

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Small Structure No. 03263X0 Inventory Number: BA-3270  
 Address: MD 140 over Branch of Gwynns Falls Historic district: yes  no  
 City: North of Owings Mills Zip Code: 21117 County: Baltimore County  
 USGS Quadrangle(s): Reisterstown  
 Property Owner: Maryland State Highway Administration Tax Account ID Number: \_\_\_\_\_  
 Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
 Project: 2380703-X263X0; Remedial work to Structure 03263X0 Agency: Maryland State Highway Administration  
 Agency Prepared By: Maryland State Highway Administration  
 Preparer's Name: Matt Manning Date Prepared: 03/29/2012

Documentation is presented in:

Preparer's Eligibility Recommendation: Eligibility recommended  Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes

Site visit by MHT Staff yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

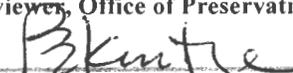
Description of Property and Justification: *(Please attach map and photo)*

**Architectural Description**

Small Structure No. 03263X0 is a stone small structure that carries MD 140 (Reisterstown Road) over a branch of Gwynns Falls. It is located at MD 140 mile point 6.60 south of Gentlebrook Road and north of Gwynnswood Road in Baltimore County. The original structure is a stone arch that demonstrates multiple stages of expansion and modification. Although it is no longer exposed on either side of MD 140, the original stone arch structure is still identifiable.

Small Structure No. 03263X0 is a rubble stone round arch extended by a concrete slab on stone abutments on the east side and a combination of concrete and squared stone abutments on the west. A modern concrete headwall with a square opening covers the west end. The stream is contained within a poured concrete channel. The structure forms an opening approximately 4 feet wide, 6 feet high and 68 feet long.

The arch comprises a rubble fill formed over stacked stone. A portion of the east spandrel wall is visible beneath the road from within the culvert. Here, irregular voussoirs spring from a stacked stone abutment. Several voussoirs and the keystone are missing at the arch's crown. The arch has been repaired and reinforced with a flat stone that spans the remaining voussoirs. Stacked stone

<b>MARYLAND HISTORICAL TRUST REVIEW</b>													
Eligibility recommended							Eligibility not recommended <input checked="" type="checkbox"/>						
Criteria:	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	Considerations:	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	
<b>MHT Comments:</b>													
 Reviewer, Office of Preservation Services							5/30/2012 Date						
 Reviewer, National Register Program							5/30/12 Date						

wing walls originally extended east of the arch; these have since been incorporated into later expansions.

Adjacent to the original arch, random course squared-stone abutments extend the structure's east side. This expansion was constructed on top of the wing walls and continues approximately eight feet to the east; it is crowned by a poured concrete slab, which in turn is topped with additional stacked stone. The concrete slab appears to be part of a later repair or reinforcement. The mortar joints in the abutments show evidence of repeated repair by application of Portland cement. An eight-inch metal pipe pierces the south abutment.

Small Structure No. 03263X0's west side shows evidence of an expansion that extended the structure an additional five feet. Large stacked squared stones form the south abutment; the north abutment and ceiling appear to have been constructed of the same stone and later covered and reinforced with concrete. Now obscured, this section of the structure may have originally been an arch. A modern concrete headwall with a 4-foot square opening forms the structure's west end. West of the headwall, multiple pipes feed into the stream channel from the north and south banks. Squared stone is scattered along the channel at the structure's east and west ends, suggesting minor structural failure and subsequent reconstruction or replacement.

At the roadway, a concrete curb and sidewalk occupy the east side; modern w-beam barriers border both sides of the highway. Along the sidewalk, a manhole provides access to the structure from the road. This segment of MD 140 is a four-lane undivided highway along a suburban area of Baltimore County. Early to mid-twentieth century single-family dwellings are located directly to the structure's south, and late-twentieth century residential developments stand to the north.

History and Context

The earliest known masonry small structures still extant in Maryland date from the early 1800s. Geography and available materials played an important role in their use. Stone structures were prevalent in Maryland's Piedmont and Appalachian regions; timber structures were common in the Coastal Plain. Most of Maryland's masonry structures are single-arched and constructed of stone. Masonry arch structures in Maryland typically assumed one of three basic forms: semi-circular, segmental, or elliptical. The stones used for construction were either rubble, ashlar, or squared. Stone structures became less common after 1900 with the development of new building technologies, particularly concrete. During the first decades of the twentieth century, concrete became the most widely used material for Maryland's bridges and small structures.

Masonry small structures were frequently used on the major turnpikes leading out of Baltimore. Privately owned turnpikes began appearing in Maryland in the early nineteenth century, when state legislation incorporated the first private toll road companies. This section of present day MD 140 follows the original route of the Baltimore and Reisterstown Turnpike. It was one of the state's earliest toll roads, along with the Baltimore and Fredericktown Turnpike and the Baltimore and Yorktown Turnpike. Constructed between 1806 and 1815, the Baltimore and Reisterstown Turnpike connected Baltimore to Reisterstown, at which point the road split and continued to Pennsylvania as two branches: one via Westminster and one toward Hanover. According to the records of the Maryland General Assembly, all bridges and culverts along the turnpike were constructed of stone.

Turnpike construction continued throughout the 1860s but slowed as new technology and state-maintained roads became more prevalent. According to historical reports, the Baltimore and Reisterstown Turnpike was initially heavily traveled, but its importance diminished as railroads came into prominence in the mid-nineteenth century.

As streetcars expanded to serve Baltimore City, new lines were constructed linking the city to its suburbs. In 1894, the Pikesville, Reisterstown, and Emory Grove Railroad Company purchased right of way along the Baltimore and Reisterstown Turnpike to

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
Reviewer, Office of Preservation Services							Date						
Reviewer, National Register Program							Date						

construct and operate a single-track electric railway. The streetcar tracks followed the road's northeast side from Emory Grove south of the Druid Ridge Cemetery in Pikesville, where the line originally continued to Baltimore via Mt. Washington; the Mt. Washington alignment was later shifted to Park Heights Avenue. This track would eventually become part of the United Railway and Electric Company's Number 5 line, which provided service between Baltimore and Emory Grove until 1932 when it was replaced by bus service.

An 1899 report of the Maryland Geological Survey described extensive deterioration of many stone arch highway bridges and culverts across the state, from both weather and vandalism. When the Maryland State Roads Commission (SRC) acquired its first 190 miles of privately owned turnpike between 1910 and 1911, it developed a program to save and repair stone arch structures along the roads. The SRC purchased this section of the Reisterstown Turnpike in 1915, and in 1919, the final segment of the Reisterstown Turnpike was transferred to the state. Since that time, repairs and expansions to Maryland's original masonry arched structures have resulted in extensive changes; in many cases, the original arches are obscured by modern structures.

Small Structure No. 03263X0's original stone arch was likely built as part of the Baltimore and Reisterstown Turnpike, constructed between 1806 and 1815. The east extension probably dates to the construction of the streetcar tracks on the road's east side, from 1894 to 1895. No records are available that describe the road's westward expansion, but the use of stone suggests the structure was widened prior to the widespread use of concrete in the early twentieth century.

As-built plans show that MD 140 was widened over the decommissioned streetcar tracks in 1932. The same plans indicate that Small Structure No. 03263X0 was present prior to this expansion; a retaining wall was to be constructed parallel to the road at the structure's east end, but physical evidence suggests that this wall was never built. The placement of the concrete slab over the stone abutments at the road's east side may have coincided with this 1932 expansion or with the addition of sidewalk along the highway at a later date.

Further evidence shows that the structure has been modified by multiple repairs over time, including the addition of Portland cement and poured concrete for stabilization and reinforcement. Records of the Maryland State Highway Administration (SHA) indicate that the structure was most recently repaired between 1999 and 2000. SHA photographs from 2003 show the original arch's partially exposed east spandrel wall still intact; the keystone and multiple voussoirs have since been lost, suggesting a later, undocumented repair. Currently, the original stone arch structure is obscured from both sides of MD 140; a concrete slab on stone abutments occupies the east side, and a modern concrete headwall forms the structure's west elevation.

**Significance Evaluation**

Small Structure No. 03263X0 was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using the guidelines set forth in the NRHP bulletin "How to Apply the National Register Criteria for Evaluation" and the "Small Structures on Maryland's Roadways" historic context report.

Small Structure No. 03263X0 is an altered early-nineteenth-century stone arch small structure. Although the original stone arch core remains intact, subsequent roadway widening has obscured both sides of the original structure. A concrete slab on stone masonry abutments hides the arch on MD 140's northeast side; to the southwest stand a stone extension and a modern concrete headwall. As a result of these changes, Small Structure No. 03263X0 no longer retains integrity of materials, design, workmanship, setting, feeling, and association.

The original structure is associated with the construction and operation of the Baltimore and Reisterstown Turnpike, one of

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
Reviewer, Office of Preservation Services							Date						
Reviewer, National Register Program							Date						

Maryland's first turnpikes; however, as a repeatedly modified stone arch, it no longer retains its association with the development of Maryland's early roadways. Therefore, Small Structure No. 03263X0 is not eligible for the NRHP under Criterion A. Research conducted as part of this study did not identify persons of local, state, or national importance, and the structure is therefore not eligible under Criterion B. Small Structure No. 03263X0 is a basic and altered example of stone arch structures erected on roadways throughout the region and the state. It does not embody European or Colonial craftsman traditions nor is it representative of early construction technology. Therefore, the structure is not eligible for the NRHP under Criterion C. Criterion D was not included as part of this assessment.

The boundary for the property is confined to SHA's right of way limits for MD 140. The structure is 8 feet wide and 68 feet long.

Works Consulted

A History of the 5/33 - Park Heights Avenue Streetcar Line. [http://www.btcp.net/Routes/5\\_33Park.html](http://www.btcp.net/Routes/5_33Park.html) (accessed March 23, 2012).

Hall, Clayton Colman, ed. Baltimore: Its History and Its People. Vol. 1. New York: Lewis Historical Publishing Company, 1912.

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

Martin, T. Commerford, and Joseph Wetzler, "Special Correspondence: Applications of Power." The Electrical World (The W.J. Johnston Company), June 1890: 411.

Maryland Geological Society. Report on the Highways of Maryland. Baltimore: Johns Hopkins Press, 1899.

McCarty, Andrew T., and David S. Warner. At a Crossroads in the Charm City: Northern Central, United Railways, and Power Politics at the Dawn of Twentieth Century Baltimore. Baltimore, Maryland: University of Maryland, Baltimore County, 2008.

Parsons Brinckerhoff Quade & Douglas, Inc. Small Structures on Maryland's Roadways. Historic Context Report, Baltimore, MD: Maryland State Highway Administration, June 1997.

Paul, Adam. Streetcars. <http://www.monumentalcity.net/streetcars/bandn/> (accessed March 23, 2012).

"Pikesville to Reisterstown, Baltimore County: Contract No. B-254." As-Built Plans: Maryland State Highway Administration, 1932.

The Baltimore Sun. "Electric Railway to Emory Grove." April 24, 1894: 10.

The Baltimore Sun. "Rapid-Transit Right of Way." September 29, 1894: 10.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date



Small Structure No. 03263X0

Small Structure No. 03263X0



Reisterstown Quad (1:24,000)





BA-3270

Small Structure No. 03263X0

Baltimore County, MD

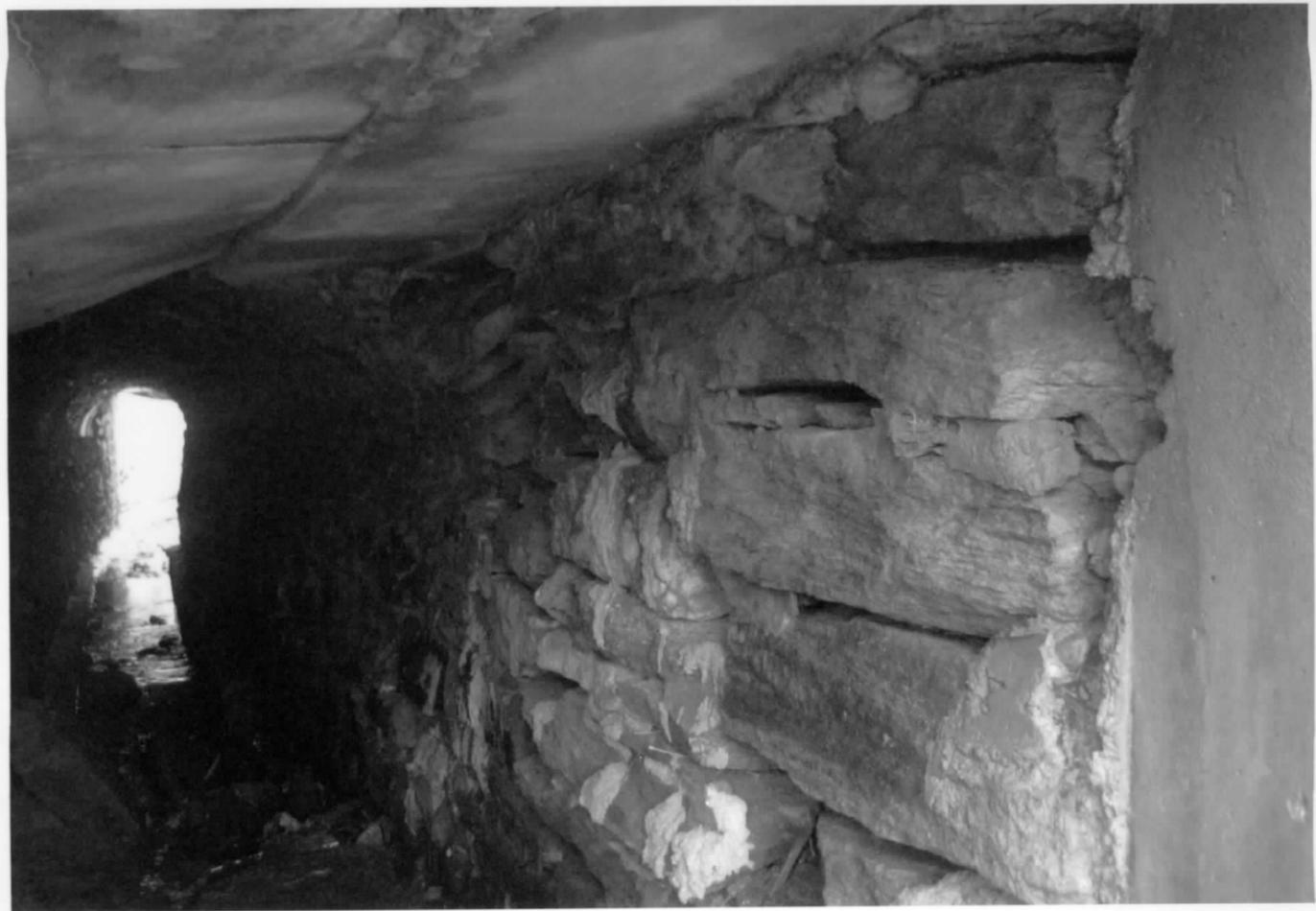
M. Manning

3/21/2012

MD SHPO

West Elevation: modern concrete headwall and  
w-beam barrier

1/7



BA-3270

Small Structure No. 03263X0

Baltimore County, MD

M. Manning

3/21/2012

MD SHPO

View east of south abutment from west  
elevation

2/7



BA-3270

Small Structure No. 03263X0

Baltimore County, MD

M. Manning

3/21/2012

MD SHPO

View east showing concrete patching at  
ceiling and north abutment

3/7



BA - 3270

Small Structure No 03263X0

Baltimore County, MD

M. Manning

3/21/2012

MD SHPO

East elevation: view south showing stone  
abutments and w-beam barrier

4/7



BA-3270

Small Structure No. 03263X0

Baltimore Co. MD

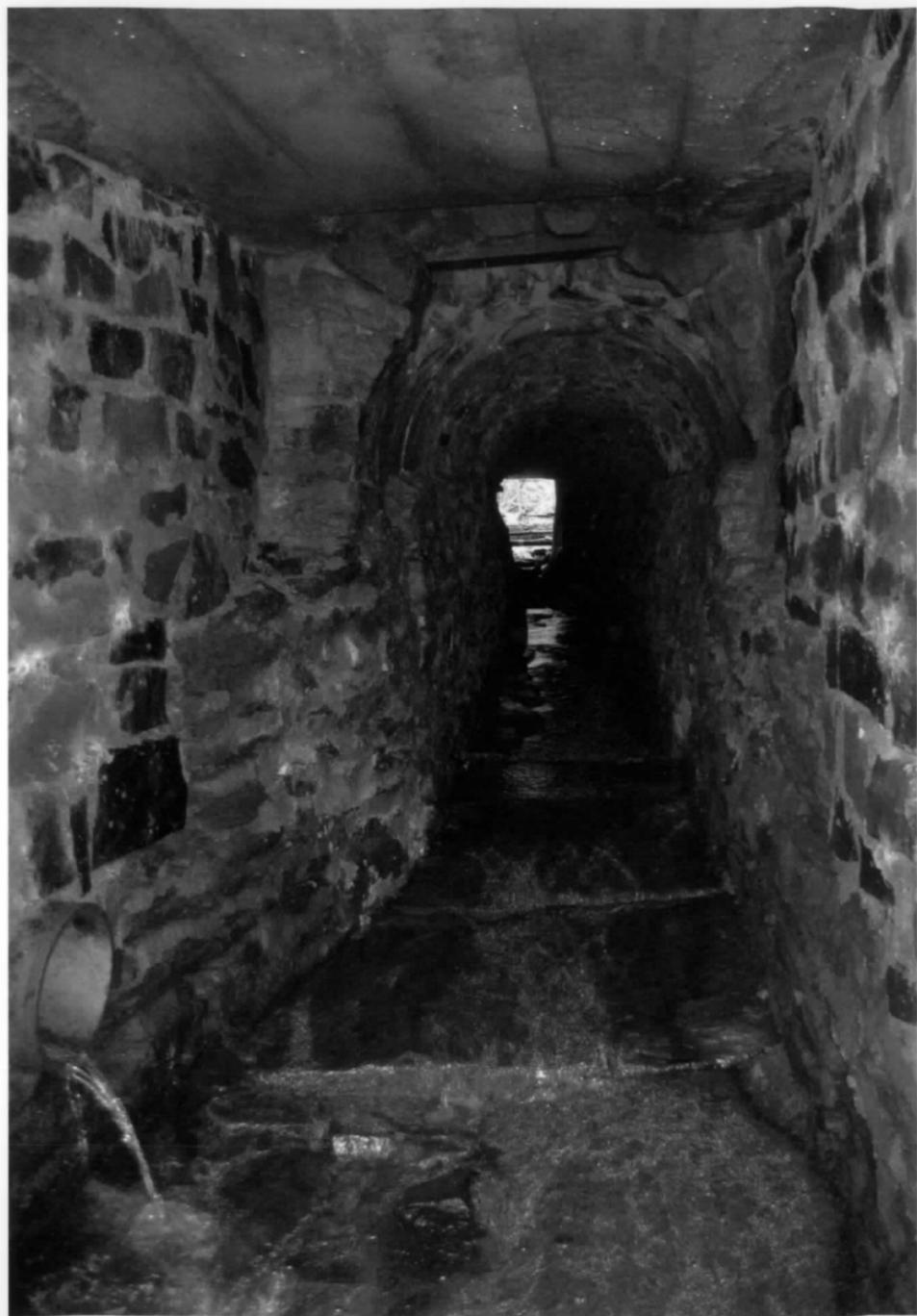
M. Manning

3/21/2012

MD SHPO

East elevation: detail of concrete slab  
on stone abutments

5/7



BA - 3270

Small Structure No. 03263X0

Baltimore County, MD

M. Manning

3/21/2012

MD SHPO

Interior view looking SW along tunnel

6/7



BA-3270

Small Structure No. 03263X0

Baltimore County, MD

M. Manning

3/21/2012

MD SHPO

Interior view looking west: original arch spandrel  
wall and stone abutment extension

7/7