, the first gate was located south of the present-day Park Heights Avenue and Reisterstown Road junction. At the seventh mile, the second tollgate was located south of Seven Mile Lane and the third tollgate was located opposite the current entrance to the Druid Ridge Cemetery, along Reisterstown Road, in Pikesville. At the intersection of Old Tollgate Road and Reisterstown Road, stood the fourth tollgate, called the Owings Mills gate.

The Baltimore and Reisterstown Turnpike was heavily used during its early years, but traffic began to diminish over time. This decline

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 13

was attributed to the road's condition, the public's dissatisfaction with tolls, and the development of canals, the railroad, and streetcars. Many recalled the wagons, travelling from the north and west, bringing produce, feed, and livestock to markets and slaughterhouses in Baltimore. During the summer, wagons would be filled with garden produce, fruit, and corn. During the winter months, farmers brought apples, potatoes, and corn to feed horses in the city. Overall, the trip for a farmer who lived a great distance from Baltimore was very expensive, but they had no other options for reaching the city. They could not travel county roads with their heavily loaded wagons. All together, a farmer paid for tolls, lodging for himself and his team of horses or oxen, along with additional weighing fees. Dr. Isaac N. Richardson, a resident of Reisterstown, recalled issues facing the turnpike in 1869 and his memories of the road's early years of operation:

“...this turnpike has now become of great importance, and if the company could be satisfied with less profit, and then attend more particularly to keeping it in proper travelling order, they would more truly merit the thanks of the public.

But one great drawback to the turnpike company's expanding much more means in improvement is the diminution in travelling on this road, especially in large teams. It can well be remembered when almost every night in the week, particularly in the fall and winter season, that one or two of our taverns would be crowded with wagons and horses, whereas now it is very seldom that they have any overnight, and they but small ones. Our railroad also has a very damaging effect upon this pike, as many travelers and much freight are carried to Baltimore, which otherwise would pass over the turnpike.”

Travelers on foot avoiding muddy turnpike conditions after a rain or snow would often walk along the cross-ties of the Emory Grove streetcar tracks. The line had been installed along the northeastern side of the turnpike. During dry weather, the Baltimore and Reisterstown Turnpike would be covered in a thick layer of dust. During the early 1900s, turnpike users began to drive automobiles on the road, spreading dust into the homes of those who lived nearby the road. After a snowfall, area residents would sled down the turnpike hills during the night.

New and more efficient forms of transportation introduced during the second half the nineteenth century brought about decreases in turnpike use. The Western Maryland Railroad, extending from the city of Baltimore, had reached Glyndon—outside of Reisterstown—as of 1859 and Westminster by 1861. The railroad was further extended to Hanover by 1880. With the development of this more rapid means of transportation, a large portion of the commercial traffic that had previously utilized the turnpike was eliminated. Additionally, the Emory and Grove streetcar line was extended from Baltimore to Reisterstown by 1895.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 14

As people turned to these more rapid and less expensive means of transportation, citizens became increasingly dissatisfied with the condition of the turnpikes and the cost of tolls. On May 22, 1911, the Anti-Tollgate League was organized with the goal of eliminating tollgates within the City of Baltimore, turning their focus to the first tollgate on the Baltimore and Reisterstown Turnpike at Pennsylvania and Fulton avenues and appealing to the State Roads Commission. When a meeting was held the following month to discuss abolishing the tollgate, it drew over 600 attendees including important public figures such as the state's governor, current mayor, and former mayor of Baltimore. The league's activity attracted attention and support from outside of the Baltimore area, when a reporter from Cleveland's *Plain Dealer* commented:

"It is no wonder that Baltimore has been passed by Cleveland in the population race. A city so far from up-to-date as to allow tollgates to be maintained at its boundaries is certainly not sufficiently energetic to hope to keep up with the march of American progress. A tollgate anywhere in America is an anachronism, but one at the entrance to a great city is a monstrosity... it is with a shock of surprise that Cleveland learns that Baltimore is in the throes of a struggle to put her last tollgate out of business. It almost seems that after all it was not such a proud achievement to go ahead of a city that was hemmed in by tollgates!"

The first tollgate, along with the portion of the turnpike within the city's limits, was sold after the Baltimore and Reisterstown Turnpike Company accepted a \$70,000 offer from the State Roads Commission. A stipulation of the sale prohibited the turnpike company from erecting a new gate or attempting to move the gate to different portion of the turnpike. On October 27, 1911, a banquet was held to celebrate Anti-Tollgate League's success, after which, the attendees and local residents arrived at the tollgate. City Councilman West announced to the crowd his intentions to develop a bill that would have the tollgate and gatekeeper's house moved to Druid Hill Park and "preserved for their historic entrance." The crowd was displeased, because they had arrived hoping to burn the tollgate that night. West's bill was later rejected by the city council.

In 1915, the State Roads Commission submitted an offer to the Baltimore and Reisterstown Turnpike Company to purchase the twelve-mile portion of road between the Baltimore city limits and Reisterstown, along with the twelve-mile portion between Reisterstown and Westminster. After the turnpike company accepted the commission's offer in May of that year, the existing tollgates were removed and the company was dissolved. A memo addressed to the stockholders of the Baltimore & Reisterstown Turnpike Road Co., on December 18, 1916, called a meeting "for the purpose of considering and acting upon a Resolution to dissolve this Corporation and liquidate and close its business and affairs," as a result of the company "having now disposed of its whole Turnpike Road." The seven-mile Hanover Branch, which had fallen into disrepair resulting in the suspension of toll collection, was sold to

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 15

Baltimore County in July of 1915. In May of 1919, the county transferred ownership of the branch to the State Roads Commission.

Pikesville, Maryland, the Seven-Mile Point

Situated along the former Baltimore and Reisterstown Turnpike, Pikesville is located approximately seven miles northwest of Baltimore. Dr. James Smith named the community where he resided and owned a large portion of land for his close friend, General Zebulon M. Pike, after learning of Pike's death in Canada during the War of 1812. Though the presence of colonists travelling through the Pikesville area can be traced to the seventeenth century, the development of the Baltimore and Reisterstown Turnpike was the catalyst for the community's development. The road exposed the area to settlers and travelers.

The site of Pikesville was originally home of the Mattua Indian Tribe. Records indicate that settlers on the East Coast were utilizing an Indian trail between the Potomac and Susquehanna rivers as early as 1660. Known as the Old Indian Road, the north to south running trail crossed through Pikesville, and was later renamed the Old Court Road. Garrison Fort, constructed in the region in 1693 as a means of protection from the Native Americans, was overseen by Captain John Ristreau.

A lateral trail, known as the King's Highway or Great Road, also crossed through Pikesville and was the Baltimore and Reisterstown Turnpike's predecessor. Covered wagons used the trail to bring goods from outlying areas to Baltimore Town. During the early 1770s, a group of travelers from Baltimore Town stopped in the wooded area that would later be Pikesville. One traveler, a man named Beecham, voiced his interest in settling in the area. He returned and constructed Pikesville's first house in 1776, a double log cabin. The house was later re-clad in clapboard, before being torn down in 1922. In 1787, the Baltimore and Reisterstown Road was laid out on top of the King's Highway. In 1794, the town's second house was constructed by a man named Mr. Richardson. Known as the Sudbrook House, the building was located on a portion of Dr. Smith's property, and the house subsequently burnt down in 1808. The house was restored and used as a tavern, earning the name "Burnt House Tavern." The tavern was torn down during the early 1900s.

The community of Pikesville developed slowly through the nineteenth century. The first public school, a two-room stone building attached to a church, was opened in 1820. For the majority of the century, the small community served as a military post. A United States Arsenal was constructed in 1816 and remained in use until 1879. The 14.5-acre post contained officer's quarters, barracks, stables, offices, a magazine, and several arsenal-related outbuildings. With the exception of a few homes, all of the brick houses on the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 16

post were painted yellow and the site was reportedly very scenic and serene in appearance. In 1888, the post was converted into the Maryland Confederate Soldier's Home and served as a home for Confederate veterans until 1932. The quaint site apparently better resembled a "country club rather than the alma mater of Maryland cavalrymen." Between the mid and late nineteenth century, several churches were established, including the Memorial Baptist Church, Ames Methodist Church, and the St. Charles' Catholic Church. A Mt. Zion Lodge was constructed in 1853.

Aside from the Baltimore and Reisterstown Turnpike, several other advancements in transportation occurred during the late nineteenth century. The Western Maryland Railroad extended from Baltimore to Pikesville and the Pikesville station was completed as of 1877. In addition to the railroad, the Emory Grove streetcar line, running along the turnpike, was extended to Pikesville in 1895. Despite the turnpike, railroad, and the streetcar line, Pikesville continued to grow slowly. With a population of approximately 175 in 1881, the town remained sparsely populated through the early twentieth century.

Pikesville would experience the majority of its growth during the twentieth century. The first instance of widespread development occurred during the 1920s. The proposed residential subdivision development of a 75-acre estate would result in the town's largest suburban residential district to date. Development of this community, Dumbarton, commenced in April 25, 1922. Today, Pikesville is a residential Baltimore suburb with a population of approximately 30,000 people.

Mile Point Seven on the Baltimore and Reisterstown Turnpike

Mile Point Seven had several prominent built resources associated with the Baltimore and Reisterstown Turnpike. Along with the historic roadway alignment, Mile Stone No. 7 is the only extant built historic property. Likely set in the road as early as 1805, the Baltimore and Reisterstown Turnpike Mile Stone No. 7 was accompanied by a tollgate, tollhouse, the gatekeeper's house, and two taverns. The turnpike's second tollgate at Mile 7 was first located between present day Emmart and Primrose avenues. Later, the tollgate was moved just south of Old Milford Mill Road. The tollgate was comprised of two heavy poles, or pikes, which swung back and forth on swivels. Two lanes were used to control traffic, with buggies and smaller wagons traveling through the left lane and larger cargoes traveling through the wider right lane. The tollhouse and gatekeeper's two-story house stood on the west side of the turnpike (Image X). The one-story tollhouse appeared as a utility shed with a gable roof. The east elevation of the building contained one large opening, in order for the gatekeeper to easily operate the gate and collect tolls. Theodore Stansbury served as the gatekeeper between 1890 and 1896. In 1957, his son recalled the experience:

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 17

“I can’t recall how much my father was paid. I know we got our house free, and the orchard and garden behind it. I know my father’s work wasn’t too difficult, except that he was on duty 24 hours every day. For that reason he slept in the gatehouse office most nights.

During the early morning, when most of the traffic came through, the gate was kept open. I don’t recall anyone trying to run the gate.”

In addition to the tollhouse and gatekeeper’s house, the Seven Mile House Tavern and the Burnt House Tavern were located near Milestone 7. Although not operated by the turnpike companies, they provided necessary services to the turnpike’s travelers. The Seven Mile House Tavern stood through 1930, but the stables were no longer intact by this time. The aforementioned Burnt House Tavern (Image X) also operated as a tavern near the tollgate, but it was torn down during the early 1900s (Image X). Stansbury also remember the Severn Mile House Tavern during the turnpike era:

“The farmers often spent the night at Seven Mile House on their way to and from Baltimore. There was a stable out back for their horses. On market days the Seven Mile House was apt to be crowded, because wagon after wagon filled with fresh vegetables and butter and eggs came through. Herds of cattle, and the sheep, were constantly being prodded and coaxed down the road to the Union Stockyards.”

Mile Stone No. 7 on the Baltimore and Reisterstown Turnpike is the only extant built historic property conveying the significance of the turnpike in this area. After discovering the stone with no lettering in 1959, the Pikesville Women’s Club, along with assistance of the owner of a monument company Joseph L. Mathias, had Milestone 7 re-carved in modern lettering and re-set in what was believed to be the stone’s original location. Regardless, it is unlikely that the stone is far removed from its original location, due to its proximity to Seven Mile Lane. A tollgate, gatekeeper’s house, and tavern were also association with the Milestone 7 during the turnpike’s operation, but they are no longer extant.

The construction of a Safeway supermarket in 2002, north of Milestone 7, brought attention to the marker. Noticed during construction, the land’s former owner informed a crew member of the marker’s importance and history. The stone needed to be relocated to accommodate the entrance to the shopping center; however, it was carefully replaced as close as possible to its original mile-point location. The store also responded by erecting a plaque describing the historic significance of the marker to accompany the

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 18

stone. The relocation and preservation of the stone was overseen by the State Highway Administration and the Maryland Historical Trust to ensure that the stone was protected and properly relocated.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 9 Page 1

Baltimore County Historical Society. "From Indian trail to Crowded Highway." *History Trails* 4 (1970).

Brooks, Neal A. and Rockel, Eric G. *A History of Baltimore County*. Towson: Friends of the Towson Library, Inc., 1979.

Carson, Larry. "Highway Segment to Open." *Evening Sun*, November 6, 1985.

Cox, T. Newell. *The Story of Pikesville: Book I*. 1966.

Fielding, Mary Sue. "Pikesville Named for General Killed in War of 1812." *The Union News*, August 20, 1937.

Frank, Beryl. *A Pictorial History of Pikesville, Maryland*. Towson: Baltimore County Public Library, 1982.

Goldsborough, Charles. "Statement as to the Work of the State Roads Commission." (Speech, October, 3, 1912).

Hollifield, William. *Difficulties Made Easy: History of the turnpikes of Baltimore City and County*. Cockeysville: Baltimore County Historical Society, 1978.

Hollifield, William. Mile Stones in Baltimore City and County. Milestones Vertical File. The Historical Society of Baltimore County.

"In Suburbs and County Old Seven-Mile House Sold to Mr. Daniel W. Grim." *Sun*, January 28, 1912.

Layman, Joyce. "Mile markers remind travelers of old turnpike." *The Community Times-Reisterstown*, Mar. 22, 1984. A5. Vertical File: Milestones. The Historical Society of Baltimore County, Cockeysville, MD.

"Maryland Roads in the Nineteenth Century" Vertical File: Roads, The Historical Society of Baltimore County.

"Our Readers Write" *Sun*, June, 7, 1959. Vertical File Pikesville. Enoch Pratt Free Library, Baltimore, MD.

Owens, Robert. Record Book on the Origin of the Turnpikes. Prepared about 1951. Roads (Turnpikes) and Roads Vertical File. The Historical Society of the Baltimore County.

Paty, Virginia. "Gone Suburban, Reisterstown Road Still Remembers Old Tollgate Days." *The Evening Sun*, November 24, 1947.

Pollack, Carol. *Reister's Desire—Reisterstown*. 1976.

Road Companies, untitled letter. August 6, 1819. Vertical File: Toll Roads and Tollgates. The Historical Society of Baltimore County.

Rosato, Lisa. "Reisterstown Road Mile Marker Recalls Trips to Market." *The Jeffersonian*, September 4, 2003.

Scarborough, Katherine. "Baltimore's Spreading Suburbs—II: To the northwest". December 4, 1932. Community Vertical File: Pikesville. The Historical Society of Baltimore County.

Scharf, Thomas J. *History of Baltimore City and County*. Baltimore: Regional Publishing Company, 1971.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2999

Name Mile Stone No. 7, Baltimore and Reisterstown Turnpike
Continuation Sheet

Number 8 Page 2

Slade, Charles E. "Tollgates and 30-Cent Meals." Unknown date. Vertical File: Toll Roads and Tollgates. The Historical Society of Baltimore County.

Stansbury, Theodore S. "Tollgate Days—and Nights." June, 30, 1957. Vertical File: Toll Roads and Tollgates. The Historical Society of Baltimore County.

State Roads Commission of Maryland. *A History of Road Building in Maryland*. Baltimore: Maurice Leeser Co., 1959.

Teeple, Helen. "The Reisterstown Pike." February 17, 1913. Vertical File: Reisterstown Road. The Historical Society of Baltimore County.

"To the Stockholders of the Baltimore and Reisterstown Turnpike Road Co." December 18, 1916. Vertical File: Reisterstown Road. The Historical Society of Baltimore County.

"To Start at Dumbarton Corporation to Begin Development Today." *Sun*, April 25, 1992.

"Toll Roads." Vertical File: Roads, The Historical Society of Baltimore County.

Untitled Article. *Union News*, April 11, 1941. Baltimore County Vertical File: Communities - Pikesville. Baltimore County Public Library, Towson Branch.

BA-2999 | Mile Stone No. 7, Baltimore and Reisterstown Turnpike



USGS 7.5 Minute Series 1:24000 Topographic Quadrangle: Baltimore West, MD (1974)

BA-2999 | Mile Stone No. 7, Baltimore and Reisterstown Turnpike





The Tollhouse and Gatekeeper's House at Mile 7



The Seven Mile House Tavern

Photo Log

BA-2999, Mile Stone No. 7, Baltimore and Reisterstown Turnpike

All printed photographs were created using HP 100 Gray Photo Cartridge and HP Premium Plus Photo Paper, Soft Gloss.

BA-2999_2013-03-19_01

View of mile stone, to the northeast

BA-2999_2013-03-19_02

View of back of mile stone, to the west

BA-2999_2013-03-19_03

View of side and rear of marker, to the north

BA-2999_2013-03-19_04

View of marker and setting, to the east

BA-2999_2013-03-19_05

Marker with setting, view to the southwest

BA-2999_2013-03-19_06

Marker and setting, view to the east/northeast

7

MI.

BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

View of mile stone, to the northeast

1/6



BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

View of back of mile stone, to the west

2/6



BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

View of side and rear of marker, to the north

3/6

THIS IS THE
APPROXIMATE LOCATION
OF THE
7 MILE MARKER
OF THE
BALTIMORE-REISTERSTOWN
TURNPIKE
WHICH WAS CHARTERED
BY THE MARYLAND
GENERAL ASSEMBLY
IN 1805

EMARKE

201

REISTERSTOWN ROAD

7 MILE MARKET
CAFÉ • PHARMACY

7
MI



BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

View of marker and setting, to the east

4/6



BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

Marker with setting, view to the southwest

5/6

LEFT TURN
YIELD
TO GREEN

← Old Milford Mill

MILEMARKET

MILEMARKET
SALES CENTER



BA-2999

Mile Stone No. 7, Baltimore and Reisterstown
Turnpike

Baltimore County, MD

S. Foell

3/19/2013

MD SHPO

Marker and setting, view to the east/
northeast

6/6

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Mile Stone No. 7, Baltimore-Reisterstown Turnpike Inventory Number: BA-2999

Address: Reisterstown Road at Old Milford Mill Road City: Baltimore (Pikesville) Zip Code: 21208

County: Baltimore County USGS Topographic Map: Baltimore West

Owner: Maryland State Highway Administration Is the property being evaluated a district? yes no

Tax Parcel Number: 287 Tax Map Number: 78 Tax Account ID Number: _____

Project: Access permit Agency: SHA

Site visit by MHT staff: no yes Name: _____ Date: _____

Is the property located within a historic district? yes no

If the property is within a district District Inventory Number: _____

NR-listed district yes Eligible district yes Name of District: _____

Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes no

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Baltimore-Reisterstown Turnpike Milestone is an object associated with the early nineteenth century turnpike that connected Baltimore with Reisterstown and Hanover and extended north to Pennsylvania. The object, which may have been set on the road as early as 1805, is a five-foot-long sandstone pylon. Two-one-half (2-1/2) feet are buried and the remaining 2-1/2 feet protrude above-ground. The marker is beige in color and rough-cut and shows evidence on the back of heavy damage. The top of the stone is rounded. The "7 MI" marking dates from 1959. Despite some alterations however, the stone closely resembles the other Reisterstown Turnpike milestones at Miles 16 and 17 (BA-1264 and BA-1333) in Reisterstown.

The Baltimore-Reisterstown Turnpike was chartered by the Maryland General Assembly in 1805. Prior to that legislative action, Baltimore County attempted to manage three turnpikes within the county. The earliest turnpikes dating from the eighteenth century were the Frederick, the Reisterstown, and the York roads. Starting in 1801, the state legislature decided to take over the construction and maintenance of the roads, as well as constructing other turnpikes from Baltimore. However, by 1805, they had granted charters to three private turnpike companies that would manage the oldest roads. The Baltimore and Reisterstown Turnpike began at Franklin Street and Pennsylvania Avenue in Baltimore. In Reisterstown the road bifurcated to the west towards Westminster, and to the north towards Hanover. In addition to the road, the appurtenances included tollgates or houses and sandstone mile stones. The mile stones were placed at the end of the mile at every mile starting with the 1-mile stone in the City. The 7-mile stone, currently located at the intersection of Reisterstown Road and Old Milford Mill Road is near Seven

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
MHT Comments	
<i>Andrew Lewis</i>	<i>07/25/02</i>
Reviewer, Office of Preservation Services	Date
<i>[Signature]</i>	<i>7/25/02</i>
Reviewer, NR Program	Date

200202777

NR-ELIGIBILITY REVIEW FORM

Mile Stone No. 7, Baltimore-Reisterstown

Page 2

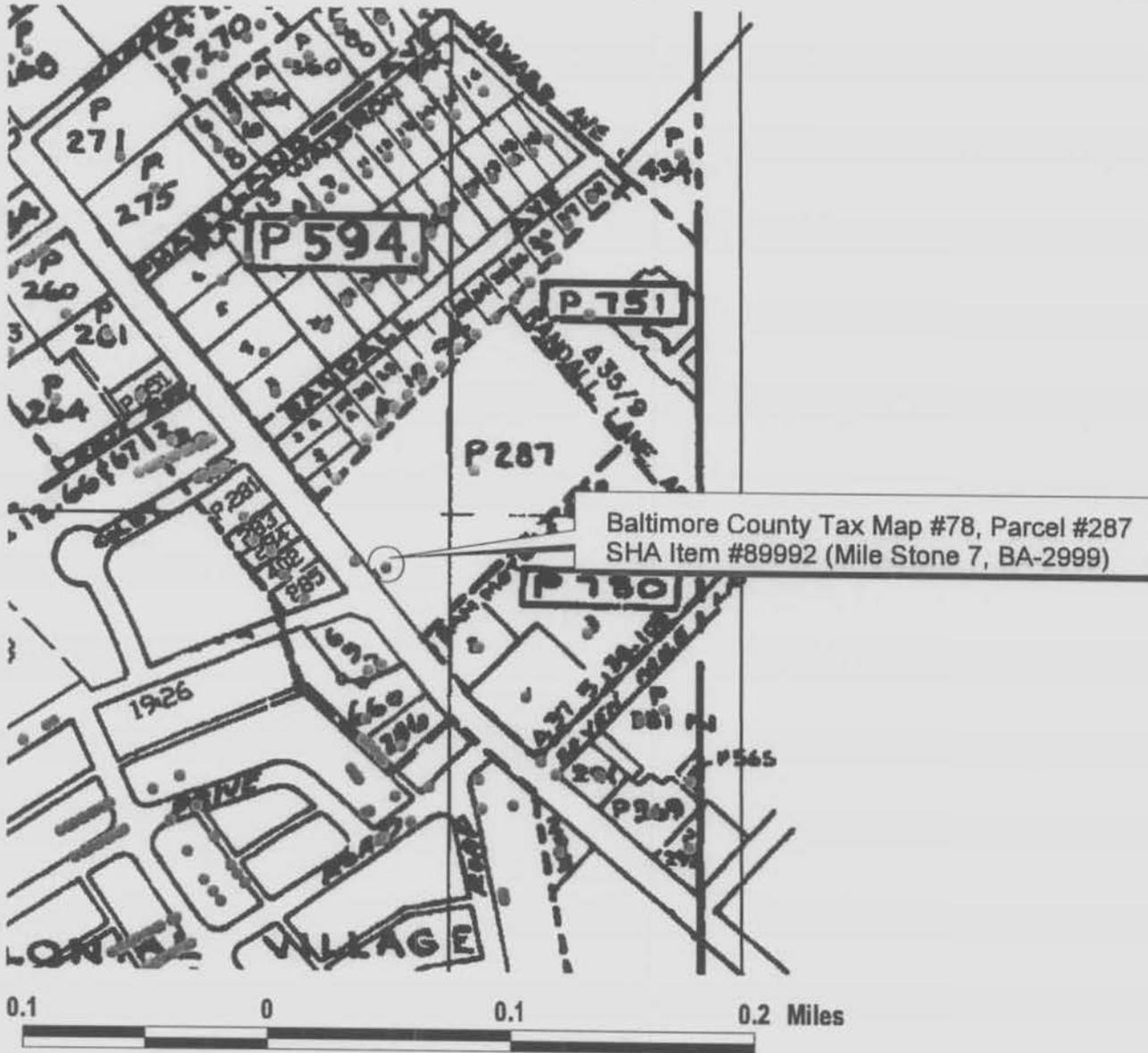
BA-2999

Mile Lane. In 1959 the Pikesville Women's Club had the stone re-carved and re-set, in what was then identified as its original location. Given the proximity to Seven Mile Lane, it is unlikely that it is far removed from its historic location. Based on this information, Baltimore-Reisterstown Turnpike Mile Stone No. 7 is eligible for inclusion in the National Register of Historic Places under Criterion A, Maryland's transportation history, as an object associated with an important 19th century road. Investigations have not shown associations with Criteria B or C.

Prepared by: Anne E. Bruder, SHA, Arch. Historian

Date Prepared: 07/01/2002

Baltimore County Tax Map #78



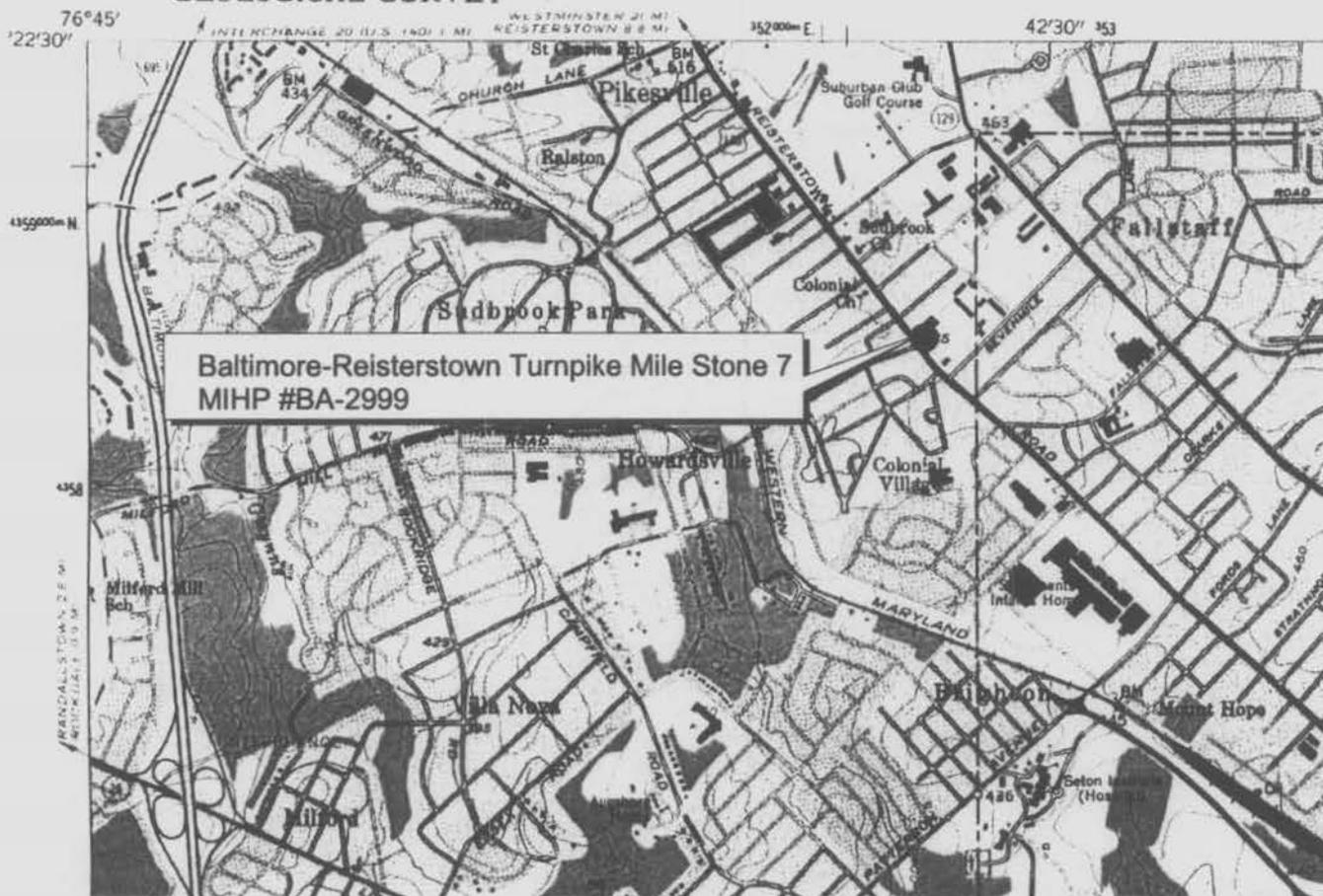
• Baco2001.shp
□ County



BA-2999

USGS Quadrangle Baltimore West 1:24,000

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



USGS Topo Quad Index



BA-2999

FRANKEL
Auto A
Sales

7
MI.



BA-2999

TABLESTONE, REFORRESTOWN
TURNPIKE

BALTIMORE COUNTY, MD.

RESURFACE

MAY 2002

049 NNN2 — 05/25/02 017 TECHLAB

SNA.

TABLESTONE INSITU, LOOKING
SOUTH



BA-2999

MILESTONE 7, REISTERSTOWN

TWO STATE
BALTIMORE CO. MD.

ARBRUDA

MAY 2002

NNNN -- 05/25/02 018 TECHLAB

LATERAL VIEW OF MILESTONE,
LOOKING SOUTH