1. NAME
   COMMON: Ellicott City Station
   AND/OR HISTORIC: Ellicott City Station

2. LOCATION
   STREET AND NUMBER: Maryland Avenue and Main Streets
   CITY OR TOWN: Ellicott City
   STATE: Maryland
   CODE: 24
   CONGRESSIONAL DISTRICT: 7th
   COUNTY: Howard
   CODE: 022

3. CLASSIFICATION
   CATEGORY (Check One)
   □ District ☑ Building ☑ Structure
   □ Site ☑ Structure ☐ Object
   OWNERSHIP (Check One)
   □ Public ☑ Private ☑ Both
   Public Acquisition (Check One)
   □ In Process ☑ Being Considered
   PRESENT USE (Check One or More as Appropriate)
   □ Agricultural ☑ Government ☑ Park ☐ Transportation
   □ Commercial ☑ Industrial ☑ Private Residence ☑ Other (Specify)
   □ Educational ☑ Military ☑ Religious ☐ Restricted
   □ Object ☐ Religious ☑ Scientific ☐ Unrestricted
   □ Site ☐ Scientific ☑ No ☑ Unrestricted
   ☑ Status ☐ Accessible to the Public
   ☑ Occupied ☑ Unoccupied ☑ Preservation Work In Progress
   ☑ No ☑ Restricted ☑ Not Open

4. OWNER OF PROPERTY
   OWNER'S NAME: The Chessie System, Mr. John Hanifin, President
   STREET AND NUMBER: 2 North Charles Street
   CITY OR TOWN: Baltimore
   STATE: Maryland
   CODE: 24

5. LOCATION OF LEGAL DESCRIPTION
   COURTHOUSE, REGISTRY OF DEEDS, ETC:
   Howard County Courthouse--Office Building
   STREET AND NUMBER: Courthouse Drive
   CITY OR TOWN: Ellicott City
   STATE: Maryland
   CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS
   TITLE OF SURVEY:
   Historic American Building Survey
   DATE OF SURVEY:
   IN PROGRESS
   DEPOSITORY FOR SURVEY RECORDS:
   Library of Congress/Annex
   STREET AND NUMBER:
   Division of Prints and Photographs
   CITY OR TOWN: Washington
   STATE: D.C.
   CODE: 11
The Baltimore and Ohio Station at Ellicott City, built in 1830-31, is a long oblonged-shaped two-story structure with thick stone walls and a gabled roof that is topped by a small wooden cupola. The first floor, located at street level and is no longer used, is comprised of one large room with earth packed floor. The second floor is divided by thick stone walls and thin wooden partitions into three rooms. This floor, which is at track level, also no longer is used. All windows in the building are boarded up and the station at first glance looks completely deserted and abandoned.

Comparison of the existing structure with a print, published in 1835, indicates that the exterior of the station is virtually unchanged. The interior has been altered over the years by the addition and removal of various wooden partitioned walls, but the three foot thick original stone interior walls are intact and indicate that much of the interior construction is still original. The building is in deteriorating condition and apparently has been left abandoned for some time.

Presently leased to the Historic District Commission of Howard County by its original owners, the Baltimore and Ohio Railroad Company, now the Chessie System, restoration plans are in progress though actual work has not yet begun. There is also an archeological excavation in process directly adjacent the south side of the station house. This digging is intended to date one of the two original turntables located at the Ellicott City Station. It is speculated that this turntable is approximately 50 feet in diameter and used as late as 1847. This work is being conducted by students of archeology at Catonsville Community College.

The Ellicott City Station was originally used as a car house. This function changed shortly after its construction. Located directly north of the station is the Old Oliver Viaduct. Though washed away by the flood in 1972, the viaduct has been reconstructed. There is also located within the boundaries an old work shop. This building dates back the mid-nineteenth century and holds an integral place in the history of the station at Ellicott City.

BOUNDARY INFORMATION AND JUSTIFICATION

As lined in red on the accompanying map entitled "The Historic District Commission of Howard County" beginning at the junction of Maryland Avenue and St. Paul Streets, proceed due east to the western shoreline of the Tiber River, this forms the southern boundary; thence north along the western shoreline to a point of intersection with the north side of the Main Street Bridge, this forms the eastern boundary; thence west along the northern side of Main Street to a point of junction with Maryland Avenue, this forms the northern
boundary; thence south along the eastern side of Maryland Avenue to the point of origin.
The Baltimore and Ohio Railroad Station at Ellicott City, erected in 1830-31, is the oldest railroad station in the United States. It served as the original terminus of the railroad's original 13-miles section of track. Over this line, in August, 1830, the locomotive Tom Thumb raced a horse drawn car and lost, because of mechanical failure. The Baltimore and Ohio Railroad was the first railroad to be chartered as a common carrier of both freight and passengers and its supporters, moreover, looked beyond purely local needs to envisage a line all the way to the Ohio River that would channel the growing western trade through the port of Baltimore. This new form of transportation, it was hoped, would serve to counter the dominance of New York City as the nation's major port and financial center after the completion of The Erie Canal. The financial success of this first portion of track gave impetus to further westward development of the Baltimore and Ohio Railroad as well as the construction of other American railroads that were just getting underway.

HISTORY

The railroad, like the turnpike and the canal, was first built to attach large tributary areas to the Atlantic seaboard ports. The rivalry of these coastal cities resulted in a intense competition to reach the agricultural regions of the West by the rapid construction of eastwest transportation routes. The great railroad construction race that was about to begin in 1830 was precipitated by the economic overlordship bestowed upon New York City by the Erie Canal. Outdistanced rival ports had generally reacted with the construction of their own canals, but the topographical features in these other areas could not duplicate those that so greatly favored the Erie Canal. Coastal cities were thus stimulated to seek some new device that would equalize the race for inland markets.

Baltimore, left by the wayside in the 1828 plans for the development of the Chesapeake and Ohio Canal, countered with a scheme of her own, the Baltimore and Ohio Railroad Company. City merchants incorporated the railroad company on February 28, 1827 and by April 1828, surveys for the proposed first 13 mile section had been completed. Between Baltimore and Ellicott City, the railroad was to follow the Patapsco
River because of the easy grades.

On July 4, 1828, the same date that the Chesapeake and Ohio Canal Company also began construction, Maryland's leading citizen, Charles Carroll of Carrollton, turned the first shovel of earth for the railroad; the race westward between the two rival forms of transportation was on. Construction of the roadbed, however, proved to be more costly and difficult than the company had anticipated, and expenses averaged about 17,00 dollars per mile. Two large viaducts had to be erected—The Carrollton Viaduct over Gwyns Falls, which still stands, and the Patterson Viaduct over the Patapsco River, the ruins of which can be seen at Ellicott City. Accidents and frequent riots among the poorly-paid laborers further slowed the pace of construction. But by October 1829 the workers began to lay the important English rails and by the following spring the single track ran to Ellicott City.

The Baltimore and Ohio proudly announced the inauguration of regular rail service to Ellicott City on May 24, 1830. Three trips a day would be made and the round trip of 26 miles would cost 75 cents. The Pioneer, the lead car of four individually horse drawn cars forming the initial train, led the first train to Ellicott City, thus initialing the beginning of rail service in the United States. The first one-and-one-half hour trip achieved instant popularity, and during the first 30 days the company earned $1,000 a week.

In August 1930, the locomotive, Tom Thumb raced a horse drawn car down a parallel second track. Though the engine lost the first race because of mechanical failure, by July 1831 the Tom Thumb was operating regularly on the road at a rate of 18 to 20 miles per hour for those who wished to travel by steam.

The success of the first 13 miles of track undoubtedly spurred the further western development of the Baltimore and Ohio Railroad. Late in 1834, its tracks reached Harper's Ferry. By 1842 the railroad had reached Cumberland, eight years ahead of the Chesapeake and Ohio Canal, and in 1852 the Baltimore and Ohio finally crossed the Appalachian Mountains and entered Wheeling on the Ohio River.

Statement of Significance taken from the Special Report "Baltimore and Ohio Railroad Station, Ellicott City, Maryland" by Charles W. Snell Landmark Files, Historic Sites Survey, National Park Service.
MAJOR BIBLIOGRAPHICAL REFERENCES


Varle, Charles A., A Complete View of Baltimore with a Statistical Sketch (Baltimore, 1833).

GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

<table>
<thead>
<tr>
<th>CORNER</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
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<tbody>
<tr>
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<td>77.43477</td>
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<td>NE</td>
<td>18.34512</td>
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<td>SE</td>
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<td>77.43477</td>
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<tr>
<td>SW</td>
<td>18.34512</td>
<td>77.43477</td>
</tr>
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</table>

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than 1 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE: CODE COUNTY

FORM PREPARED BY

NAME AND TITLE: Joseph Scott Mendinghall, Historian

ORGANIZATION: National Park Service, Historic Sites Survey

STREET AND NUMBER: 1100 L. Street, N.W.

CITY OR TOWN: Washington

STATE: D.C. CODE 20240

STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

<table>
<thead>
<tr>
<th>LEVEL OF SIGNIFICANCE</th>
<th>NATIONAL</th>
<th>STATE</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME AND TITLE:</td>
<td></td>
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</tr>
</tbody>
</table>

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

<table>
<thead>
<tr>
<th>PROPOSED DATE OF NOMINATION</th>
<th>8-10-72</th>
</tr>
</thead>
</table>

Director, Office of Archeology and Historic Preservation

ATTEST:

Boundary Survey:

Date:

Keeper of the National Register

Date:
MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

1. NAME

| COMMON: | Ellicott City Railroad Station (B & O) Freight Building & Turntable |
| AND/OR HISTORIC: | same |

2. LOCATION

| STREET AND NUMBER: | Maryland Ave & Main St. |
| CITY OR TOWN: | Ellicott City |
| STATE: | Maryland 21043 |
| COUNTY: | Howard |

3. CLASSIFICATION

<table>
<thead>
<tr>
<th>CATEGORY (Check One)</th>
<th>OWNERSHIP</th>
<th>ACCESSIBLE TO THE PUBLIC</th>
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<tr>
<td>District Building</td>
<td>Building</td>
<td>Public</td>
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<tr>
<td>Site Structure</td>
<td>Private</td>
<td>In Process</td>
</tr>
<tr>
<td>Object</td>
<td>Both</td>
<td>Being Considered</td>
</tr>
</tbody>
</table>

PRESENT USE (Check One or More as Appropriate):
- Transportation
- Commercial
- Agricultural
- Public
- Private Residence
- Unoccupied
- Industrial
- Religious
- Military
- Scientific
- Being restored for museum & educational use
- Other (Specify)
-联邦
-州
-县
-本地

4. OWNER OF PROPERTY

| OWNER'S NAME: | Howard County, Maryland (under lease & purchase agreement with B & O RR) |
| STREET AND NUMBER: | County Office Building |
| CITY OR TOWN: | Ellicott City, 21043 |
| STATE: | Maryland |

5. LOCATION OF LEGAL DESCRIPTION

| COURTHOUSE, REGISTRY OF DEEDS, ETC: |
| STREET AND NUMBER: |
| CITY OR TOWN: |
| STATE: |
| Title Reference of Current Deed (Book & Pg. #): |

6. REPRESENTATION IN EXISTING SURVEYS

| TITLE OF SURVEY: | Station Nat. Hist. Landmark |
| DATE OF SURVEY: | Federal State County Local |
| DEPOSITORY FOR SURVEY RECORDS: | |
| STREET AND NUMBER: |
| CITY OR TOWN: |
| STATE: |
### 7. DESCRIPTION

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<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Deteriorated</th>
<th>Ruins</th>
<th>Unexposed</th>
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<td>(Check One)</td>
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<tr>
<td>Moved Original Site</td>
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</table>

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**
7. Description

The B & O Railroad Station at Ellicott City, formerly Ellicott's Mills, is a stone structure built of local granite which was given to the Railroad by the Ellicotts from one of their local quarries.

The land upon which the building is located was also donated by the Ellicotts, George, Samuel, Andrew and John.

The structure was a two story building which parallels the Old Main Line of the B & O Railroad Company. Having a width of approximately 25 feet and a length of approximately 90 feet, the upper level of the station is at track level while the lower level is at street level on Maryland Avenue.

Built in 1829-30, it was designed for use as a car house, produce house and superintendent's office. The car house was at the southern end of the building which was equipped with large doors to accommodate the entrance into the building by locomotives and cars. There still exist, track notches on the floor joist in this end of the building indicating that the trains were pulled into the upper level and that the floor was open which permitted the underneath to be worked on from the lower level. In addition, this section of the car house there still exists two large funnels in the overhead area of the upper level. One of these funnels aligns with the stack on the vertical boiler engines such as the Tom Thumb, York and Atlantic and the other funnel which was obviously installed at a later date aligns with the stack on the horizontal boiler engines such as the Lafayette.
7. Description (Continued)

This is the only station known to still be in existence which was designed to accommodate the servicing of engines in this manner. Its use as such was shortly to become impractical because of the rapid growth of the size of steam engines and it appears that early in the 1840's the doors were closed off and the building was no longer used in this manner.

Another interesting feature of the building was the fact that the center of the building which was used for the reception of produce was in fact a large open area two stories in height. Produce was brought into the building at the lower level on Maryland Avenue and was raised by use of some type of lift to the track level of the building.

The building remains basically the same as originally constructed with the exception of the opening and closing of some doors and windows.

The funnels, track notches, original opening in the ceiling area for the lift to operate in the produce room and many other unusual features unique to this building still exist. A detailed architectural description is found in the attached "Heritage"—Vol. 1, No. 5.

In addition to the stone structure, a smaller brick structure was built in 1885 as a freight warehouse. This was necessitated by the rapid expansion of passenger use on the Old Main Line and is indicative of the splendid brick work of the time. It continues to exist as built in that era and is being preserved for that reason.

Located between the stone station house and the brick freight building is the remains of a turntable. The turntable is built also of native granite and is 50' in diameter. Built in the early 1840's, when the trains were no longer pulled into the station house, the turn-
7. Description (cont'd)  of
table accommodating the turntable engines for their return trip
from Ellicott Mills to Baltimore. This site has been the
project of an archeological dig and there have been uncovered
a number of the original timbers, supports, etc. The original
floor area apparently was of cinder fill and was later improved
with cobblestones. When the turntable area was filled in,
in later years, much of it was permitted to remain. As it is
being uncovered, it will be used as part of the proposed museum.

This entire complex will house a museum-information center
in Ellicott City. The large stone station which is presently
on the National Register would not be complete without the
addition of the brick freight building and the turntable, all
of which are being restored under the ownership of Howard
County and the sponsorship of Historic Ellicott City, Inc.
### B. SIGNIFICANCE

#### PERIOD (Check One or More as Appropriate)
- [ ] Pre-Columbian
- [ ] 16th Century
- [ ] 17th Century
- [ ] 18th Century
- [ ] 19th Century
- [ ] 20th Century

#### SPECIFIC DATE(S) (If Applicable and Known)
- 1830 Station
- 1885 Freight Bldg.

#### AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- [ ] Aboriginal
- [ ] Prehistoric
- [x] Historic
- [ ] Agriculture
- [x] Architecture
- [ ] Art
- [ ] Commerce
- [ ] Communications
- [ ] Conservation
- [ ] Education
- [ ] Engineering
- [ ] Industry
- [ ] Invention
- [ ] Landscape
- [ ] Architecture
- [ ] Literature
- [ ] Military
- [ ] Music
- [ ] Political
- [ ] Religion/Philosophy
- [ ] Science
- [ ] Sculpture
- [ ] Social/Humanitarian
- [ ] Theater
- [ ] Transportation
- [ ] Urban Planning
- [ ] Other (Specify)

#### STATEMENT OF SIGNIFICANCE
8. Significance

Ellicott's Mills was the terminus of the first 13 miles of commercial railroading to be constructed in this Country.

It is believed that the stone station itself was engineered and designed to be part of the Oliver Viaduct which overpasses Frederick Road (the Old National Pike). The cornerstone for the Viaduct was laid on July 4, 1829 and it abuts the station. The exterior of the wall of the stone station ties into a stone retaining wall which parallels the Main Line track in a southerly direction toward Baltimore.

The Railroad had planned to use Ellicott's Mills as a Depot and a portion of the first track laid was laid in Ellicott's Mills having been completed as early as 1828. The station was planned for use as the office of the Superintendent of Construction and it was from this office that a great deal of the construction for the first 13 miles was supervised and after completion this office was used for many years as the Superintendent's Office as the Railroad pressed westward.

Public response to the railroad was tremendously successful and the trip from Baltimore to Ellicott's Mills became a must. Although the railroad had not anticipated passenger service, it suddenly found this to be an instant success and business flourished. During this period the Ellicott's Mills Railroad Station was the scene for arrival and departure of Presidents, political aspirants, foreign dignitaries and just plain people interested in the thrill of a ride on the iron horse.
Approximate acreage of nominated property: app. 1.5 acres

Acreage Justification:

Land & building deeded to Howard County by B & O RR & enclosed in construction fence-i.e. Station, turntable, & lands in between freight station.

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

<table>
<thead>
<tr>
<th>State</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Form prepared by:

Enalee Bounds (Mrs. Roland) Restoration Chair, Jean O. Hannon, V. pres. HEC

Organization:

Historic Ellicott City, Inc.

Street and number:

2416 McKenzie Rd.

City or town:

Ellicott City

State:

Md. 21043

Significance of this property is:

National ☐ State ☐ Local ☐
Lithography of Main Street, dated cir. 1832, shows location of yet to be constructed Railroad Hotel.
1. Patapsco Female Institute
2. Mt. Ida
3. Angelo Cottage
4. Patapsco Hotel
5. Town Hall-Opera House
6. Railroad Hotel
7. B&O. Station
9. Court House
10. Emory Methodist Church
11. Geo. Elliott House
13. Quaker Meeting House

ELLIOTT'S MILLS, MARYLAND.

The Railroad Hotel can be located in this etching, datedcir. 1840.
HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Martenet's Map of Howard County, Maryland, 1860

G.M. Hopkins Atlas of Howard County, Maryland, 1878
HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Sanborn Maps
HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Sanborn Maps
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Photos by Jennifer K. Cosham, 12/5/2012
Main building, northwest elevation

Main building, southwest elevation
HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Photos by Jennifer K. Cosham, 12/5/2012
Freight building, southwest elevation
Ellicott City
B&O Freight Station
J. Hannan
3/1975
# National Register of Historic Places
## Property Photograph Form

**(Type all entries - attach to or enclose with photograph)**

<table>
<thead>
<tr>
<th>Entry</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. NAME</strong></td>
<td>COMMON: B &amp; O. Station AND/OR HISTORIC:</td>
</tr>
<tr>
<td><strong>2. LOCATION</strong></td>
<td>STREET AND NUMBER: Main St. &amp; Maryland Ave. CRY OR TOWN: Ellicott City</td>
</tr>
<tr>
<td></td>
<td>CITY OR TOWN: Ellicott City</td>
</tr>
<tr>
<td></td>
<td>STATE: Md.</td>
</tr>
<tr>
<td></td>
<td>CODE COUNTY: Howard</td>
</tr>
<tr>
<td><strong>3. PHOTO REFERENCE</strong></td>
<td>PHOTO CREDIT: J. Hannan</td>
</tr>
<tr>
<td></td>
<td>DATE OF PHOTO: FEB 1975</td>
</tr>
<tr>
<td></td>
<td>NEGATIVE FILED AT: MHT (enclosed)</td>
</tr>
<tr>
<td><strong>4. IDENTIFICATION</strong></td>
<td>MARYLAND AVE. SIDE OF STATION - CURVED STONE WALL ENCLOSES TURNTABLE. SCAFFOLDING IN PLACE FOR RESTORATION WORK. (WESTERN SIDE OF STATION) (CAMERA POINTED TOWARD MAIN ST.)</td>
</tr>
</tbody>
</table>
BVC STATION
E. SIDE
J. Hooper
7/1975
# Property Photograph Form

## 1. Name

| COMMON: | B & O Station |
| AND/OR HISTORIC: | |

## 2. Location

| STREET AND NUMBER: | Main St. & Maryland Ave |
| CITY OR TOWN: | Ellicott City |
| STATE: | MD 21043 |

## 3. Photo Reference

| PHOTO CREDIT: | J. HANNON |
| DATE OF PHOTO: | Feb 75 |
| NEGATIVE FILED AT: | MHT (enclosed) |

## 4. Identification

East side of station - camera facing NE. Showing scaffolding & protective fence installed for restoration. Turn table area on left inside fence.
FREIGHT STATION
B & O - W. SIDE
J. Harmon
2/1975
## Name

**Common:** B & O Freight Station

**And/or Historic:**

## Location

**Street and Number:** Main St. & Maryland Ave

**City or Town:** Ellicott City

**State:** Md

**County:** Howard

## Photo Reference

**Photo Credit:** J. Hannon

**Date of Photo:** Feb 1975

**Negative Filed At:** MHT (enclosed)

## Identification

**Describe View, Direction, Etc.:**

West side (Maryland Ave side) of Freight Station - B & O Station (East Side enclosed by fence - picture not possible)

Freight Station undergoing restoration