

BA-2361

Bay Shore Amusement Park

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 02-04-2016

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

BA-2361

Property/District Name: Bay Shore Amusement Park Survey Number: BA co.

Project: Trolley Station rehabilitation Agency: DNR

Site visit by MHT Staff: no XX yes Name LLB 8/90 EJC 4/92 Date

Eligibility recommended XX Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The Bay Shore Amusement Park is eligible for the Maryland Register of historic Properties under Criterion (c)(1)(a) for its association with the development of streetcar related recreation. By the 1890s, streetcar lines crisscrossed Baltimore providing the city with inexpensive and reliable transportation. The railway companies learned quickly to capitalize on the public's desire to picnic and enjoy the great outdoors. Open in 1906, the Bay Shore Amusement Park was one of the last parks in Baltimore developed in association with the streetcar, but perhaps the area's most popular. Owned by a large consolidated rail company, the United Railways and Electric Company selected 30 acres of prime land on the Chesapeake Bay, built a designed recreation facility and enticed patrons with swimming, sunning, dancing, scenic transportation, and amusement rides. The Baltimore architectural firm of Simonson & Pietsch designed the complex with stylish Colonial Revival buildings and intricate landscape features such as an elaborate sidewalk and lighting system, decorative fountains and Victorian drinking fountains. Bay Shore Park closed in 1947 and experience widespread demolition by its new owner, Bethlehem Steel. Despite this demolition, significant components of the park are visible today. The trolley station pier, center fountain, sidewalk system, building foundations, and trolley booster station illustrate its former use.

Documentation on the property/district is presented in: vertical file, compliance project file

Street Railway Journal Vol. XXIX, No. 8, 23 February 1907

Prepared by: Bowlin

Lauren Bowlin 08/31/92
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

R. Henderson

9.2.93

gms

Survey No. BA- 2361

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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

II. Chronological/Developmental Periods:

☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

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

V. Resource Type:

Category: district

Historic Environment: rural

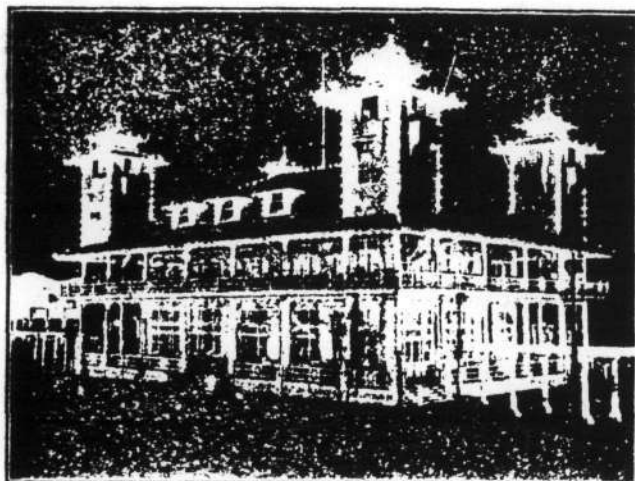
Historic Function(s) and Use(s): amusement park

Known Design Source: Simonson & Pietsch

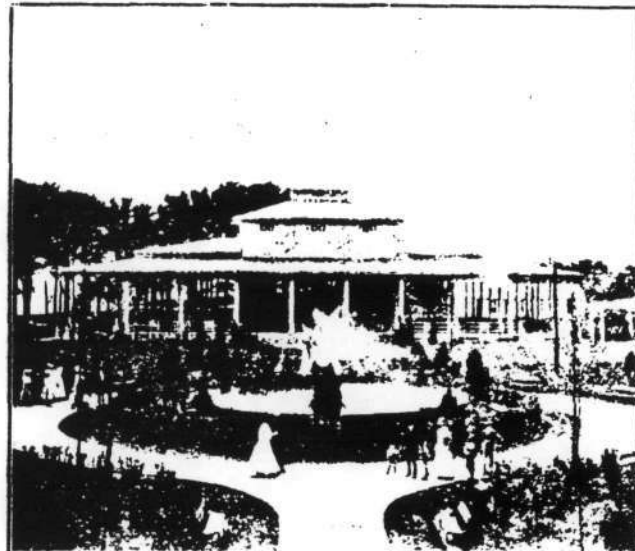
BAY SHORE PARK NEAR BALTIMORE

One of the most elaborate street railway parks in the country is that which was opened last August at North Point, on Chesapeake Bay, 16 miles from Baltimore. It is owned, with the extensions reaching to it, by the Maryland Electric Railways Company, and is leased on a 6 per cent basis to the Baltimore, Sparrow's Point and Chesapeake

In addition there is a dancing pavilion to which an admission fee of 25 cents for men is charged, as well as restaurant, carrousel, shooting gallery, doll rack, swings, boating, and about fifty bath houses. River View and Electric Parks are within the 5-cent zone and their average



RESTAURANT AT NIGHT



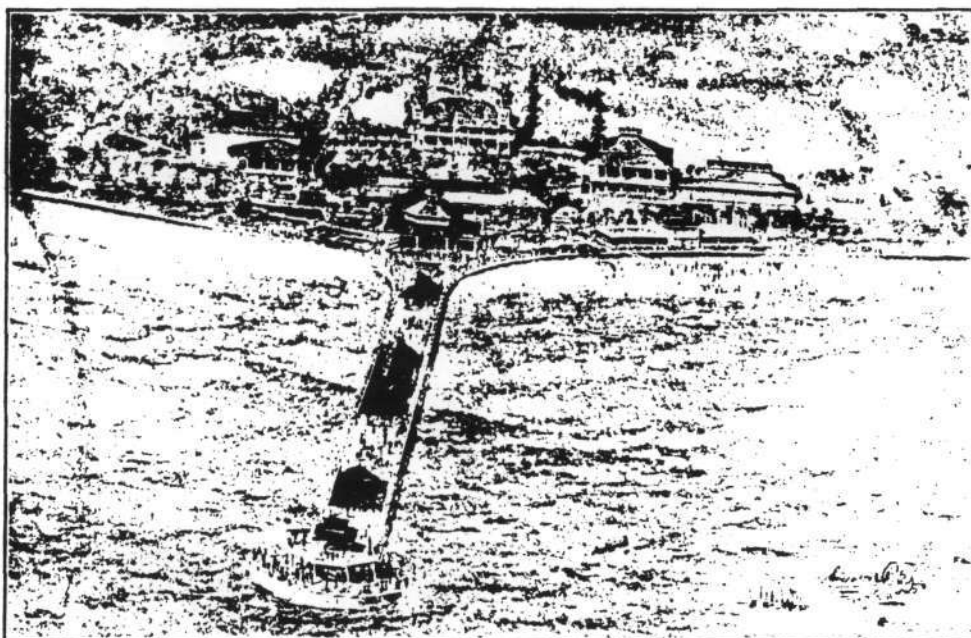
BAND-STAND AND FOUNTAIN

Railway Company, a subsidiary company of the United Railways & Electric Company, of Baltimore. The park is connected with Baltimore by a double-track line on which the United Railways & Electric Company expects to conduct five-minute service of multiple-unit trains during the coming summer. At the park the cars traverse a loop $4\frac{1}{2}$ miles in length which enables the company to serve quite a territory and carry the passengers along the shore for a considerable distance. The new trains to be put in service this summer will consist of two motor cars each and will be equipped with the Westinghouse multiple-unit system. Eighty of these equipments have been ordered for delivery next spring.

Baltimore is provided with a large number of parks, some of which are owned by the city and others by the street railway company. Druid Hill Park is probably the most famous. It is an immense tract within the city limits and is owned by the municipality. Gwynn Oak Park is another well-known pleasure resort and is owned by the United Railways & Electric Company. It covers about 76 acres of wooded land and is about $3\frac{1}{2}$ miles out from the center of the city. A ten-cent fare is charged to it on the cars. The United Railways and Electric Company has spent considerable money in developing this park, and it is especially designed for high-class patronage. The average attendance on Sundays is from 4000 to 5000 persons. Vaudeville entertainments are given twice a day, and last year daily balloon ascensions were made for a period of four weeks.

attendance is about 10,000 to 12,000 on week days and 20,000 to 25,000 on Sundays.

None of the parks mentioned, however, is on the salt water. In fact the Patapsco River, on which Baltimore is located, is so narrow and shallow and is so given over to



PERSPECTIVE VIEW OF BAY SHORE TERMINAL

commercial purposes that the nearest desirable shore locations are on the Chesapeake Bay. But the experience with Bay Shore Park last year during the short time in which it was open indicated that Baltimoreans are ready with their patronage to support a park where salt-water bathing and the other attractions available at a shore park can be had. It should be borne in mind that Baltimore is the farthest south of any of the large cities on the Atlantic seaboard, and its park season is generally recognized as extending

tendent of the park are provided on the second floor. The restaurant covers an area of 94 ft. x 104 ft. The music pavilion is an imposing open structure, carried by ornamental columns and trusses, and measures 122 ft. x

other buildings, it is designed to have four fronts, so that any of the other buildings can be seen from it. The billiard hall and dancing pavilion is a two-story building, 82 ft. square. The billiard tables are on the ground

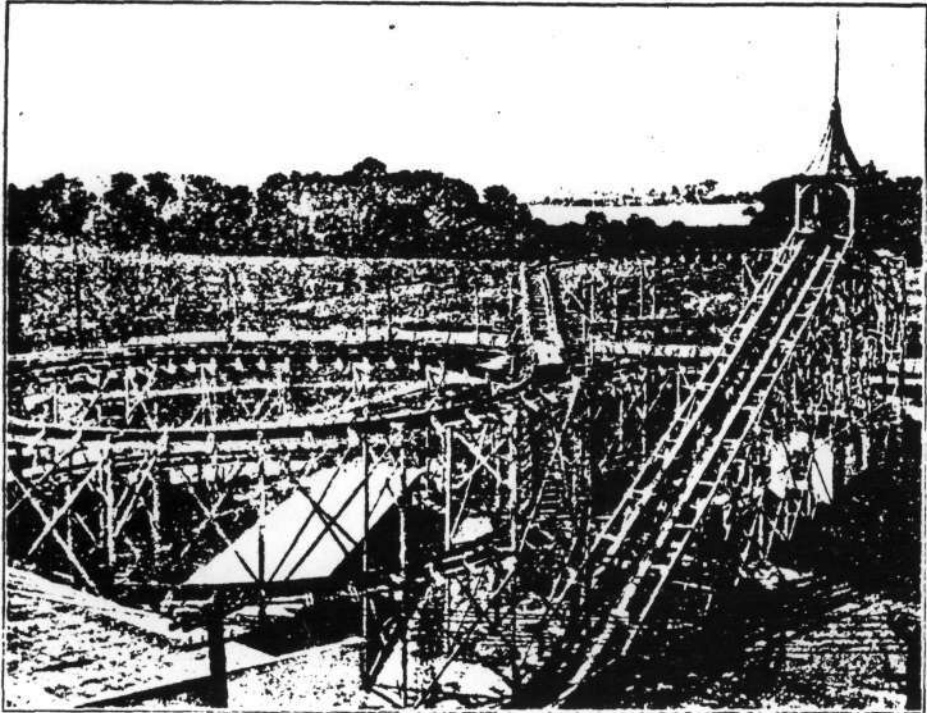
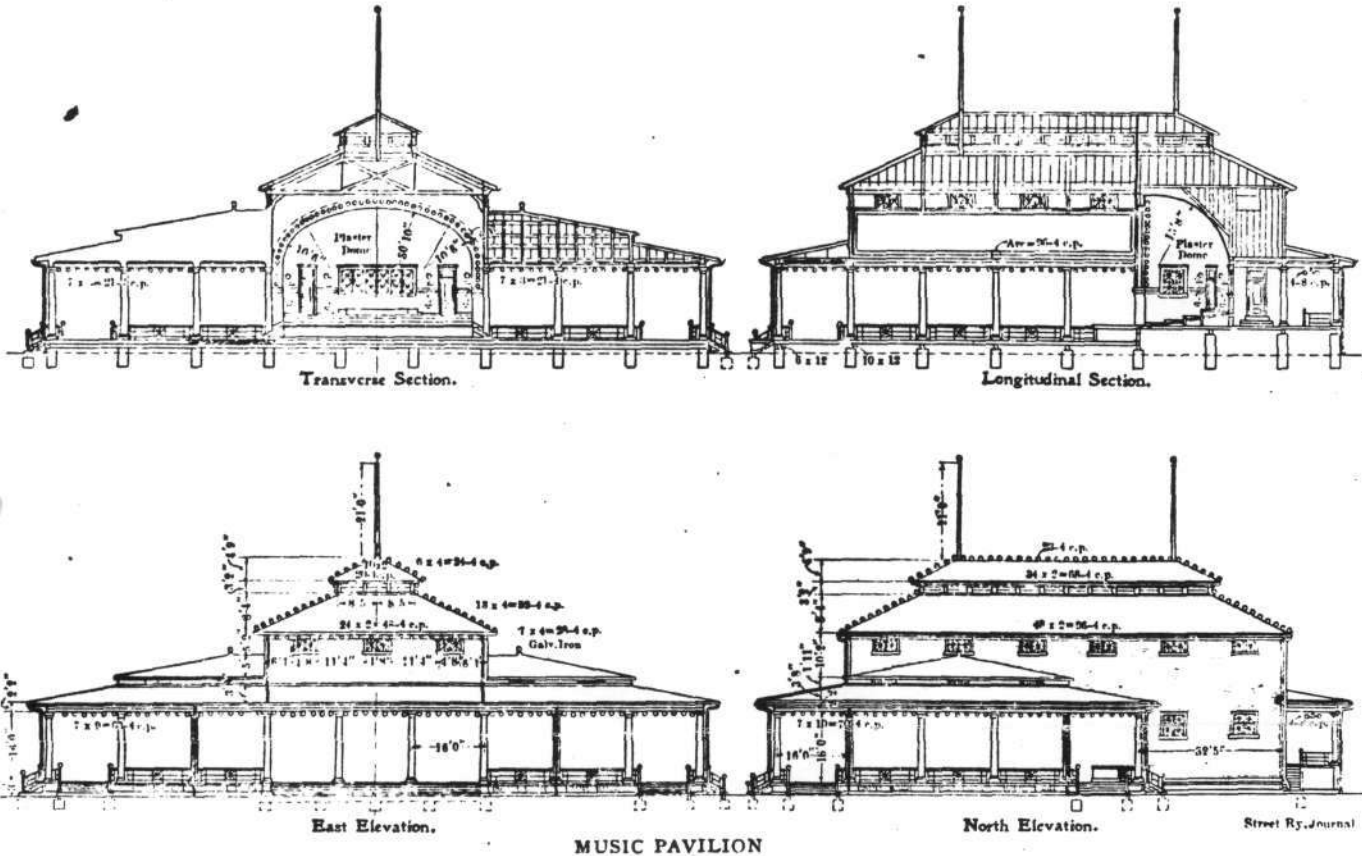


FIG. 8 ROLLER COASTER



A DRINKING FOUNTAIN



MUSIC PAVILION

144 ft. It has a seating capacity for more than 2000 persons. The musicians' platform is elevated and enclosed by a spherical shell designed to obtain best acoustics. Spacious steps lead to the music pavilion from all sides, and like all

floor, while the dancing floor is on the floor above. Two large open front stairways give access to the upper stories. Immediately adjoining is the bowling alley building, which is 60 ft. wide and 108 ft. long, and which is equipped

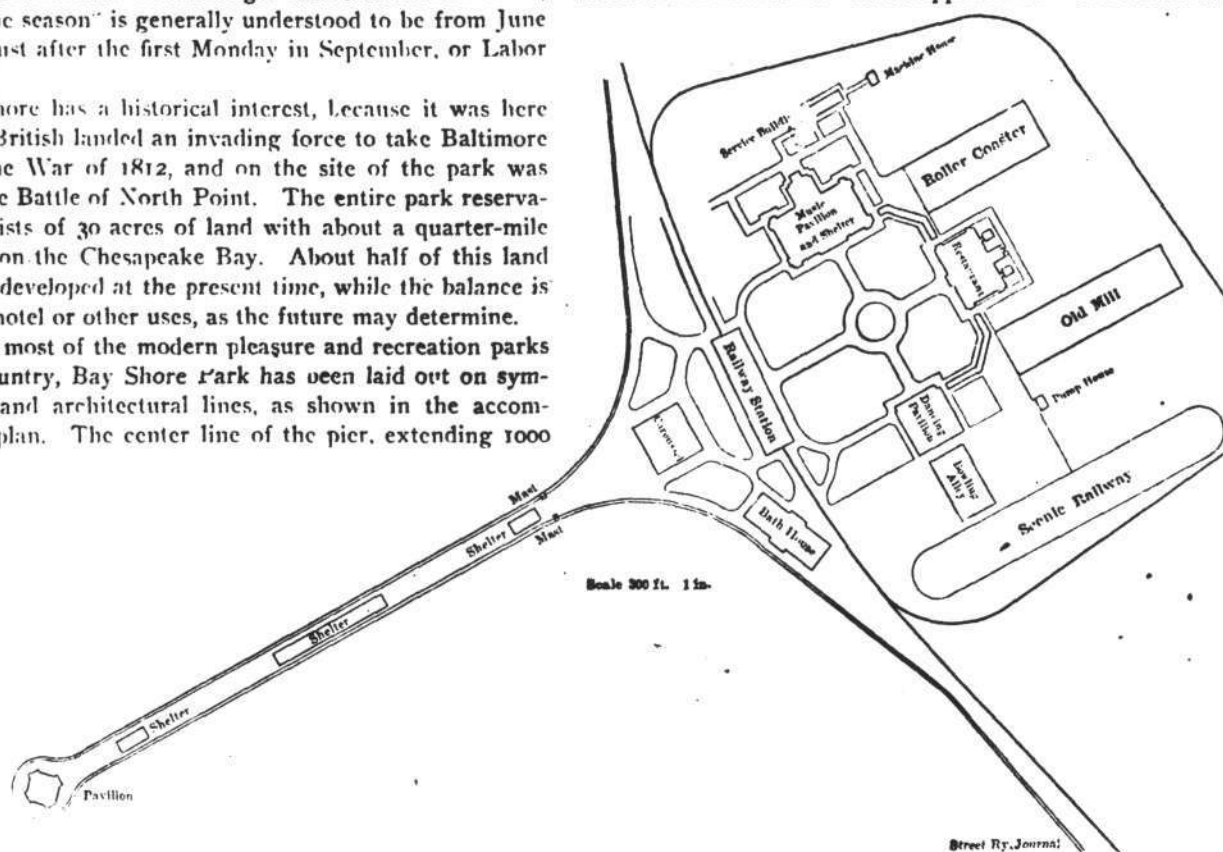
from the Saturday before Decoration Day, or May 30, until the Sunday after "Old Defenders' Day," or Sept. 12. This makes the length of time during which a park will be well patronized about four weeks longer than that in New York, where "the season" is generally understood to be from June 15 until just after the first Monday in September, or Labor Day.

Bay Shore has a historical interest, because it was here that the British landed an invading force to take Baltimore during the War of 1812, and on the site of the park was fought the Battle of North Point. The entire park reservation consists of 30 acres of land with about a quarter-mile frontage on the Chesapeake Bay. About half of this land has been developed at the present time, while the balance is held for hotel or other uses, as the future may determine.

Unlike most of the modern pleasure and recreation parks in the country, Bay Shore Park has been laid out on symmetrical and architectural lines, as shown in the accompanying plan. The center line of the pier, extending 1000

part of the park set aside for amusements such as the roller coaster, old mill, scenic railway, etc.

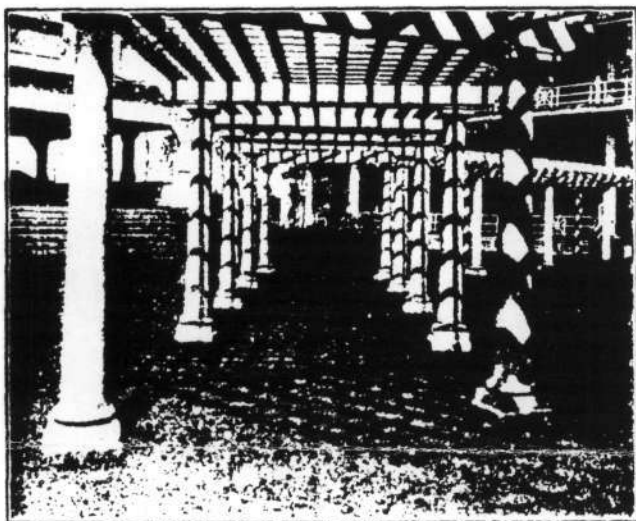
The buildings are designed in the Colonial style of architecture and harmonize well in appearance. The restaurant



PLAN OF BUILDINGS AT BAY SHORE PARK

ft. into the bay, is also the center line of the park proper. On each side of this center line are grouped the different buildings which will be described later, and which consist of a railroad station, music pavilion, restaurant, dancing

building is unique, as it has large porches and verandas on both stories, extending around all four sides of the building. The roof line is broken by dormers and four corner towers, giving the building an exceedingly graceful and well-pro-



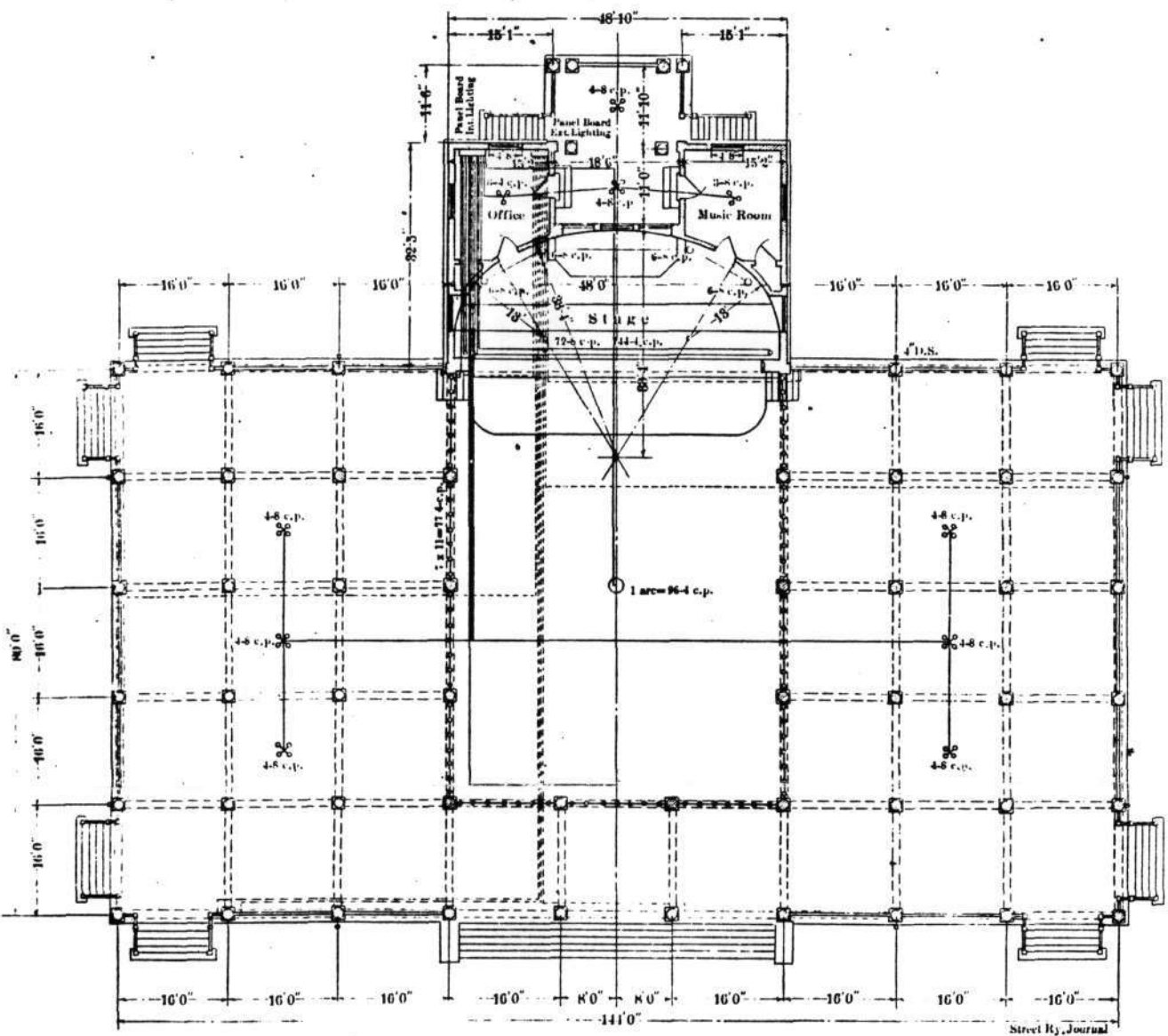
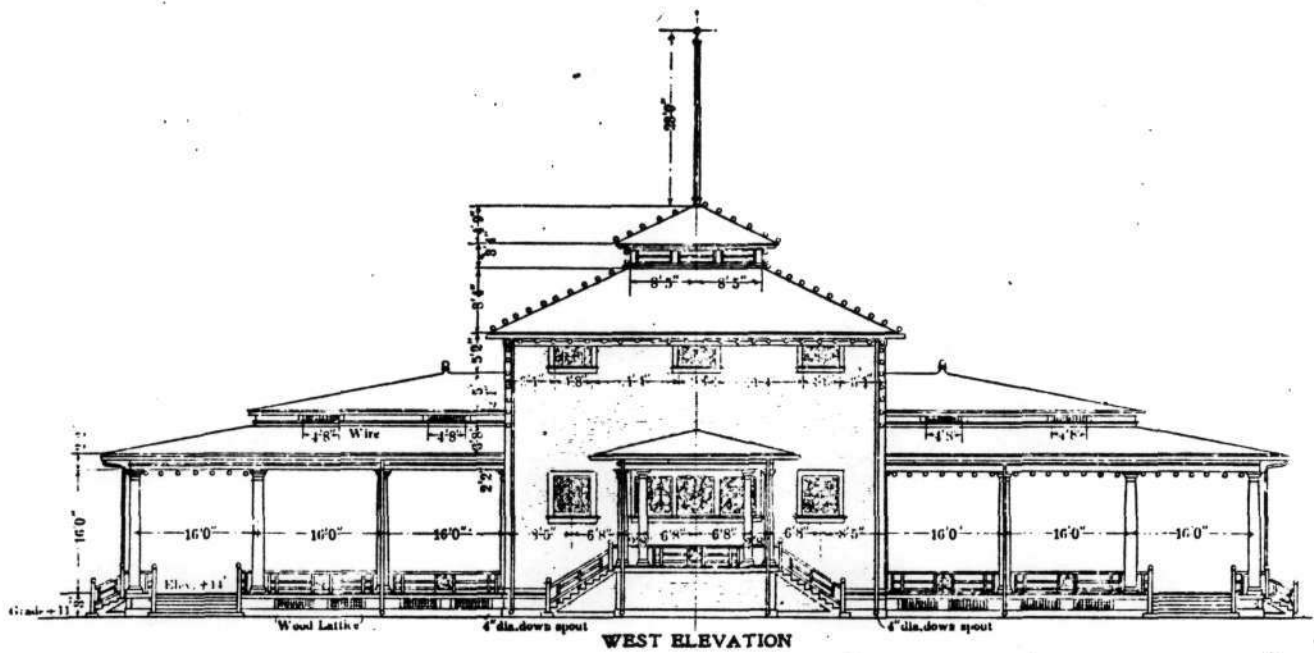
PERGOLA



LOGGIA OF BAND-STAND

pavilion, billiard hall, bowling alley and bath house. All of these buildings are grouped around the central court, in whose center a large fountain has been erected. The restaurant is connected with the music pavilion on one side and the dancing pavilion on the other side by open Roman pergola, thus separating the group of buildings from that

portioned festive character. The floor contains a large dining hall with a spacious central open stairway leading to the second floor, which is intended to be reserved for ladies and children spending the day at the park. The kitchen, serving room, pantries, etc., are located in the rear of the ground floor, while two suites of rooms for the superin-



PLAN AND WEST ELEVATION OF MUSIC PAVILION

with ten modern alleys for both duck-pin and ten-pin games.

The railroad station is a covered structure, 48 ft. x 208 ft., with a car track in its center. Between the railroad station

sea walls at the entrance to the pier proper is emphasized by two large pylons, carrying flagstuffs.

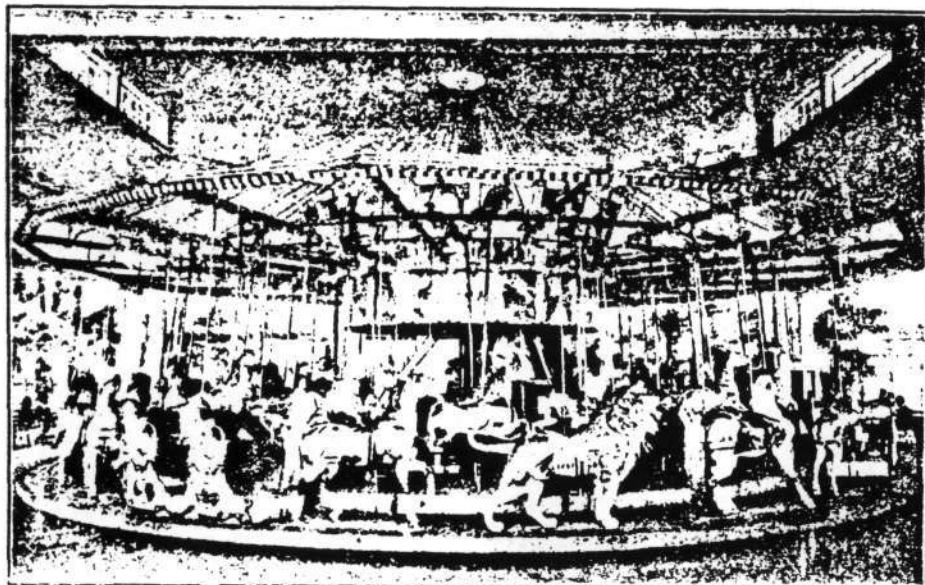
The bath house building has been located at the bathing

beach. It is a highly ornamental building, and has a length of 150 ft. and a depth of 50 ft. The central portion of this building is two stories high; the first floor contains the entrances, offices, with the requisite towel and bathing-suit rooms, while the second floor contains the women's bath rooms. The bath rooms for the men are grouped in tiers in the two adjoining wings leading from the central portion of the building at the first floor. All of the bath rooms are large and well ventilated.

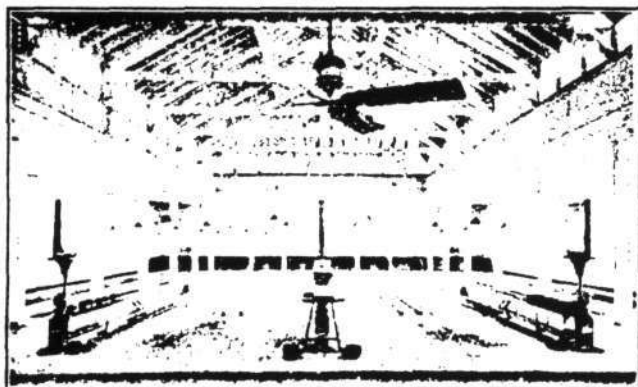
As the water supply for the park is pumped from an artesian well, an artistic pump house has been erected to accommodate the pump and filtration plant. The water is piped to the different buildings as well as to artistic drinking fountains scattered throughout the

grounds. One of these is illustrated on page 314.

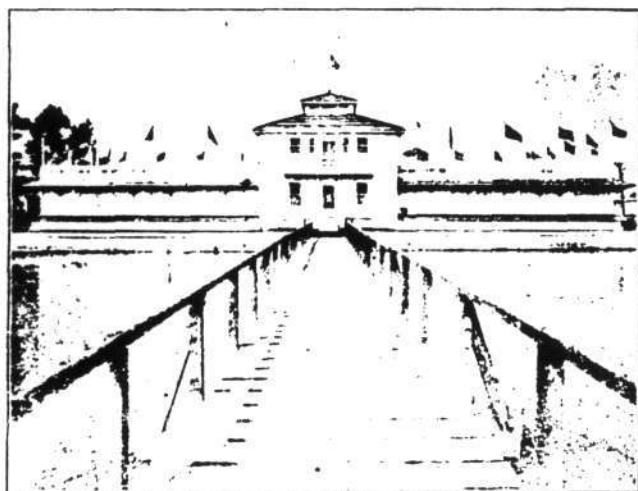
At the further end of the concrete pier, which extends 1000 ft. into the bay, will be erected a two-story pavilion.



THREE-ROW CARROUSEL AT BAY SHORE PARK

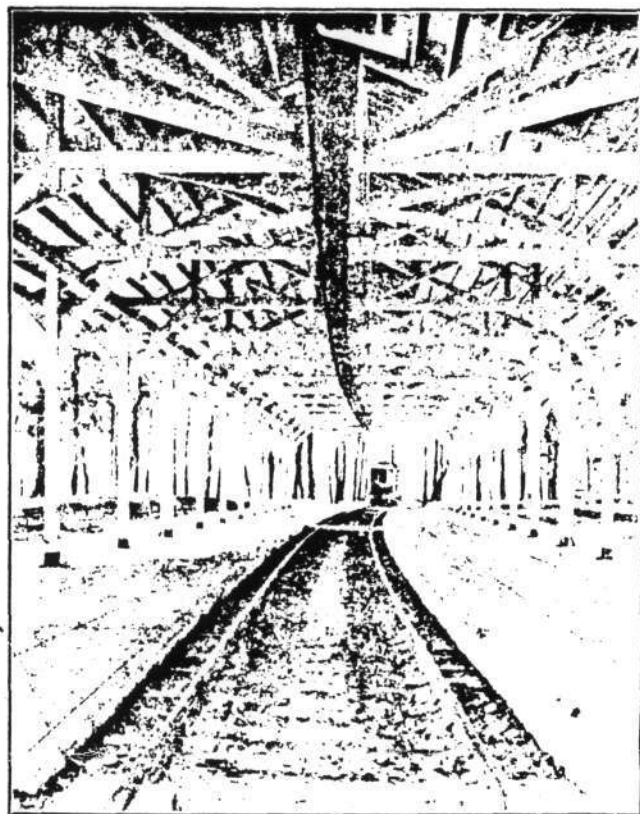


BOWLING ALLEYS AT BAY SHORE PARK



ENTRANCE TO BATHING PAVILION

and the pier is the carrousel building, 86 ft. square. This is an open structure with an octagonal clere-story and lantern, and accommodates what is said to be the largest carrousel in the world. This carrousel was made by Dentzel and has three rows of animals. The intersection of the pier and



TERMINAL SHED WITH PLATFORMS ON BOTH SIDES OF TRACKS

while three shelters will be erected equidistant for the accommodation of the public.

Besides the buildings already described, a service building has been erected for the accommodation of the railway employees. It contains offices for the superintendent, train

dispatcher, motormen and conductors. A shop and a machine house has also been provided.

All of the buildings are lighted at night by electricity and special attention has been devoted to the exterior lighting and illumination of the buildings, the architecture of which at night is outlined by thousands of incandescent lamps. The park proper is illuminated by a series of arc lamps. The grounds have been beautifully laid out, and sidewalks of granolithic pavement give communication between all of the above described buildings in the park.

The layout of the grounds and the buildings were designed by Messrs. Simonson & Pietsch, architects, of Baltimore. The total cost of construction, including the railroad track work, sea wall, pier, buildings, etc. was about \$500,000.

LAYING OUT AN IDEAL INLAND AMUSEMENT RESORT

BY EDWARD P. HULSE

In making an electric railway pay, a well-located amusement resort will give much assistance. I think, as a general proposition, this is commonly assented to now, although there has been much divergence of opinion as to this in the decade or so of experimentation—coupled in many instances with financial loss and unfortunate results from ill-advised ventures or badly-worked-out plans—that led to the crystallization of this experience into the practical knowledge of what was essential to make a successful public playground. Even so, there are heard those embedded in the managerial seat who hold that catering to the diversion of the pleasure-loving percentage of the population should have no recognition in the operating policy of an electric railway, either street or interurban, and who anchor their enterprise in the shallows of this sufficient conclusion. From the standpoint of their particular experience they are probably right, since they have the figures from their own accounting department to go by.

A park is not a universal panacea for passed dividends. But the overbalancing opinion inclines to the satisfied determination that a correctly located and properly operated resort will aid in keeping red figures off the balance sheet. If the Columbus convention brought out one fact pointedly, it was this; and the conclusive symposium of the committee on the promotion of traffic,* which had labored hard and long to gather a comprehensive report on such matters, is the best presentation that has ever been given on this subject.

Locating and laying out an amusement resort is not by any means an exact science. There are too many local conditions of which it is necessary to take cognizance in each particular case to permit stating a set of formulas which should in every instance result infallibly in success; but enough is now known with the experience of the past to go by to warrant an expression of some things that should be avoided and of some that are advisable in the majority of cases.

In the first place, be prepared to spend enough in the original outlay to give the proposition a chance of being a success. There is such a thing as spending just enough to foredoom it to failure, just as there is a "faint praise which damns." If you go in, get in strong.

Traffic to an amusement resort ordinarily presents itself at a time of day or night when the power and equipment are

not called on heavily as is the case during the peaks of business travel at noon and at evening. The advisability of establishing a park is augmented where this condition can be met—where the park can be so located that the handling of its patronage will be in a direction opposite to the regular business crowds. Park visitors belong to three general classes as regards their time of traveling: those who go out during the morning (generally ladies with large parties of children) prepared to stay for the day, returning at sunset; those who go out during the early afternoon, returning at 6 o'clock or staying over until the night exodus; and those who go out after their evening meal and stay until the last cars. The resort must be located so that this movement can be handled against the business rush. That is the first desideratum.

The next is to place it at a sufficient distance from the main centers of feeding population to warrant the collection of two fares. Many parks that were located on short hauls within the single fare radius paid splendidly the first year, while the novelty lasted, and were patronized by all classes. The second year usually showed a marked difference in the class of patronage. The better class of people began to stay away, asserting that there were "objectionable features." The third year usually found the park given up to the cheaper element, who spent only enough to buy a glass of milk and a piece of pie from the restaurant or a glass of moxie and a bag of peanuts from the refreshment stand. The latter class also patronized the amusements sparingly, if at all, usually only to the extent of an occasional dance ticket, cutting out all but the waltzes, a single ride on the roller coaster or the merry-go-round. By the "cheaper class" I mean just that class that every park manager knows about and would prefer to have stay away: the kind of people that do not go out with the predetermination of spending any money or having a good time on their own account and attending strictly to their own business while standing it, but who go out to hang around, to stand outside the entrances of the various concessions, to pass remarks on those who patronize them, to mix in with others' enjoyment, to see "what's doing." The word that expresses that class is "mugs"—they will kill any resort except one gaged especially to suit them. Just the difference in the initial expenditure—the amount of fare necessary to get there and back—marks the difference between filling the grounds with this undesirable element and a better grade of patrons. I do not concede that the class of people that will eventually be attracted to a park run on a high plane is the smaller proportion; my experience is quite the opposite, and certainly the park is assured of a longer life in its popularity and good name. The class that you will always get will be just the class that you aim for, preferably the large class of well-behaved, fun-loving, money-earning young people—the class of people that it will pay to get to the resort because they spend dollars where the other class would spend dimes, and who do not destroy more in the value of the company property than the amount of their patronage. In large cities the solution is two, even three or four parks, each one differing in the class of patrons that its attractions are gaged to draw. A park can hold its popularity with the best-paying class longer if it is run up to the best standards.

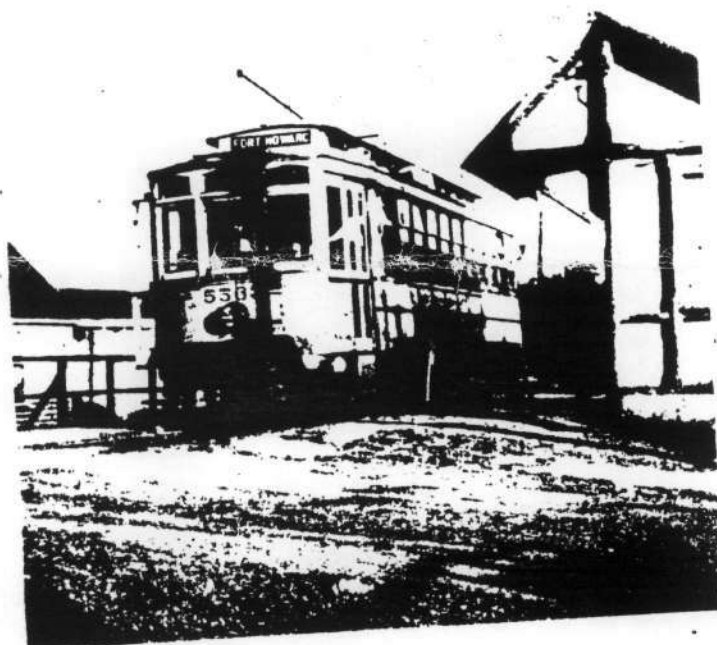
A recent instance in point as to the kind of park that is found most profitable for an electric line to have is the case of the road operating in a large city in the Middle West which has had four parks on its lines and which recently sold off the land of two that were within the single fare limit, retaining the other two. One of these, with a ten-cent

* See STREET RAILWAY JOURNAL, page 522, Oct. 27, 1906.



G. V. Arnoux

Cars loaded under this large shed next to the roller coaster in the park center. Bethlehem Steel bought the park property in 1947 and demolished its buildings, but as yet has not used the site. Oddly, however, the streetcar terminal shed still stood in 1983.



Considerably less exciting was the other stub terminal at Fort Howard, seen in October 1946.

R. S. Crockett

BA-2361

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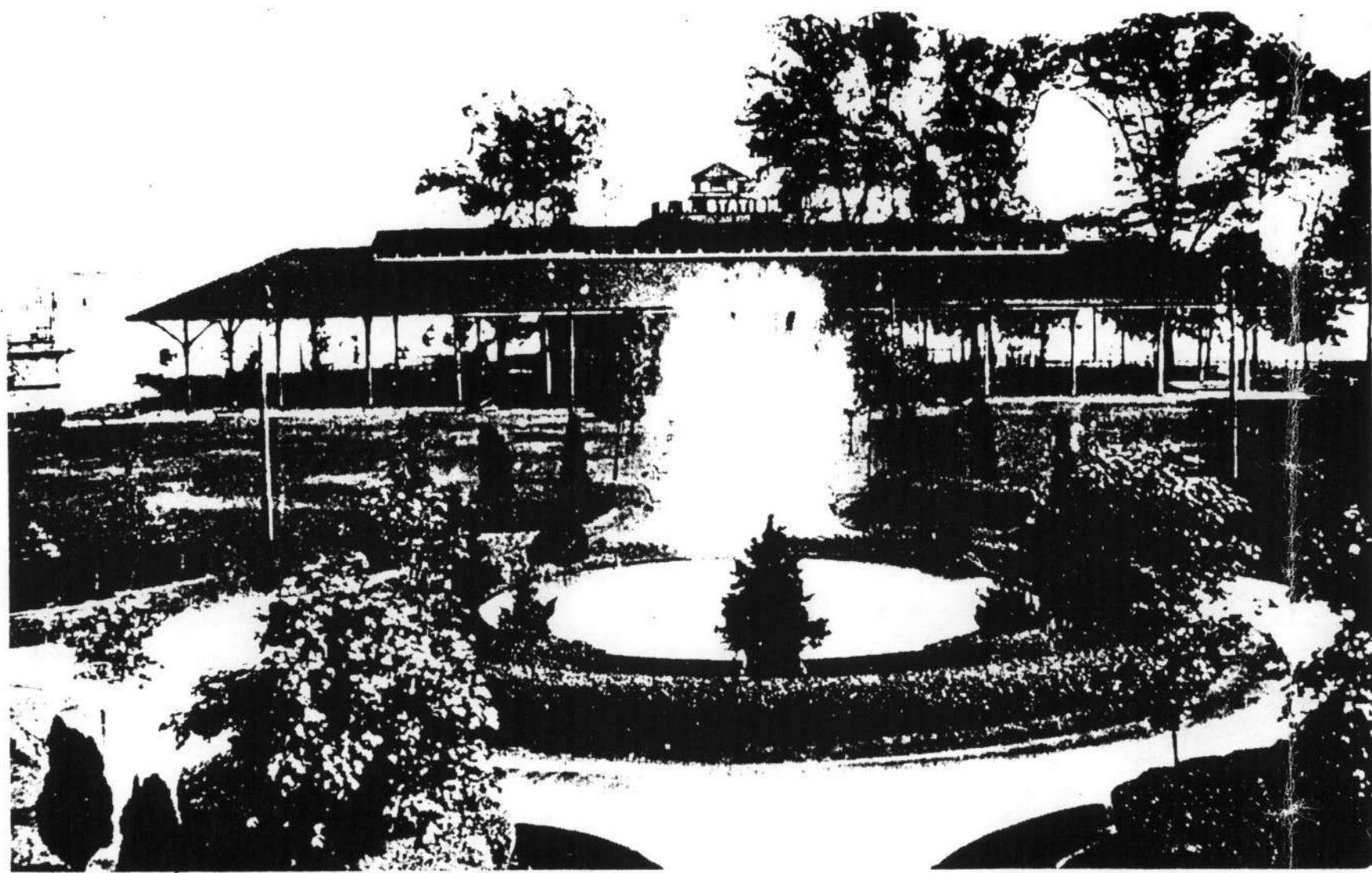
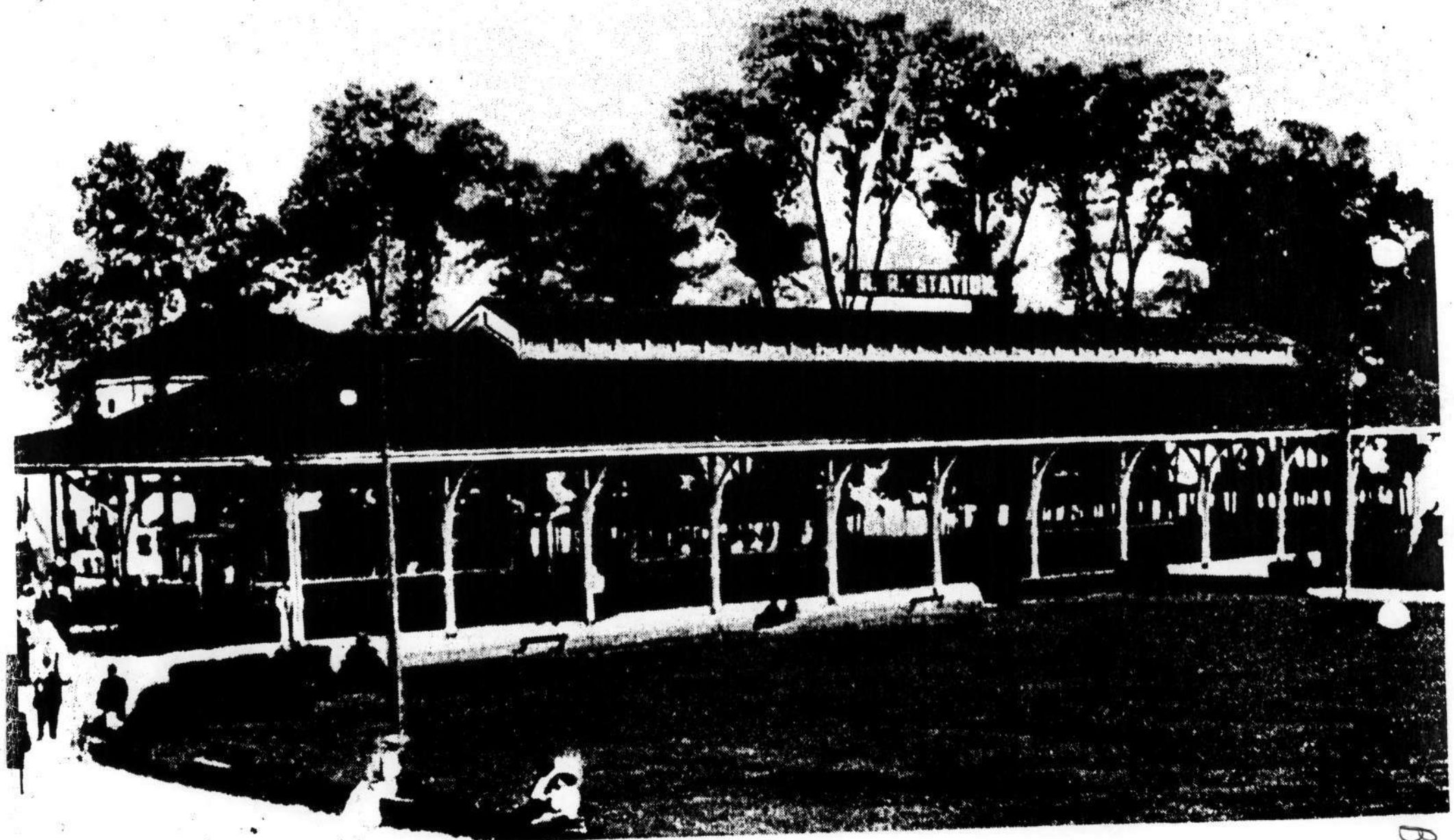


Figure 41. Photograph of fountain and trolley station at Bay Shore Park (*reprinted with permission of Dundalk-Patapsco Neck Historical Society*).

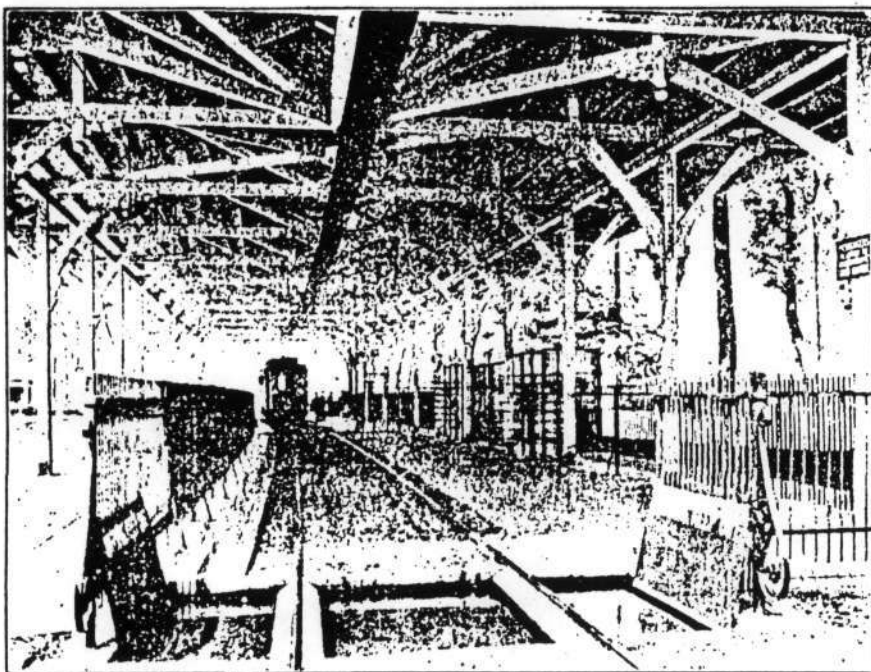


BA-2361

PASSENGER PLATFORM AT BAY SHORE PARK, BALTIMORE

Bay Shore Park, on Chesapeake Bay, has developed into a very popular recreation ground for the Baltimoreans glad

cars entering the station run alongside a 5-ft. iron picket fence on the outside, which effectually prevents any boarding of cars from that side. The passenger platform is divided in two sections—one for unloading and the other for loading. They are 12 ft. wide and taken together 208 ft. long.



ENTRANCE TO THE BAY SHORE PARK TERMINAL, SHOWING ONE OF THE MOATS

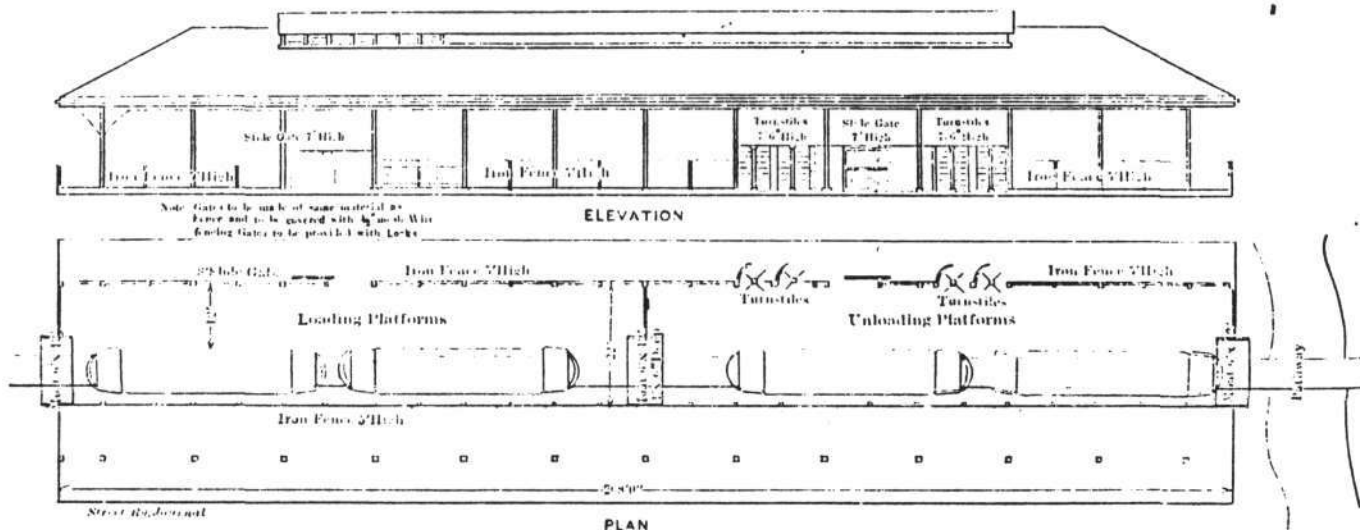
The platforms are separated by a picket fence which has a locked sliding gate that can be opened only by employees. In addition to this fence, it will be noted that a moat has been built between and alongside the track at the dividing line, and similar moats at the points where the tracks enter and leave. Although these moats contain only 18 ins. of water, their width of 6 ft. is great enough to discourage those who would take an unfair advantage in getting on the cars.

Passengers on leaving the cars proceed directly to the park grounds by passing through the turnstiles, as no other exit is possible, unless the attendant find it necessary to open the sliding gate.

The entrance to the platform is controlled by a sliding gate which can be closed by the attendant when the platform becomes too crowded. At present 1000 passengers an hour can be handled with cars running on the 3-minute maximum headway with 50 passengers to the car. As the trip to the center of Baltimore takes 1 hour, practically all of the passengers wait for seats. The capacity of the platform is

of the opportunity to see salt water. The park is owned and operated by the United Railways & Electric Company,

center of Baltimore takes 1 hour, practically all of the passengers wait for seats. The capacity of the platform is



PLAN AND ELEVATION OF THE BAY SHORE PARK TERMINAL OF THE UNITED RAILWAYS & ELECTRIC COMPANY

and much of its success is due to the comfortable cars and fast schedules maintained for this resort. The Bay Shore line is double track, and a great portion of it is on right of way. At a short distance from the park, however, the incoming and outgoing tracks diverge so that a single-track loop is formed at the terminal. To improve the car facilities at the park and avoid troubles due to opposing lines of traffic, a platform was constructed which is of somewhat unusual type but answers the purpose very well.

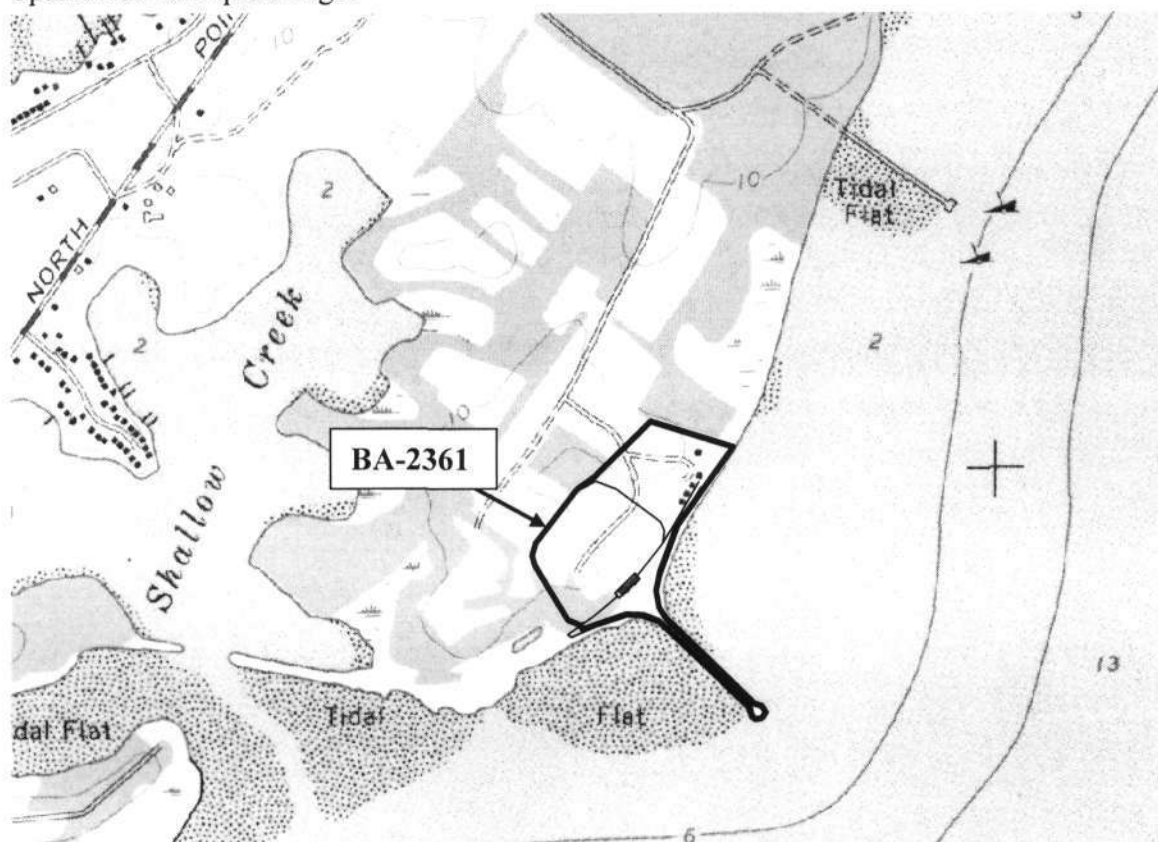
As shown in the accompanying plan and elevation, the

considerably greater than the figure given would indicate, but is limited by conditions that make a shorter headway impracticable at the present time.

Under an agreement reached with the Philadelphia Rapid Transit Company, the Lehigh Valley Traction Company will be able to run its cars into the Philadelphia company's station at Chestnut Hill instead of stopping in the open at the Wheel Pump Hotel.



BA-2361
 Bay Shore Amusement Park
 Old Bay Shore Road, Sparrows Point
 Sparrows Point quadrangle



1990s Aerial Photo

Mapquest Aerial Photo, c. 2007

