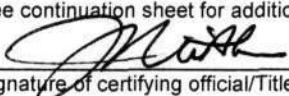


**United States Department of the Interior
National Park Service****National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a).

1. Name of Propertyhistoric name Bare Hills; The Barrensother names Bare Hills Historic District (preferred); MIHP #BA-2998**2. Location**street & number Falls Road btw Light Rail to just north of Coppermine Terrace ☐ not for publicationcity or town Bare Hills, Baltimore ☒ vicinitystate Maryland code MD county Baltimore code 005 zip code 21209**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments).


Signature of certifying official/Title10-7-11
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register.
☐ See continuation sheet.
- ☐ determined eligible for the National Register.
☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper

Date of Action

Bare Hills Historic District (BA-2998)

Name of Property

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5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
64	25	buildings
9		sites
21		structures
2		objects
96	25	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

number of contributing resources previously listed in the National Register

2

6. Function or Use**Historic Functions**

(Enter categories from instructions)

Domestic/single dwelling

Domestic/multiple dwelling

Domestic/secondary structure

Landscape/park

Current Functions

(Enter categories from instructions)

Domestic/single dwelling

Domestic/multiple dwelling

Domestic/secondary structure

Transportation/rail-related

Transportation/road-related

Education/school

7. Description**Architectural Classification**

(Enter categories from instructions)

Late Victorian/ Gothic

Late 19th and 20th Century Revivals/Colonial Revival

Modern Movement

Other/Regional Vernacular

Materials

(Enter categories from instructions)

foundation Serpentine Stone, concrete

walls Wood shingle, weatherboard, stone, stucco

roof Asphalt, metal

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

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Description Summary:

The Bare Hills Historic District, covering approximately 275 acres, takes its name from the geological formation it in part encompasses, a promontory of Serpentine ("copper rock") around which the Jones Falls flows on its way to Baltimore and the Chesapeake Bay. The district contains 90 properties, some with multiple components, representing the development of the Bare Hills from its mining and industrial beginnings to its residential development along the Falls Turnpike and the Green Spring Branch and Northern Central Railroads providing commuter service into Baltimore. The 19th-20th century African American Scott Settlement, a cluster of frame houses on small lots adjacent to the turnpike; late 19th and 20th century residential development along the railroad and Lake Roland; and Robert E. Lee Park, a wooded landscape on the site of the undeveloped 1898 Sorrento subdivision combine to make up this historic district.

General Description:

The Bare Hills Historic District lies within approximately 275 acres of hilly and wooded landscape along the Jones Falls in Baltimore County, just north of Baltimore City. The district's boundaries encompass a promontory of land known for its Serpentine (copper rock) formations which resulted in barren knolls due to thin soils that could not support tree growth. The name "Bare Hills" dates back to the early 18th century. The rock formations promoted copper and chromium mining and quarrying of building stone in the 19th and early 20th centuries. By the late 19th century, the district was developing as a railroad commuters' suburb of Baltimore. This residential development continued through the 1990s, with a combination of affluent and modest dwellings arrayed along Falls Road, the Northern Central Railroad and Lake Roland. A large part of the district is unoccupied land now part of Robert E. Lee Park, which includes the right of way of the abandoned Green Spring Branch Railroad and the land that by 1898 was platted (but never developed) as the community of Sorrento. The district contains 90 principal properties, some with multiple components.

The Jones Falls arcs out to the east, around the rocky Bare Hills prominence, defining the shape of the Historic District. In 1861 the City of Baltimore dammed the Jones Falls to create Lake Roland as a water source for the city's growing population. The lake borders the east side of the Bare Hills. Falls Road (MD Route 25), an 18th century thoroughfare which became a turnpike in 1805, slices across the Bare Hills, following the Jones Falls into Baltimore. To the west of Falls Road is the Jones Falls Expressway (I-83) completed in 1962. The Green Spring Branch of the Northern Central/Baltimore and Susquehanna Railroad, now abandoned, followed the west side

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of the Jones Falls, with its still-evident grade bordering Lake Roland along the eastern base of the Bare Hills. This railroad bed with its component resources forms the eastern and northern boundaries of the district, along with the boundary of Robert E. Lee Park on the north side. The northern right of way for the Northern Central Railroad, part of an active light rail commuter line forms the south boundary, while the western boundary follows the west side of Falls Road except for two extensions to the west to include the Bare Hills House (an 1857 Gothic Revival style house, individually listed in the NR), the African American Scott Settlement, and a quarry and several historic properties north of Old Pimlico Road.

Except for sparse vegetation on a few hill tops, the district is hilly and heavily wooded, laced with ravines. In addition to the rail-related resources associated with the Green Spring Branch, are sites, buildings and structures associated with the 18th and 19th century development of the district, including the Bellona Gunpowder Company, stone quarries, houses and businesses along the turnpike, Bare Hills School, 1881, made out of the local serpentine stone, the Bare Hills House, 1857, and the African American Scott Settlement founded by Aquila Scott and dating from the mid 19th century through the early 20th century. By 1898 the community of Sorrento was laid out with a system of curvilinear avenues intended to service a housing development for residents who would commute on the Green Spring Branch and Northern Central the six miles to work in downtown Baltimore. Sorrento never developed, but the land is now part of Robert E. Lee Park and remnants of some of the planned roads are still in place.

Along Falls Road and at the south end of the district, along Hollins Lane, Clark's Lane and Barroll Road, development was more successful with houses set on large wooded lots, except for the African American clusters in the Scott Settlement and along Clark's Lane. The development of the district on large lots continued through the 1990s, although the period of significance ends in 1961.

Visually, the Bare Hills Historic District is characterized by integration of various sizes, types and styles of construction spanning almost a century and a half of development. Within the wooded environment, most of the houses are frame construction, many of them gable fronted, with wood-shingled walls, porches, and with foundations constructed of the local Serpentine stone. The majority of houses and their support buildings date from 1890 to 1920, but there are significant examples both earlier and later, such as the individually NR-listed Gothic Revival Bare Hills House built in 1857, the 1881 Serpentine stone Bare Hills School, and the Mid-Century Modern Hooper House II, designed by Marcel Breuer and constructed in 1959-1960.

The following property inventory offers a detailed accounting of properties within the Bare Hills Historic District.

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Resource Inventory:

1. Cellar Depression with Serpentine stone foundation remnant and stone-lined well, presumed house site south of 6112 Clark's Lane. 1 contributing site.
2. Stone wall at south end of Clark's Lane, constructed of local Serpentine fieldstone. It appears to have been created as a property line fence. Construction date unknown. 1 contributing structure.
3. 6112 Clark's Lane – Two story, two bay gable fronted frame house with shed-roofed front porch and two shed-roofed rear extensions. Covered with vinyl siding. 1/1 windows and door with 3-light transom. Asphalt shingle roof. Ca. 1900. Small frame shed behind house. 2 contributing buildings.
4. 6114 Clark's Lane – Two story L-shaped frame house covered with asbestos shingle siding. 3-bay front elevation in corner of L with two doors and a window. Shed front porches, one supported by brackets. 1/1 windows. Ca. 1900. 1 contributing building
5. 1309 Hollins Lane – One story frame ranch-type house, ca. 1970. 1 non-contributing building
6. 1307 Hollins Lane – Stone ranch-type house with hipped roof; two projecting bay windows, two stone chimneys and attached garage. Ca. 1960. 1 contributing building.
7. 1205 Hollins lane – Modern house constructed of brick and wood siding. Ca. 1990. 1 non-contributing building.
8. 1203 Hollins Lane – Frame Modern house, wood and glass, built 1991. 1 non-contributing building.
9. 1201 Hollins Lane – Frame Modern house, one story, ca. 1990. 1 non-contributing building.
10. 1117 Hollins Lane – Frame and stone Modern house, 1 story, ca. 1990. 1 non-contributing building.

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11. 1115 Hollins Lane – Frame American Foursquare/Colonial Revival, two stories, three bays with central entrance. 2/2 windows, off-center front door with transom. Hipped roof with flaired base. Additions to south and west sides. Ca. 1890s. 1 contributing building.
12. 1110 Hollins Lane – Ranch style house, covered with vinyl siding. Recessed entrance and projecting bay window. Front-projecting gabled wing. Ca. 1955. 1 contributing building.
13. 1113 Hollins Lane – Two story, gable-roofed wood shingled house with deeply overhanging side porch. Porch supported with round columns on brick piers. Extension to west. Ca. 1970. 1 non-contributing building.
14. 1111 Hollins Lane – Two story house with attached garage and exterior brick chimney, ca. 1965. 1 non-contributing building.
15. 1103 Hollins Lane – Modern one-story stone and wood-sided frame house, ca. 1990. 1 non-contributing building.
16. 1101 Hollins Lane – Modern one-story house with wood siding, ca. 1965. 1 non-contributing building.
17. 1100 Hollins Lane – One and a half story stuccoed asymmetrical house with steeply pitched hipped roof, some triple windows, some 8/1 and 6/6 windows. Entrance with 4-light transom. Frame gabled 1-car garage. Ca. 1920. 2 contributing buildings.
18. 1102 Hollins Lane – One story frame ranch-type house. 1 non-contributing building
19. Northern Central/Baltimore and Susquehanna, Green Spring Branch Railroad Bed – ca. 1830; abandoned 1961 (passenger service ceased about 1933). Rail bed evident with remaining track and ties in some places. Some concrete and stone remains from platforms or other structures, stone culverts; sites of Hollins and Sorrento Stations. Cast iron mile marker, noting 1 mile south to Hollins Station and 7 miles to north. NR listed as part of Lake Roland Historic District. 8 contributing structures (5 stone box culverts, 2 stone arched culverts, steel girder bridge over Jones Falls); 2 contributing sites (1- Green Spring Branch right of way and associated features including Sorrento and Hollins Station platform remnants; and 2- Hollins Station.); 1 contributing object (cast iron mile marker)

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20. 6137 Barroll Road – Two story, four bay wood shingled frame house with steep gambrel roof. 12/12 windows, first story, hip-roofed dormers with casement windows. Standing seam roof. Extension to rear. Ca. 1890. Old frame garage, ca. 1920. Modern garage-apartment, ca. 2005. 2 contributing buildings, 1 non-contributing building.
21. 6138 Barroll Road – Modern one-story ranch house with glassed-in porch. Wood siding. Ca. 1965. 1 non-contributing building.
22. 6141 Barroll Road – Stone one and a half story stone “Cape Cod” type dwelling with gabled dormers and large stone chimney, 1947. Frame addition to north. Stone spring house with gabled roof and sculptured Roman faces supporting arched entrance, ca. 1920. Frame gabled one-car garage, ca. 1947. 3 contributing buildings.
23. 6140 Barroll Road – Two story three bay frame house with hip-roofed dormers. Glassed in front porch. 25/1 windows. Standing seam roof. Addition to east end. Ca. 1875. 1 contributing building.
24. 6134 Barroll Road – Modern two story frame wood sided house, Ca. 1990. 1 non-contributing building.
25. Barroll Road at intersection – Poured concrete dam remnant across a small unnamed tributary of the Jones Falls. Located at corner of Barroll Road leading to 6134 and 6140 Barroll Road. Ca. 1920. 1 contributing structure.
26. North of Barroll Road, Robert E. Lee Park - Dwelling complex site including serpentine presumed house foundation, L-shaped with deep cellar, brick chimney fall; serpentine foundation of small bank barn/stable, approximately 30’X30’; serpentine foundation of small building, approximately 6’X22,’ coals located at site, possible blacksmith shop; two wells. Shows on 1877 map (F.K. Walters property), but not on 1853 map. 1 contributing site.
27. 6201 Falls Road – Frame two story, three bay, gable front house with wood shingle siding. Porch with turned posts and brackets. Arched attic window. Main section windows 2/2. Addition to south side. Gable roofed shed with board and batten siding. Modern garage. 1897. 2 contributing buildings; 1 non-contributing building.
28. 6203 Falls Road – Frame one and a half story gable front house on high stone foundation. Wood shingled siding. Projecting bay on south side. Enclosed front porch. 1/1 windows. Ca. 1900. 1 contributing building.

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29. 6155 Falls Road – Modern one and a half story frame house with wood shingle siding, ca. 1995. 1 non-contributing building.
30. 6205 Falls Road – Two story, three bay frame house with central cross gable. Enclosed front porch, 1/1 and 6/6 windows. Off-center front entrance. Ca. 1875. 1 contributing building.
31. 6207 Falls Road – Two story, five bay vinyl sided frame house with two projecting gables and recessed section between. North gable has a rectangular projecting bay. Porch across front with turned posts, 6/6 windows and entrance with transom and sidelights. Modern shed. Ca. 1895. 1 contributing building; 1 non-contributing building.
32. 6209 Falls Road – Two story modern frame house with gabled dormers. Ca. 1995. 1 non-contributing building.
33. 6211 Falls Road – Two story L-shaped frame house with front-projecting shingle covered gable and corbelled brick chimneys. Three-bay projecting front with wraparound porch. Ca. 1895. 1 contributing building.
34. 6215 Falls Road – Two story, three bay frame house with Jerkinhead main roof and double inside end chimneys. Central projecting gable flanked by gabled wall dormers. Porch across front; 1/1 windows. Gable front extension on the north side and extension to the rear. Ca. 1890. Secondary Quonset-type building, stucco covered with an arched roof with wood shingle infill on the front elevation. Hinged two-leafed garage door and 3/1 windows. Ca. 1935. 2 contributing buildings.
35. 6219 Falls Road – Two story T-shaped frame house with addition forming the stem of the T. Other additions at rear (east) elevation. Ca. 1900. Frame board and batten carriage house with wall dormer and wooden two-leafed garage door. Ca. 1900. 2 contributing buildings.
36. 6221 Falls Road – One story, three bay vinyl sided frame house resting on cast stone foundation. Intersecting wing to rear. Enclosed front porch and gabled dormer. Ca. 1925. Frame garage, ca. 1960. 1 contributing building; 1 non-contributing building.
37. 1301 Copper Hill Road – Two story frame T-shaped house with shingled gables. Three-bay projecting front gable. Porch across front with Tuscan Doric columns. Serpentine stone foundation. Ca. 1895. Frame German sided carriage house with Jerkinhead roof. Ca. 1900. 2 contributing buildings.

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38. 6229 Falls Road – Bare Hills School (MIHP BA-1560). Y-shaped school house built of serpentine stone, with pedimented shingle-covered frame gable facing onto Falls Road. Hip roofed cupola/belfry at front gable. Slate roof, 9/9 windows, grouped in sets of five on side walls. Entrance with bracketed shed cover in south elevation. 1881. 1 contributing building.
39. 6242 Falls Road – Scott Settlement (MIHP BA-3050; also BA-3244; Baltimore County Landmark #261). Matthew Yates, Jr. House. Two story, four bay deteriorated frame house covered with asphalt shingles. Shed addition to rear. Central brick chimney. 1868. 1 contributing building.
40. 6238 Falls Road – Scott Settlement (MIHP BA-3050; Baltimore County Landmark #259). Two story, two bay frame gable front house covered with asbestos shingle siding. Shed-roofed porch across front with turned posts. Round arched window in the gable, main windows 6/6. Brick corbelled central chimney. Ca. 1875. 1 contributing building.
41. 6236 Falls Road – Scott Settlement (MIHP BA-3050; Baltimore County Landmark #258). Two story, three bay frame house covered with asbestos shingle siding. Central cross gable with pointed window. Central entrance and 2/2 windows. Replaced front porch. Ca. 1875. 1 contributing building.
42. 6234 Falls Road – Scott Settlement (MIHP BA-3050). Small two story gable front house with one and a half story extension with gabled wall dormer to south as part of the original building. Large two story, shed roofed addition to south. Covered with vinyl siding. Ca. 1875. Frame shed. 2 contributing buildings.
43. 6226-6228 Falls Road – Scott Settlement (MIHP BA-3050). Two story, six bay, two-part house and former store. Frame construction with lapped wood siding. Central cross gable; porch across front. Two, two-story L extensions to rear, one at each end. Store was in south section. Brick inside gable end chimneys, 6/6 windows, three front entrances. Ca. 1850. Large frame garage. 2 contributing buildings.
44. 1404 Walnut Avenue – Scott Settlement (MIHP BA-3050). Two story, two bay gable front house with enclosed front porch. Covered with vinyl siding. Ca. 1910. 1 contributing building.
45. 1406 Walnut Avenue – Scott Settlement (MIHP BA-3050). Two story two bay house with hipped roof and hipped roof dormer. Covered with vinyl siding. Serpentine stone foundation; enclosed front porch. Ca. 1910. 1 contributing building.

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46. 1408 Walnut Avenue – Scott Settlement (MIHP BA-3050). Two story, two bay vinyl sided gable front house with addition at rear. Serpentine stone foundation. Ca. 1910. Garage behind house. 2 contributing buildings.
47. Aquila Scott House – Scott Settlement (MIHP BA-3050; Baltimore Co. Landmark #260). Behind 1406 and 1408 Walnut Avenue. Ruin of settlement founder's house. One and a half stories, four bays with gabled dormer. Frame construction with German siding under later wood shingles. Four panel front door. Standing seam roof. Ca. 1850 (date attribution from research by Teri Rising, Historical Planner, Baltimore County). 1 contributing building.
48. Aquila Scott's Son's House – Scott Settlement (MIHP BA-3050; Baltimore Co. Landmark #260). Behind 1406 and 1408 Walnut Avenue. One and a half story, two bay frame house in very deteriorated condition. Shingle covered. Front porch enclosed with German siding; shed extension at west end. 6/6 windows at main level. Central chimney. Late 19th century. 1 contributing building.
49. Scott Settlement Cemetery – Scott Settlement (MIHP BA-3050). Behind 1406 and 1408 Walnut Avenue. Small cemetery with approximately five gravestones, and possibly more burials. Includes Aquila Scott's grave with flat stone inscribed marker. 1 contributing site.
50. 1409 Walnut Avenue – Scott Settlement (MIHP BA-3050). Two story three bay Gothic Revival inspired house with central cross gable, covered with lapped wood siding. Central entrance with arched panels, transom and sidelights. Arched windows in gables. All windows 2/2. Addition at rear. Ca. 1870. Gabled frame shed. 2 contributing buildings.
51. 6222 Falls Road – Bare Hills House, individually listed in the NR (MIHP BA-881). Large two story frame Gothic Revival styled house, based on a design by A.J. Downing. Features include board and batten siding, projecting central bay with jerkinhead roof, steeply gabled wall dormers and octagonal cupola. Ca. 1857 (NR). Frame board and batten barn with attached carriage shed. 2 contributing buildings.
52. 6214-6216 Falls Road – Scott Settlement (MIHP BA-3050). Two story, four bay, gable-front frame duplex covered with asbestos shingle siding. Two central entrances and 1/1 windows. Shed-roofed porch across front. Ca. 1900. 1 contributing building.

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53. 6210-6212 Falls Road – Scott Settlement (MIHP BA-3050). Two story, four bay, gable-front frame duplex covered with wood shingles. Two central entrances and 6/6 windows. Hip-roofed porch across front with shingled balustrade. Ca. 1900. 1 contributing building.
54. 1301-A Copper Hill Road – One story modern house, built about 2000. 1 non-contributing building.
55. 1220 Copper Hill Road – Modern two story board and batten house with hipped roof. Ca. 1995. 1 non-contributing building.
56. 1200 Copper Hill Road – Modern flat-roofed house with columned overhanging roof, built into hillside. Ca. 1970. 1 non-contributing building
57. 1100 Copper Hill Road – Hooper House II (MIHP BA-2353). Mid-century Modern serpentine stone low profiled house, flat roof and subterranean garage. Designed by Marcel Breuer. 1959-1960. 1 contributing building.
58. Hollins Avenue Trace – Trace of Hollins Road paralleling the railroad, along Lake Rowland. Ca. 1890. 1 contributing structure.
59. Hollins Avenue Bridge Abutment – For bridge taking Hollins Road over an unnamed tributary into Lake Roland. Located NE of 1100 Copper Hill Road. Ca. 1890. 1 contributing structure.
60. Cemetery and brick and stone ruins – Located on hillside, above Lake Roland, near the point where the Jones Falls enters Lake Roland. Association with Young ownership from 1730s. Stone and brick foundations likely associated with the Bellona Gunpowder Works. Ca. 1815. 2 contributing sites.
61. Stone springhead, Coppermine Terrace – Stone-lined spring on west side of Coppermine Terrace, off Falls Road. Unknown date. 1 contributing structure.
62. 6510A Falls Road – Two story serpentine stone building with jerkinhead roof. Located between Falls Road and Coppermine Terrace. Ca. 1890. 1 contributing building.
63. 6510 Falls Road – One and a half story frame commercial building constructed into embankment along west side of Falls Road at Coppermine Terrace. Multiple extensions and additions to rear (west). Ca. 1930. 1 contributing building.

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64. 6610 Falls Road – Two story, three bay vinyl sided frame house with central cross gable and two closely placed second story windows. 6/6 windows and L extension to rear. Near stone quarry. Ca. 1870. 1 contributing building.
65. 6606 Falls Road – Two story, three bay L-shaped frame house and site of former tavern. Covered with vinyl siding. Serpentine stone foundation. Central entrance with transom and sidelights and 6/6 windows. Brick chimneys central and at west end. Ca. 1870 (possibly with earlier components). 1 contributing building.
66. W/S Falls Road and Coppermine Terrace, near 6606 Falls Road, former stone quarry. 1 contributing site.
67. 6117 Falls Road – Stuccoed one story flat roofed commercial building with metal casement windows. Modern additions to front (west) elevation. Ca. 1940. 1 contributing building.
68. 6119A Falls Road – Two story modern brick house, ca. 1995. 1 non-contributing building.
69. 6119 Falls Road – One story foursquare house with enclosed wraparound porch resting on brick piers. Covered with asbestos shingle siding. 1/1 windows. 1 contributing building. Ca. 1920
70. 6121 Falls Road – Two story, three bay frame house with central entrance and central cross gable. Arched window in cross gable. Other windows are 6/6. Covered with wood shingles. Ca. 1890. 1 contributing building.
71. 6123 Falls Road – One and a half story, two bay “Cape Cod” house, of frame construction with wood shingle covering. Shed dormers on front and rear roof. Extensions to south, 6/6 windows. Ca. 1930. 1 contributing building.
72. 1310 Hollins Lane (formerly 6131 Falls Road) – Nelson Bowen House (MIHP BA-1778). Two story, three bay brick house with log addition at north end. Two north bays offset to north. Central entrance and 6/6 windows in narrow framed. Ca. 1850. Shingle covered frame garage behind house. 2 contributing buildings.
73. North of Hollins Lane and East of Falls Road – Foundation ruins located east of 1310 Hollins Lane, shown on 1877 Atlas as “Clark” property, but not on 1853 map. Serpentine stone foundation approximately 16X24 and a stone-lined well. 1 contributing site.

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74. 1311 Hollins Lane – Large contemporary house, two stories with hipped roof. Ca. 1995. 1 non-contributing building.
75. 1300 Hollins Lane – Contemporary house, two story frame with wood siding and hipped roof. Ca. 1990. 1 non-contributing building.
76. 6111 Old Falls Road – Two story, three bay frame side-gabled house covered with aluminum siding. Central entrance with arched hood and 6/6 windows. Inside end brick chimneys. Built into embankment with walk-out basement at rear (east) elevation. Serpentine foundation. Frame shed in rear of property. Ca. 1870. 2 contributing buildings.
77. 6109 Old Falls Road – Two story, three bay frame side-gabled house covered with aluminum siding. Central entrance with gabled hood and 6/6 windows. Inside end brick chimneys. Built into embankment with walk-out basement at rear (east) elevation. Two story extension to rear. Serpentine foundation. Frame shed in rear of property. Ca. 1870. 2 contributing buildings.
78. 6107 Old Falls Road – Two story, two bay vinyl sided frame house attached to its neighbor to the south. Shed roofed extension to the north and two story gabled extension to the east. Shed roofed front porch and 1/1 windows. Built into embankment with walk-out basement at rear (east) elevation. Serpentine foundation. Frame shed in rear of property. Ca. 1870. 2 contributing buildings.
79. 6103-6105 Old Falls Road – (MIHP BA-2879). These properties appear to be one frame structure, although in two parts. Two story, three bay section with vertical wood siding and steep cross gable. Entrance in west bay, 6/6 windows. Two north bays offset to the north. Two story, two bay section, covered with vinyl siding to south of three-bay section. Gabled hood over entrance, 1/1 windows. One and a half story, two bay section attached to its south elevation. Built into embankment with walk-out basement at rear (east) elevation. Serpentine foundation. Frame shed in rear of property. Probably tavern or store in part of this building. Ca. 1870. 2 contributing buildings.
80. 3 Railroad Avenue – (MIHP BA-2876) Two story frame Queen Anne style house covered with vinyl siding. Semi-hexagonal bay at front elevation, with pendants at second story projection. Doubled 1/1 windows. Hipped roof over recessed entrance area. Alterations have occurred since MIHP form was prepared. Ca. 1895. 1 contributing building.
81. 4 Railroad Avenue – (MIHP BA-2877) Two story, three bay frame house with central cross gable and multiple additions and extensions to front and rear. Covered with asbestos shingle

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siding. Lancet arched window in cross gable. Possible five bays at first story, but front is obscured by addition; 1/1 windows. Partial front porch. Ca. 1870. 1 contributing building.

82. Falls Road – Two-lane state highway paralleling the Jones Falls. Curving and hilly it essentially follows its original 1805 path from Baltimore to York, PA. Also known as Falls Turnpike. Original milestone (relocated from the opposite side of the road), in front of 6606 Falls Road. 1805. 1 contributing structure; 1 contributing object (mile marker).
83. Hollins Lane – Access Road to Spring Hill from Falls Road. Ca. 1850. 1 contributing structure.
84. Barroll Road – Access Road to properties north of Spring Hill. Ca. 1850. 1 contributing structure.
85. Clark's Lane – Access to properties south of Hollins Lane and East of Falls Road. Ca. 1850. 1 contributing structure.
86. Railroad Lane – Access to properties along the railroad, north of Clark's Lane. Now a gravel road. Ca. 1870. 1 contributing structure.
87. Copper Hill Road – Shown as Altamont and Lake View in 1898 plat of Sorrento. Prior route was access to Bellona Gunpowder Works. Ca. 1800. 1 contributing structure.
88. Walnut Avenue – Noted in 1856 deed, led to properties developed as part of the Scott Settlement. Single lane macadam roadway leading to the west of Falls Road. 1 contributing structure.
89. Coppermine Terrace – Original section of road to Pimlico, now a loop road servicing local businesses. Passes quarry and springhead. 1 contributing structure.
90. 6115 Falls Road - Office Building, Lake Falls Professional Building. Large four story brick office building with gabled monitor roof. Ca. 2000. 1 non-contributing building

Evaluation of Integrity:

Although there is a fairly high ratio of contributing to non-contributing properties in the Bare Hills Historic District, the newer construction, less than 50 years old, which constitutes most of the non-contributing property, follows the continuum of development that occurred at Bare Hills

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over the past century and a half. The railroad (1830) and the scenic Lake Roland (1861) made the Bare Hills a desirable place for city dwellers to re-locate and enjoy the quiet and serene surroundings, while having easy access to the city by way of the railroad and the Falls Turnpike. Residential construction on large lots through the woods of Bare Hills that occurred from the 1960s through the present is a continuation of the same story of residential development. The available space is all but taken now, and Robert E. Lee Park maintains woodland to preserve the low-density development of the district which has been limited since the 18th century by the rocky, hilly landscape. Thus Bare Hills Historic District retains integrity of location, setting, design (with the preserved street, road and railroad pattern), materials (wood and serpentine construction dominate), workmanship (variety of styles and types representing the 19th and 20th centuries), feeling and association with the past.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ **B** Property associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

Area of Significance

(Enter categories from instructions)

Industry
Transportation
Community Planning and Development
Ethnic Heritage/Black
Architecture

Period of Significance

1730-1961

Significant Dates

1791; 1801; 1805; 1831; 1853; 1861; 1898

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

African-American

Architect/Builder

Multiple unknown
Marcel Breuer (Hooper House II, 1959-60)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

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Summary Statement of Significance:

The Bare Hills Historic District is significant under National Register Criterion A for its representation of the process of community development over time as it relates to the milling and mining industries of the Bare Hills area of Baltimore County, Maryland and the associated transportation corridors of the Falls Road/Turnpike and Green Spring Branch Railroad. The fertile soils of Baltimore County provided the produce that fed the mills along the powerful water course known as Jones Falls, but the mineral rich rock formation that forced the Jones Falls into a sweeping arc around the Bare Hills left the area with thin soils, sparse vegetation and its "Bare Hills" moniker. The Bare Hills geology, the source of chromite and copper, and a distinctive green building stone called serpentine, produced a legacy of mining and quarrying that gives the area its unique character. Both milling and mining were significant factors in the development of the road and rail transportation through the Jones Falls Valley. The presence of both industry and transportation shaped the early phases of community development in the Bare Hills area. After the creation of Lake Roland in 1861, development around the Bare Hills centered on the scenic rural landscape and the convenience of railroad transportation to and from Baltimore City. The Bare Hills Historic District gains additional significance under National Register Criterion A in the area of Ethnic Heritage relating to the African-American community known as the "Scott Settlement," recognized as one of the earliest free-black communities in Baltimore County. Established by Aquila Scott about 1830 and still occupied by many Scott family descendants, the people and buildings of the Scott Settlement have been an integral component of the Bare Hills community and its associated developmental history for more than 180 years. The Bare Hills Historic District is significant under National Register Criterion C for its collection of largely vernacular representations of popular architectural styles from the later 19th century and the first half of the 20th century. The district also includes several distinctive architectural examples such as the Gothic Revival Bare Hills House (ca.1857; MIHP #BA-881), the Bauhaus-inspired Hooper House II (1959-60; MIHP #BA-2353) designed by architect Marcel Breuer, and the serpentine stone Bare Hills School (1881; MIHP #BA-1560). The period of significance extends from ca. 1735 through 1961.

Historic Context:

Baltimore County, established in 1659, was among the earliest counties in the colonial province of Maryland. Its boundaries originally encompassed much of northern Maryland, including parts of Carroll and Howard Counties, Harford, Cecil, and Kent Counties, and today's Baltimore City. Some of this territory remained in dispute with Pennsylvania, a dispute not settled until 1768 when the Mason-Dixon line survey was completed. The Eastern Shore counties of Cecil and Kent withdrew early from Baltimore County and in 1727 the southern section (now part of

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Howard County) became part of Anne Arundel County.¹ During the colonial period the Maryland economy depended largely on the production of tobacco, transported to Great Britain through the port at Philadelphia, various smaller ports around the Chesapeake Bay, and soon the port of Baltimore.

Baltimore Town was laid out in 1730 and combined with Jones Town in 1745. Located at the mouth of Jones Falls on a navigable section of the Patapsco River as it drained into the Chesapeake Bay, Baltimore was well-positioned for trade and industry. The surrounding region's rich agricultural land was quickly being settled. With the Maryland-Pennsylvania border still in dispute, both colonies encouraged settlers to establish themselves in the border areas so that each colony would have a presence there. At the same time, a boundary dispute in Virginia over the 5 million-acre Northern Neck proprietary claimed by Thomas Lord Fairfax provided the impetus for Lord Baltimore to open his Maryland backcountry for settlement in 1732 (then all part of Prince Georges County). In 1745 Frederick Town was established and by 1749 Frederick County (today's Montgomery, Frederick, Washington, Allegany, and Garrett counties, as well as part of Carroll County) was carved from Prince Georges County.

Many of the new settlers in Maryland and south-central Pennsylvania were German Palatines whose culture of grain farming suited the fertile soils of the region, untouched by the destructive tobacco crops that dominated in the east and south. Grain production, primarily wheat, rye, and corn, encouraged the development of a lively milling and distilling industry throughout the mid-Maryland region. The powerful rivers of Baltimore County like the Patapsco, Gunpowder, and Jones Falls, were capable of producing water power for mills and factories. Access to the navigable port at Baltimore Town for the shipment of wheat and other grains and their products such as flour and whiskey, as well as tobacco, were important factors in the county's rapid development.

As early as 1741 transportation routes were established from the grain-producing farms of Pennsylvania and from west-central Maryland, developing the lucrative international wheat trade through the port of Baltimore. One of the early important transportation routes leading to Baltimore was the road from York, Pennsylvania. The York Road was initially cut around 1743 when "the inhabitants about Hanover and York, Pennsylvania, were interested in opening communication with Baltimore," according to James Logan in a letter written to Thomas Penn in August 1743.² This road followed the Jones Falls Valley east of the creek. A second route north to Hanover was cut through the Gunpowder River Valley, later known as the Reisterstown road.

¹ John McGrain, "Baltimore County," www.mdoe.org.

² As cited in Joseph Austin Durrenberger, *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland*, (Coscob, CT: John E. Edwards, publisher, 1968) pp. 21-22.

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A third route north, called "the middle York Road" according to local historians, "appears to have been a predecessor of the present Falls Road."³

In 1768, Baltimore County moved its seat of government from the smaller port town of Joppa to Baltimore Town.⁴ The move highlighted Baltimore's growing importance as a center of trade, now connected to the region by a network of roads and waterways. Nineteenth century historian J. Thomas Scharf noted the increasing significance of wheat in Baltimore and the mid-Atlantic region:

In 1769, notwithstanding the general attention to tobacco, there were exported from Baltimore 45,868 tons of flour and bread. Two years after an act of the Assembly was passed to prevent the export of flour, staves, and shingles, which were not merchantable, and to regulate weights and measures, etc. Jonathan Hanson, whose father had erected the third, fourth, and fifth mills on the Falls, was appointed inspector of flour, which continued to be sold by weight until after the Revolution. The salutary effect of such ordinances was made apparent in the high reputation of Maryland flour, which, with that of Pennsylvania, commanded better prices in the southern provinces and the West India markets than other flour perhaps scarcely inferior.⁵

Though the ensuing American Revolution interrupted international trade, Maryland and Pennsylvania farmers supplied flour, hay, and corn to the support of the Continental Army.⁶ And with trade networks restored after 1781, the town of Baltimore grew quickly as a key mercantile port on the Chesapeake Bay. By 1787, "the great number of waggons" using the Frederick, Reisterstown, and York roads to Baltimore prompted the Maryland legislature to establish them as turnpike roads, to be laid out sixty-six feet wide.⁷ This was quickly followed in 1791 by legislation to improve the "Falls road." Though not a turnpike road and only forty feet wide, the road served as a conduit from farms to mills and markets.

With the turn of the 19th century, a national "turnpike fever" was prompted by the Thomas Jefferson administration's plans to construct a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. Construction of the "National Road" began in 1806 in Cumberland, Maryland leading west,

³ Neal A. Brooks and Eric G. Rockel, *A History of Baltimore County*, (Towson, MD: Friends of the Towson Library, Inc., 1979), p. 137.

John McGrain, "Baltimore County." www.mdoe.org.

⁴ J. Thomas Scharf, *History of Baltimore City and County...* (Philadelphia, PA: Louis H. Everts, 1881), p. 374, <http://books.google.com>.

⁶ Robert J. Brugger, *Maryland, A Middle Temperament*, (Baltimore, MD: Johns Hopkins), p. 125.

⁷ *Archives of Maryland Online*, Vol. 204, p. 217, <http://aomol.net> on www.msa.md.gov.

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eventually as far as Terre Haute, Indiana. Baltimore connected to the National Road via a series of improved, primarily privately-owned turnpike roads known as the "National Pike" beginning with the charter of the Baltimore and Frederick-town Turnpike Road in 1805.⁸ The National Road/National Pike system became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market along the road, as individual traffic passed along the pike. Taverns, inns and hotels, blacksmith shops, wagon shops, and leather and harness shops were important parts of the travel-generated economy, present along the local turnpikes as well as the National Pike system.

Perhaps taking advantage of the turnpike fever, the farmers along the Jones Falls petitioned the legislature for the Falls Turnpike Road, also chartered in 1805, not to join with the National Road, but for "easy transportation for their produce to the city of Baltimore."⁹ By this time however, the Falls road carried more than just produce to Baltimore as the Bellona Gunpowder Works began production at Bare Hills in 1801.¹⁰ It was the start of a succession of industrial developments along the Jones Falls.¹¹

The road improvements came just at the start of a difficult economic period in Baltimore and the surrounding county, as well as the nation at large, beginning with the Jefferson trade embargo. In the year 1803 the British and French went to war. Although the United States declared a policy of neutrality, both the British and the French commandeered American merchant vessels to prevent the transport of goods to the other. In 1807 President Thomas Jefferson placed an embargo on American shipping in an effort to stop both powers from seizing American ships and to force both governments into recognizing American neutrality. The embargo at first received support from merchants and farmers in Maryland and other eastern states but they soon realized it was more harmful to domestic trade than it was to either the British or the French. From the port of Baltimore flour exports decreased by half between 1807 and 1808.¹²

⁸ *Archives of Maryland Online*, Vol. 562, p. 34, <http://aomol.net> on www.msa.md.gov. The same act also chartered turnpike companies to improve both the Reisterstown and York roads.

⁹ *Archives of Maryland Online*, Vol. 562, p. 82, <http://aomol.net> on www.msa.md.gov.

¹⁰ John McGrain, *From Pig Iron to Cotton Duck: A History of Manufacturing Villages in Baltimore County*, Vol. I, (Towson, MD: Baltimore County Heritage Publication, 1985), p. 302.

¹¹ Several textile factories operated along the Jones Falls above Bare Hills, including the Wright's Rockland Bleach & Dye Works (1810) and Johnson's Rockland calico print factory known as "Mellier's Print Works" (1831). See "Turkey Cock Hall and Stone Buildings," MIHP #BA-222, Section 8, p. 2.

¹² Walsh & Fox, *Maryland: A History*, (Baltimore: Maryland Historical Society, 1974) p. 176.

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The international "economic warfare" which occurred during the first decade of the 19th century had a profound impact on merchants as well as farmers.¹³ In the port city of Philadelphia, merchants began forming associations, their groups calling for the development of domestic manufactures to end U.S. dependence on foreign imports. Movement founders knew there was a need for change – changes in capital investments toward local manufacturers, developing local or regional marketing networks for raw materials, and a change away from the American preference for imported products, particularly clothing.¹⁴ In Baltimore, members of the Maryland Association for the Encouragement of Domestic Manufactures made a public pledge to wear only "American-made" clothing, with the caveat, "as far as practicable."¹⁵ The Athenian Society, another Baltimore association, established a "warehouse for domestic manufactures" in 1809 that sold American textiles as well as "gloves, bags, sandpaper, and starch."¹⁶

The unpopular embargo ended in 1809 when Thomas Jefferson left office. Despite James Madison's follow-up attempts at economic sanctions, British and French warships continued to harass American merchant ships. Maryland merchants, farmers, and millers wanted a declaration of war on England over the issue of impressments of sailors and taking of cargo. President Madison called for a declaration of war on June 1, 1812, and Congress responded with a positive vote.

Baltimore and the surrounding countryside suffered significantly during the three years of the war with Britain. Many factories established during the early move toward domestic industrialization did not survive following the cessation of hostilities with England in 1815. However, a few did continue producing for domestic markets. It was these early factories, particularly those producing domestic textiles, iron, steel, and firearms, that were the foundation of future industrialization in the United States.¹⁷ Farmers continued to struggle as well following the war as depleted soil fertility from tobacco and along with an infestation of the Hessian fly in wheat crops resulted in a severe depression from 1819-1822.¹⁸ Still, Baltimore emerged with a renewed dedication to promoting local agriculture, manufactures, and commerce.

As Maryland's economy shifted through the 18th century from the domination of tobacco to wheat, and in the early 19th century with the introduction of domestic industry, the labor force

¹³ Lawrence A. Peskin, *Manufacturing Revolution*, (Baltimore, MD: Johns Hopkins University Press, 2003), p. 164; William R. Bagnall, *The Textile Industries of the United States*, (Cambridge: The Riverside Press, 1893), p. 488, (<http://books.google.com>).

¹⁴ Peskin, pp. 164-167.

¹⁵ Peskin, p. 169.

¹⁶ Peskin, p. 168.

¹⁷ Dean Herrin, *America Transformed: Engineering and Technology in the Nineteenth Century*, NPS, National Architectural and Engineering Records Division, ASCE Publications, 2002, p. 56.

¹⁸ James S. Van Ness, "Economic and Cultural Changes: 1800-1850," in Walsh and Fox, pp. 190-191.

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shifted as well. Much of Maryland agriculture was already dependent on slave labor by the middle of the 18th century. On the large plantations of the eastern and southern Maryland counties, the slave labor system seemed well suited to the labor-intensive production of tobacco. In the northern and western counties, however, the more seasonal labor requirements of grain farming were less conducive to the expense of holding large numbers of slaves throughout the year. Free black and immigrant day laborers formed the core of the labor force in these regions. In Baltimore County, the enslaved population peaked in 1810 at over 11,000 men, women, and children, representing 15 percent of the total county population.¹⁹ But Baltimore's rapid economic development was a magnet for free laborers and while only 900 free blacks lived in the county in 1790, by 1810 that population had risen to over 7,000. By 1830, nearly 18,000 free blacks lived in Baltimore County, while the number of those enslaved fell to less than 10 percent of the total county population.

Improvements for the transportation of products, whether agricultural or manufactured, again took center stage as turnpike fever turned to canal and railroad fever in the 1820s and 30s. The Maryland legislature focused primarily on the development of the Chesapeake & Ohio (C&O) Canal, which was planned to run along the Maryland bank of the Potomac River from Georgetown through Cumberland and eventually Ohio. Baltimore merchants, displeased with the prospect of being bypassed by the canal sought an alternate solution. Taking a chance on the new concept of rail-road transportation coming out of England, the Baltimore & Ohio (B&O) Railroad Company was established to run a route west, also planned to pass through Cumberland. On July 4, 1828, Charles Carroll of Carrollton laid the first stone for the construction of the B&O Railroad in Baltimore; it was the same day that the first shovel of dirt was turned for the construction of the C&O Canal in Georgetown. While canal construction proved to be a slow and arduous proposition, the railroad made much quicker progress westward.

A northern railroad route was also planned by commercial interests in York and Baltimore, who combined to establish the Baltimore & Susquehanna (B&S) Railroad chartered in Maryland in February 1828, though construction did not begin until 1829.²⁰

To minimize effort through the hilly terrain north of Baltimore, the Jones Falls Valley was chosen as the route northward. Construction started along the west bank of the Jones Falls.... Predominantly Irish work gangs reached Relay, at present day Lake Roland, in 1831. At first, horse-drawn carriages plied the track. The first run

¹⁹ By comparison, the St. Mary's County slave population in 1810 was 48 percent of the total population. Historical Census Browser, <http://mapserver.lib.virginia.edu/>.

²⁰ "Northern Central Railway Engineering Structures Historic District," MIHP #BA-2874, MIHP documentation, Section 8, page 4.

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between Belvedere Station and Relay was made on 4 July 1831, followed in August 1832, by the line's first steam locomotive, the "Herald."²¹

Delayed by the Pennsylvania legislature's refusal to approve a charter for the railroad, seen as potentially detrimental to Philadelphia commerce, the B&S began construction of an alternate "main line," the Green Spring Branch, running northwestward from Relay continuing along the west side of Jones Falls. In 1831, Pennsylvania approved the company charter and construction began on the northern route along the east side of the Falls, creating a "Y" connection at Relay.²² (Figure 1)

Initially horse-drawn, the railroads – particularly after the advent of steam-powered locomotives beginning in 1832 – eclipsed the canal in its ability to transport people and freight quickly and relatively cheaply. Baltimore blossomed. Between 1830 and 1840, the city's population grew by nearly 22,000 people, and between 1840 and 1850 by more than 66,000.²³ In 1854, Baltimore City separated from Baltimore County. The city had already expanded its boundary in 1818, and with the continuing growth of the city's population and improving transportation routes, the farms of Baltimore County surrounding the city were viewed as future development sites.

Industrialization in the cities of the mid-19th century was labor (population) and resource intensive. Fresh water required for city dwellers as well as for the industries that employed them was an ever-present problem. In Baltimore, the Baltimore Water Company supplied the city water:

Early sources of company water included damming Jones Falls near the location of what is now Preston Street and pumping it to a hilltop reservoir. As the city grew, the company bought water rights to millponds upstream and expanded its system in a failed attempt to keep up with demand. By 1853, the Baltimore Water Company had purchased the water rights along Jones Falls from the Bellona Powder Works at the site of the future Lake Roland.²⁴ (Figure 2)

In 1854, the City of Baltimore purchased the Baltimore Water Company assets and began construction of a dam and reservoir on the Jones Falls in 1858. Briefly called Swann Lake after then-Baltimore mayor Thomas Swann, by 1861 the Lake Roland dam was complete, causing the Jones Falls to flood its valley around the east side of the Bare Hills formation and covering much

²¹ "Northern Central Railway Engineering Structures Historic District," MIHP #BA-2874, MIHP documentation, Section 8, page 4.

²² "Northern Central Railway Engineering Structures Historic District," MIHP #BA-2874, MIHP documentation, Section 8, page 4.

²³ Campbell Gibson and Kay Jung, "Historical Census Statistics On Population Totals By Race, 1790 to 1990, and By Hispanic Origin, 1970 to 1990, For Large Cities and Other Urban Places In The United States," U.S. Census Bureau, Population Division, Working Paper No. 76, www.census.gov/population/www/documentation/twps0076.pdf.

²⁴ "Lake Roland Historic District" (MIHP #BA-1274), NR documentation, Section 8, p. 23.

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of the old Bellona Gunpowder Works.²⁵ The lake nestled perfectly between the B&S Railroad – by then the Northern Central Railway (NCR) – on the east and the Green Spring Branch of the NCR on the west. Though never truly successful as a reliable city water source due to silting, Lake Roland, with its convenient railroad access, became a popular retreat for city dwellers.

Outlying towns were already becoming suburban retreats from the crowded living of Baltimore City, connected by the established railroads as well as horse-drawn “omnibus” lines:

The extensive territory added to the city in 1817 contained almost all urban growth within the new boundaries until after the Civil War. By the 1870s, however, the suburban problem rose again to prominence. “A new city has sprung up,” commented the *Baltimore Sun* in 1873, “attractive in every respect and extending far out into Baltimore County.” The Belt, as the new area was called, encircled the municipality on three sides, with industrial and residential settlements of approximately 20,000 people by 1874 and twice that number a decade later. Much of the growth occurred just across the city line, but small industrial and residential satellite communities spread out along the new suburban horse-car lines up the Jones Falls Valley. These areas held over one-third of the county’s total citizenry, but now there [sic] property provided two-thirds of the county tax base.²⁶

In 1888 the city again expanded its boundary to incorporate some of these suburban areas. Through the 1880s and 1890s, Baltimore was at the forefront of experimentation with electric railways. The numerous rail lines that ran through the city and threaded out to surrounding suburbs were consolidated and electrified by 1899 under the ownership of the United Railways & Electric Company of Baltimore.²⁷ Freshly platted residential developments appeared on formerly plowed fields, their curvilinear street patterns based on the popular landscape designs of Frederick Law Olmsted and others.

Electrification and the migration of people to suburban locations was part of a larger trend in Baltimore at the turn of the 20th century:

The primacy of [international] commerce in Baltimore, like that of agriculture in the state, began to give way in this period to industry. In 1890 the federal census reported for the first time a gross value of products of manufactures for the city that surpassed the overall value of her foreign trade. It is unlikely that manufacturing outranked in value the entire commercial sector, including the domestic trade, both

John W. McGrain, “Historical Aspects of Lake Roland,” *Maryland Historical Magazine*, Vol. 74, No. 3, (Sept. 1979), pp. 253-254.

²⁶ Joseph L. Arnold, “Growth and Annexation in Baltimore,” pp. 111-113, Maryland State Archives, MSA SC 5458-51-1208-2, <http://www.msa.md.gov/>.

²⁷ Clayton Coleman Hall, ed., *Baltimore: Its History and Its People*, Vol. I., (New York: Lewis Historical Publishing Co., 1912), p. 550.

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coastal and interior, but it is incontestable that manufacturing rose to greater prominence in Baltimore than ever before and helped change the character of the city.²⁸

Additionally, the city of Baltimore benefited from a boom in industrial production and employment associated with World War I. Increasingly over-crowded city living, improved electrified streetcar access, and – relatively new on the scene – the personal automobile, meant that suburban towns and the intervening rural areas of Baltimore County were booming too. There was so much development during this period that Baltimore City, which had already expanded its territory in 1818 and 1888, annexed a large area in 1918. The annexation, which now reached northward to within a few miles of Towson, the county seat, and less than a mile from Lake Roland, was opposed by Baltimore County leaders. Property owners immediately adjacent to the new city boundary, however, were “simply delighted,” anticipating an increase in the development value of their land.²⁹

The decline of the railroad and demise of the electric streetcar lines followed the popularization of the automobile, a shift to trucking freight, and road surface improvements beginning in the 1920s. Cheaper cars and improved roads further advanced the suburban tide:

The rise of private automobile ownership stimulated an intense period of suburban expansion between 1918 and the onset of the Great Depression in 1929. As a result of the increased mobility offered by the automobile, suburban development began to fill in the star-shaped city created by the radial streetcar lines. Development on the periphery became more dispersed as workers were able to commute longer distances to work, as businesses moved away from the center city, and as factories, warehouses, and distribution centers were able to locate outside the railroad corridors due to the increased use of rubber-tired trucks.³⁰

Faster speeds and increased traffic led to alternate highway construction in the 1930s and culminated in the 1950s and 1960s with the Interstate Highway system:

In 1941 President Franklin D. Roosevelt appointed a seven-member Inter-regional Highway Committee to work with Public Roads administrator Thomas H. MacDonald on recommendations for national highway planning following the war. The committee's recommendations for an extensive 32,000-mile national network of expressways resulted in the Federal Aid Highway Act of 1944. The act authorized a National System of Interstate Highways, which included metropolitan expressways

²⁸ Eleanor Bruchey, “The Industrialization of Maryland 1860-1914,” in Walsh and Fox, *Maryland: A History*, p. 403.

²⁹ Arnold, p. 123.

³⁰ David L. Ames and Linda Flint McClelland, “Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places,” Part 1, (NPS 2002), www.nps.gov/history/nr/publications/bulletins/suburbs/part1.htm.

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designed to relieve traffic congestion and serve as a framework for urban redevelopment.³¹

Congress appropriated additional funds for highway construction in 1956 and the Jones Falls Expressway was completed in 1962.³² The Expressway essentially paralleled the paths of the Jones Falls, the old Falls Turnpike, and the Northern Central Railroad. But with its limited access, the Expressway effectively by-passed the Bare Hills section of the Jones Falls Valley.

Architectural Context

Although through much of the 19th century housing styles throughout the United States became more universally recognizable, attachments to regional vernacular elements persisted. As Victorian period architectural styles became popular during the last quarter of the 19th century, older houses were often simply updated with now mass-produced decorative trim of wood and cast iron, or even new houses were built and similarly embellished – but the basic underlying vernacular form remained.

Around the turn of the 20th century, the ability to mass-produce whole buildings at a reasonable price coincided with the evolution of the growth of the American suburb.

The design of American suburbs springs from advances made in England and the United States in the development of picturesque and Garden City models for suburban living. With the rise of suburbs, regional vernacular forms of housing gave way to a wide variety of house types and styles popularized by pattern books, periodicals, mail order catalogs, stock plan suppliers, and small house architects. Popular housing forms were often modest adaptations of high-style domestic architecture. Similarly, popular garden magazines and landscape guides exerted influence on the design of domestic yards and gardens.

The romantic allusions to historic European prototypes that characterized mid-nineteenth century housing styles, promoted by landscape designer Andrew Jackson Downing and others, gave way to an eclecticism of style by the end of the century that derived from the mainstream architectural styles and achievements of the Nation's emerging architectural profession. Regionalism, native materials, and local building traditions persisted in homes of the Arts and Crafts movement before World War I; their widespread publication as modest bungalows by editors, such as Gustav Stickley and Henry Wilson, resulted in the diffusion of examples nationwide.

³¹ David L. Ames and Linda Flint McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," Part 1, (NPS 2002), www.nps.gov/history/nr/publications/bulletins/suburbs/part1.htm.

³² "Northern Central Railway Engineering Structures Historic District," MIHP #BA-2874, MIHP documentation, Section 8, page 5.

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Similarly, following World War I, great interest in America's rich and diverse cultural heritage resulted in the popularity of revival house styles and types, typically drawn from English, Dutch, Spanish, and other Colonial traditions and associated with a particular geographical region...

The majority of residential neighborhoods of the period, however, were distinguished by a variety of styles drawn from many stylistic traditions, many of which had little association with the cultural identity or traditions of the region where they are located. Such nationalization of housing styles based on historical prototypes, such as the Cape Cod or Monterey Revival, as small house architects, designers of stock plans, and manufacturers of pre-cut, mail order houses adapted colonial forms for modern living and marketed them to a national audience.³³

The Depression of the 1930s brought the U.S. government into the realm of housing design. The FHA (Federal Housing Administration) style house was introduced with the publication of "Principles of Planning Small Houses," FHA Technical Bulletin No. 4. The designs were simple, functional, and affordable. Following World War II, the push to provide affordable housing for the many returning soldiers and their families continued the FHA-style house through the 1940s and 1950s. As the new decade of the 1960s dawned the more-sprawling ranch-style house began its reign as American families sought more living space. Ending the period of significance is an architect designed mid-century modern house utilizing the local serpentine stone and glass for its walls. Modernism emphasized the use of glass and open floor plans to integrate outdoors and indoors. Mid-century modernism brought Modern architectural principals to the growing Post World War II suburbs.

Resource History:

As early as 1702, the unusually barren landscape on the west side of the Jones Falls in Baltimore County was known as the Bare Hills.³⁴ The unique geologic formation of primarily serpentine stone embedded with iron, chromite, and copper forced the Jones Falls to arc southeasterly around the hard, mineral-rich formation. The thin soils of the hilly enclave produced sparse vegetation of scrub oak and pine rimmed by the relatively lush woodland along the Jones Falls and its feeder springs. The land adjoining the Jones Falls was claimed by land patents as early as

³³ David L. Ames and Linda Flint McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," Part I, (NPS 2002), p. 18, www.nps.gov/history/nr/publications/bulletins/suburbs/part1.htm.

³⁴ Reference in Baltimore County (BC) Deed Book (DB) HW 2, p. 132. In 1751, Daniel & Walter Dulaney patented a 175-acre tract called *Bare Hills* just west of *Hector's Hopyard* (BC Patented Certificate #467, MSA S 1190-562).

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the 1690s, including Hector McClain's (McLane, MacLane) 300 acres in 1694, which included part of the Bare Hills formation.³⁵ McClain's patent, called *Hector's Hopyard* (later simply the *Hopyard*) seemed to imply his intention to employ the more-fertile acreage along the waterway in agriculture. This was apparently not the case, however, as he soon subdivided and sold the land in 1698 and 1702.³⁶

Significant settlement in the Bare Hills area did not occur until after the 1730 establishment of Baltimore Town, just six miles to the south at the mouth of Jones Falls. In 1729, following the death of James Carroll who purchased 200 acres of *Hector's Hopyard* in 1702, Carroll's *Hopyard* tract was divided into two parcels of 100 acres each and devised to several of his "kinsmen," cousins Edward Tully and the sons of Michael Tully (deceased).³⁷ County court records indicate that Edward Tully occupied his 100-acre parcel as early as the 1730s.³⁸ In 1742, Jacob Young, who married Tully's daughter Eleanor, purchased the other 100-acre Carroll parcel.³⁹ Young, who described himself as a "Planter" in his deeds, was a general farmer according to his mortgage documents, in which his possessions listed included "40 hoggs [sic], 2 horses, 1 mare, 2 sheep, 1 servant man named Jacob Frofield, 1 servant boy David Frofield, 35 barrels of Indian corne [sic], all the crop of tobacco now on the dwelling plantation, the wheat now growing..."⁴⁰ Young established a mill on his father-in-law's parcel, which included the southeastward curve of the Jones Falls as it carved a path around the Bare Hills.⁴¹

Jacob Young was not the only mill owner along the Jones Falls during this period. As J. Thomas Scharf noted, before 1769 Jonathan Hanson's father "erected the third, fourth, and fifth mills on the Falls..."⁴² Baltimore County historian John McGrain identified one of Hanson's mills, a grist mill, located on the Jones Falls below the Bare Hills by 1711, and a mill known as Gardner's Mill was in place above the Bare Hills by 1722.⁴³ Rinaldo Monk established a gristmill on the Jones Falls in 1758, also above the Bare Hills at a mill seat later known as Rockland.⁴⁴ This early mill development spurred the need for road improvements. Though it is likely some kind of path already existed along the west bank of the Jones Falls, heavy wagons carrying loads of grain to

³⁵ BC Patent Book C, p. 69, MSA S 1582-4673, <http://plato.mdarchives.state.md.us>.

³⁶ BC DB IS IK, p. 254 (1698, 100 acres to James Murray); BC DB HW 2, p. 132 (1702, 200 acres to James Carroll), <http://mdlandrec.net>.

³⁷ BC Will Book 19, p. 791, as cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991).

³⁸ BC DB BP, p. 297, as cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991).

³⁹ BC DB TB A, p. 184.

⁴⁰ BC DB TB E, p. 324, as cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991). Jacob and David Frofield were likely indentured servants.

⁴¹ This mill later (1801) became part of the Bellona Gunpowder Works (BC DB WG 68, p. 498 and WG 79, p. 275).

⁴² Scharf, p. 374.

⁴³ McGrain 1980:2 as cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991).

⁴⁴ "Turkey Cock Hall and Stone Buildings," MIHP #BA-222, Section 8, p. 1.

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mills would have necessitated the first road improvements in the 1740s, the precursor to the Falls road (1791) and later Falls Turnpike Road (1805).

Jacob and Eleanor Young sold their 100-acre parcel, the northernmost third of the *Hopyard* tract, in 1751 to Ann Fishpaw.⁴⁵ They likely lived on Edward Tully's 100 acres, the middle third of the *Hopyard*, which their son Michael Young later inherited from his grandfather in 1780.⁴⁶ By 1798, Michael Young, described as a Yeoman or farmer in his deeds, was relatively successful, as indicated by his Federal tax assessment for that year including a house, kitchen, stable, and six slaves.⁴⁷

The southern 100-acre third of *Hector's Hopyard*, sold by Hector McClain to James Murray in 1698, was by 1779 in the hands of Baltimore merchant William Smith. Smith paid a remarkable £6,000 for the 100 acres, possibly reflecting more on the value of the English currency during the American Revolution rather than the value of the land. William Smith was apparently a land merchant who regularly bought, subdivided, and sold land in Baltimore County and Baltimore City, often with fellow investors Charles Carroll of Carrollton and Robert Carter (of Virginia), among others. The partnership owned the adjoining *Bare Hills* tract patented by Daniel Dulaney in 1751, which they subdivided and sold as numbered lots in the 1790s.⁴⁸ Smith sold his 100-acre piece of the *Hopyard* tract to Josias Bowen in 1799.⁴⁹

With the turn of the 19th century, industrial interests beyond the well-established grain milling industry on the Jones Falls around Bare Hills would prompt more far-reaching changes on the landscape. In 1801, Michael Young, who inherited 100 acres of the *Hopyard* including his father's mill, conveyed fourteen acres on the Falls with the mill's tail race, but not the Young mill building, to a partnership forming the Bellona Gunpowder Company (incorporated in 1814).⁵⁰ In November of the same year, a Baltimore newspaper reported an explosion at the gunpowder works, where there was by then "a mill house 30 by 40 feet," indicating powder production was already underway:

⁴⁵ BC DB TR D, p. 224.

⁴⁶ Jacob & Eleanor Young retained a life estate in their son's inheritance, including the mill and buildings (BC DB WG 79, p. 338).

⁴⁷ As cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991).

⁴⁸ BC DB WG II, p. 362.

BC DB WG 58, p. 609.

⁵⁰ BC DB WG 68, p. 498. The deed listed Noah Nelms, Nathan Levering, Peter Levering, Enoch and Jesse Levering "trading under the firm of Enoch and Jesse Levering," Alexander McDonald and Nicholas Ridgely "trading under the firm of McDonald and Ridgely," as the purchasers. James Beatty was also a founding associate in the Bellona Gunpowder Company though not listed on this deed.

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In 1803, the investors acquired title to a number of other tracts, including the Young gristmill. The 1804 Baltimore County assessment book charged Nathan Levering with the powder mill, then valued at 600 pounds sterling.⁵¹

Just north of the Bellona Mills, the former Rinaldo Monk gristmill, later known as the Rockland Mill, came under the ownership of Dr. Thomas Johnson in 1801.⁵² Johnson had extensive development plans for his industrial property, but first sought to ensure improvements to the Falls road for better access to the port at Baltimore by purchasing stock in the Falls Turnpike Road.

Though the Falls road had been the subject of legislated improvements in 1791, by 1804 the Maryland legislature was again considering the topic. Privately-owned turnpike companies, financed by banks and individual stockholders, were seeking charters to commence road improvements and charge tolls on the improved roads. Considered in late 1804, the Act to incorporate the Falls Turnpike Road was passed in January 1805:

Be it enacted, by the General Assembly of Maryland, That a company shall be incorporated for making a turnpike road for the accommodation of the inhabitants on Jones's Falls, and the country adjacent, to be called The Falls Turnpike Road, and the following persons, to wit, John Taggart, William Clemm, senior, John Hosselbach, George Grundy and Edward Johnson, are nominated and appointed commissioners to mark and lay off the said road on or near the stream of Jones's Falls, beginning for the same at the ford by Messieurs Patterson and Strickler's mill, and running thence northerly on and as near to the said Falls as may be found practicable for a good road, passing over the Bare Hills, to the westward of Benjamin Bowen's house, until it reaches the bend, running westerly on or near to the land of Job Hunt, and from thence to the cross roads by the limekiln of Richard Caton; and the said road shall be laid off sixty feet wide, including a ditch on each side...⁵³

One year later, the company petitioned the General Assembly for a realignment that "may be more streight [sic], less expensive, and entirely out of the way of freshes [floods]."

That the road shall, in crossing the Bare Hills, be carried from a gum tree standing in the field of George Stephenson's, at the foot of the said Bare Hills, and from thence, curving up the said hill, to a white oak near the top thereof, and thence to a stake fixed by the commissioners on the descent, and on the north side of the said Bare Hills.⁵⁴

⁵¹ John W. McGrain, *From Pig Iron to Cotton Duck*, (Towson, MD: A Baltimore County Heritage Publication, 1985), p. 302.

⁵² "Turkey Cock Hall and Stone Buildings," MIHP #BA-222, Section 8, p. 2.

⁵³ *Archives of Maryland Online*, "Session Laws 1804," Vol. 562, p. 82, <http://aomol.net> on www.msa.md.gov.

⁵⁴ *Archives of Maryland Online*, "Session Laws 1805," Vol. 607, pp. 85-86, <http://aomol.net> on www.msa.md.gov.

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The road then continued to "the land of Thomas Johnson across Jones's Falls at Monk's old mill dam..." Though a few buildings, including the mill, several houses, and a tavern already existed in the mill hamlet now owned by Johnson, the new turnpike road would foster a thriving village including a new stone store and post office and rows of stone houses along the turnpike frontage.⁵⁵

In the Bare Hills area, the new turnpike road spurred a new industrial development as the mineral deposits of the distinctive rock formation were identified and mining activity commenced. Dr. H. H. Hayden, who first visited the Bare Hills in 1810, wrote of the discovery:

Until the year 1808 or 1810, little was known of the mineralogical character of these hills, and little else was obvious to the traveler besides their repulsive aspect. About this time, the chromate of iron, in small irregular or rolled masses, was discovered in one of the deep ravines, by Mr. Henfrey, a gentleman who it is believed, was the discoverer of chrome, titanium, and several other interesting minerals, in this part of the country. Subsequently, and particularly since the commencement of regular operations for obtaining chromate of iron, this district has excited, especially among mineralogists, a degree of interest not surpassed, perhaps, in the case of any locality in the United States.⁵⁶

The chromite found by Henfrey was located "on or near the summer estate of Jesse Tyson in the Bare Hills," and was reportedly identified by Tyson's son Isaac Tyson, Jr.⁵⁷ Isaac Tyson, Jr. studied mineralogy in France and knew the potential of the chromite deposit as a key ingredient in the manufacture of paint. The Tyson chrome mines, according to Dr. Hayden's 1832 description, were on the west side of turnpike, though he also described exploratory excavations in the ravines on the east side of the pike: "Chrome was found at the several excavations at V W X Y Z [Figure 3], and in the hills on the right and left of the ravine, but not in quantities sufficient to justify a prosecution of the works."⁵⁸ The Bare Hills deposit, with easy transportation to the port at Baltimore, launched Tyson's career and near-monopoly of the chrome mining industry in Maryland.

⁵⁵ "Turkey Cock Hall and Stone Buildings," MIHP #BA-222.

⁵⁶ H. H. Hayden, M.D., "Description of the Bare Hills near Baltimore," in *The American Journal of Science and Arts*, Benjamin Silliman, ed., Vol. XXIV, July 1833, (New Haven, CT: Hezekiah Howe & Co.), p. 349.

⁵⁷ Collamer M. Abbott, "Isaac Tyson Jr. Pioneer Mining Engineer and Metallurgist," *Maryland Historical Magazine*, Vol. 60, No. 1, March 1965, p. 15.

⁵⁸ Hayden, p. 359. Jesse Tyson owned land on the west side of the turnpike and in 1813, purchased the southern 100-acre parcel of the *Hopyard* on the east side of the turnpike from Charles Ridgely of Hampton for \$4,500 (BC DB WG 122, p. 460). Ridgely bought it from the trustee of the Josias Bowen estate in 1812 (BC DB WG 116, p. 455). It does not appear that the chromite was discovered on this parcel as it did not stay in the Tyson family.

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Tyson's mining interests likely did not gain traction until after the War of 1812 due to the limitations of international trade during that period. The Bellona Gunpowder Company, however, along with a DuPont-owned operation, benefited from the war, being the region's primary providers of black powder in support of American troops. Glen Johnston, Archivist for Stevenson University researching manufacturing in Maryland during the War of 1812, cites documents that support the significant role of the Bellona and DuPont works:

There were a handful of powder factories in operation in the Mid-Atlantic at the outset of the War of 1812. In a document located at the Hagley Museum in Wilmington dated six days after the declaration of war on June 18th, 1812, Mr. DuPont asked his agent in Baltimore to contact the Bellona Powder works owner to jointly agree to raise the price of a barrel of powder from \$15 to \$18. This price fixing was ostensibly based on the increased risk of explosion presented by the ramping up of production and the increasing cost of a key ingredient, salt peter.⁵⁹

By 1814, the two companies were again in direct competition as the Bellona Company reduced its price again to \$15 per keg of powder.⁶⁰

The Bellona Gunpowder Company's Bare Hills neighbor Michael Young was deceased by 1819, and in 1826 his estate was said to include 204 acres of the *Hopyard* tract.⁶¹ The acreage included sections of the Jones Falls, the Falls Turnpike, and a swath of the Bare Hills. After selling his mill to the Bellona Company in 1803, it is not known what Young did to support himself and his family. After his death, David Stewart, trustee of the Young estate, reported "the land is not susceptible of much cultivation," however, Stewart noted the same land was "exceedingly valuable from the quantity of chrome with which it abounds."⁶² Despite this assessment, when the land was sold at public auction in 1827, it was James Beatty, owner of the Bellona Gunpowder Company, who purchased the 194-acre lot located between the turnpike and the Jones Falls.⁶³ Johnzee Hook purchased the second, smaller lot of just over 30 acres on the west side of the turnpike two months later.⁶⁴

⁵⁹ Personal communication, June 2011, citing DuPont Company Letterbooks, Hagley Research Collection, Wilmington, DE.

⁶⁰ March 5, 1814, DuPont Company Letterbooks, Hagley Research Collection, Wilmington, DE.

⁶¹ BC Court Record WG 4, p. 67, cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991).

⁶² BC Court Record WG 4, p. 67, cited in "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991). Dr. Hayden noted in his 1832 assessment that this land (east of the turnpike) had been explored for chrome but found to be insufficient. Whether the explorations occurred before or after Beatty's 1827 purchase is unknown.

⁶³ BC DB WG 185, p. 275. This parcel included the Young family cemetery.

⁶⁴ BC DB WG 186, p. 287. Obviously these two parcels add up to more than 204 acres (224 acres total), but both are described as being part of *Hector's Hopyard*. Though Young inherited 100 acres and purchased another 100 acres of the *Hopyard* (presumably from Tyson but the deed could not be found), in 1801-03 he sold out 17 acres to the Bellona Co., and several more acres before his death by 1819. Additionally, Jacob and Eleanor Young had sold their 100 acres of the *Hopyard* to Ann Fishpaw – all of this adding

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The Beatty and Hook deeds did not indicate which parcel included the mineral deposits. By 1831, James Beatty's Bellona Gunpowder Company included as many as seventeen buildings at its Bare Hills site and a warehouse on Pratt Street in Baltimore. (Figure 4) The powder-making process required large amounts of willow wood for charcoal, which may have been Beatty's motivation for the larger land purchase.⁶⁵ On the other hand, Johnzee Hook may have been interested specifically in the mineral deposits on his 30-acre parcel. The Hook family had lived in the Bare Hills area since about 1789 when Rudolph Hook purchased the *Bosley's Adventure* tract just northwest of the *Hopyard*.

The Hook family had various interests in the mining and other industries in the area. Family members leased some of their land to Isaac Tyson for mining rights in 1858. Rudolph Hook possessed lime kilns on his land. One family member, Richard Hook, a millwright who boarded with the Fishpaw family while working for the Bellona Gunpowder Company, was later a sheriff and owner of the Rockland Print Works from 1855-1857.⁶⁶

Johnzee Hook's *Hopyard* parcel also fronted directly onto the Falls Turnpike Road and it may be that subdivision of the land along the turnpike was at least part of his plan for the future.

In the same year that Michael Young's Bare Hills property was sold, the Maryland General Assembly considered a proposal for a new form of transportation between Baltimore and York Pennsylvania. The "Act to Incorporate the Baltimore and Susquehanna Rail Road Company," passed in February 1828, came on the heels of the establishment of the Baltimore & Ohio (B&O) Rail Road Company.⁶⁷ Railroading was new to North America and was still in the experimental stages in Great Britain. Horse-drawn carriages were carried along iron-wrapped rails laid on stone or wood ties. Most investors at the time believed that canals were the answer to the perennial problem of transporting heavy freight to market. However, a few visionary men in Baltimore – partly motivated by the by-passing of the Baltimore port by the C&O Canal Company in favor of the port at Georgetown – saw possibility in the future of the railroad, particularly if steam-powered locomotion proved a viable option.

Railroads required relatively level or low-grade routes and the Jones Falls Valley was a natural choice for the Baltimore & Susquehanna (B&S) route to the Pennsylvania state line. Construction began in Baltimore in 1829, despite the lack of a charter from the Pennsylvania

up to more than the 300 acres originally patented by Hector McClain. Clearly the acreage of *Hector's Hopyard* was fairly fluid and never well-defined in boundary descriptions.

⁶⁵ McGrain, 1985, pp. 302-303.

⁶⁶ "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991), p. 26.

⁶⁷ *Archives of Maryland Online*, "Session Laws 1827," Vol. 474, p. 63, <http://aomol.net> on www.msa.md.gov.

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legislature, who believed the railroad would draw Pennsylvania products away from their port at Philadelphia.⁶⁸ By 1831, tracks for the B&S were laid as far as the southern end of the Bare Hills where the station known as Relay was located on the west bank of the Jones Falls. Though the main route to Pennsylvania was planned to cross the Falls at Relay and continue up the east side of the valley, uncertainty about the Pennsylvania charter prompted the B&S to acquire right-of-way for an alternate westward route through the Green Spring Valley, known initially as the Westminster line (later Green Spring Branch). Following the course of the Jones Falls, the Westminster line ran directly through the property of the Bellona Gunpowder Company. Though certainly the Bellona Gunpowder Company would benefit from ready access to railroad transportation, in August 1831, the company filed suit in court, obtaining an injunction to stop construction on the new route. The company's lawsuit claimed:

...they had located their road nearly a mile over the land of the plaintiffs, so as to require the removal of one of their buildings used for the purposes of their gunpowder manufactory; that if the defendants were permitted to construct their road as thus laid out, it would stop the works of the plaintiffs for a length of time, and not only prevent them from manufacturing the materials on hand, but oblige their present customers to form connections with other establishments; and that such was the nature of the manufactory, and the hazard of carrying it on, that workmen could not be procured to carry it on, if subjected to the increased hazard, consequent upon such a thoroughfare as a public rail road running near or through the works...⁶⁹

The court disagreed and the injunction was dissolved in October 1831; construction on the Westminster line continued as planned. But by then Pennsylvania had issued the charter allowing the B&S to continue its northern route. The Westminster line became a branch line, forming a "Y" connection at Relay.

Though the railroad would soon change the landscape around Bare Hills, its initial impact on the Falls Turnpike was slow. The turnpike, by the early 1830s, was busy with wagon traffic carrying loads of grain, flour, and textiles from the farms and mills along the Jones Falls drainage. An 1837 article listed nine grain mills located on the Jones Falls and four textile factories, including "Mellier's Printwork" at Rockland, and two others on "the Western run, a tributary of Jones' Falls...the Pimlico and Little Pimlico factories."⁷⁰ Bellona gunpowder, carried out to the turnpike via an established access road (today's Copper Hill Road), as well as quarried stone and minerals from the Bare Hills formation, traveled the turnpike prior to completion of the railroad.

⁶⁸ "Northern Central Railway Engineering Structures Historic District," MIHP #BA-2874, MIHP documentation, Section 8, page 4.

⁶⁹ *Archives of Maryland Online*, "Bland's Reports, Chancery Court 1809-1832," Vol. 201 (vol. 3), p. 442-443, <http://aomol.net> on www.msa.md.gov.

⁷⁰ William Ogden Niles, ed. *Niles Weekly Register...A Record of the Events of the Times. Vol. LII, March 1837 to September, 1837.* (Published by the editor, Baltimore, MD), "Inundation at Baltimore," June 24, 1837, p. 265.

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Traffic along the road generated an economy of its own, with taverns located at appropriate intervals for refreshing both man and horse. An 1853 map of the area indicated the "Bare Hill Tavern" and a "Store" in the neighboring building, located at the intersection of Pimlico Road and the Falls Turnpike. The same map showed a building on the Johnzee Hook property (today's 6226-6228 Falls Road) that may also have been a store or tavern.⁷¹ Wagons too required maintenance on the road and common roadside businesses included the harness shop, wagon maker, and blacksmith shops.

Aquila (Aquilla) Scott, a blacksmith by trade as well as a Methodist preacher, arrived in the Bare Hills area by 1830. Descended from a St. Mary's County freed-slave named Tobias Scott, Aquila Scott was among a growing population of free blacks in Maryland.⁷² In 1833, Scott was named among the five trustees of a small congregation of the Bethel Episcopal Methodist Religious Society in a deed from Mary and Elijah Fishpaw. The deed was for land in the northeast corner of the *Hopyard* tract on which to build a church, later called St. John's Church.⁷³ Though the church was located on the east side of the Jones Falls and the B&S Rail Road, Aquila Scott purchased two acres of land in 1839 from Johnzee Hook on the summit of the Bare Hills.⁷⁴ The parcel fronted onto the Falls Turnpike and there Scott established his blacksmith shop and dwelling house. As Scott's family of ten children grew and eventually started their own families, they built their houses on the two-acre tract and the community became known as "Scott's Settlement." Aquila Scott died in 1858 while preaching in the church he helped establish and was buried on his Bare Hills property.⁷⁵

While the Falls Turnpike remained an important transportation artery through the Bare Hills and prompted some initial development, it was the presence of the railroad that significantly transformed the landscape through the 19th century. Dr. H. H. Hayden's 1832 (published 1833) description of the area included only three buildings along the turnpike, abandoned chrome excavations on both the west and east sides of the turnpike, the Bellona Gunpowder Company access road, and the railroad/turnpike crossing at the southern end of the Bare Hills (Figure 3). Outside of Hayden's mapping area, the railroad station known as Relay (later Hollins Station) was likely already in place at the "Y" created by the northern B&S main line and the western Westminster or Green Spring Branch, both still under construction.

⁷¹ "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991), p. 27; this is based on local lore and there is no documentation to substantiate this claim. The building was a store by 1876 when the Hopkins Atlas map was drawn.

⁷² "Scott Settlement" (MIHP #BA-3050), NR draft documentation (1991), p. 28.

⁷³ BC DB TK 232, p. 222. This is in today's Ruxton. The first church building was replaced in 1886 (MIHP #BA-1559, listed on the National Register in 1982).

⁷⁴ BC DB TK 293, p. 357.

⁷⁵ "Scott Settlement" NR draft documentation (1991), p. 27. The Scott Settlement is still occupied by descendants of Aquila Scott.

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The land on which the Relay Station stood was part of a large tract of 462 acres, including a small piece of the southeast corner of the *Hopyard*, purchased by Robert Hollins in 1829.⁷⁶ When Hollins defaulted on his mortgage the bank sold the tract to Charles A. Buchanan. By 1839, Buchanan had a tavern "in the fork formed by the two branches of the rail road," identified in his out-sale of 108 acres of the tract to Nelson Bowen.⁷⁷ The sale to Bowen included a dwelling house and spring on the hill above the tavern and station, from which the tavern drew its water. Buchanan's right to that water conveyed through several intervening deeds and in 1845, when the 108 acres was sold to Samuel Barnes, 1 ½ acres including the tavern was reserved to Buchanan, along with the water right.⁷⁸ Two maps dated 1853 show two buildings under the name "Relay House" located within the railroad "Y" connection. (Figure 2 and Figure 5) Charles Buchanan's Relay House burned in September 1869, according to the Towson newspaper *Maryland Journal* report, "It was occupied by Roebuck Russell, who kept a tavern in it."⁷⁹ It was replaced by the railroad company by 1876 "by the purchase and remodeling of a hotel property in a convenient location," and called Hollins Station.⁸⁰ (Figure 6)

The acreage that Samuel Barnes purchased in 1845 became the first planned development in the Bare Hills area. In 1853, Barnes had his "Spring Hill Property" surveyed and subdivided into 21 lots, ranging in size from 1 to 9 acres. A 25-acre estate located on the hill overlooking the Relay House was reserved to the Barnes family, including a residence under the name James Barnes, barn, stables, and other outbuildings. The subdivision was laid out with several "avenues" corresponding to today's Hollin's Lane, Clark's Lane, and Barroll Road. The "Plan of Spring Hill Property" advertised the convenient location, "Fronting on the Balto. & Susqa. Rail Road, Green Spring Branch Rail Road and the Falls Turnpike Road, 6 miles from Baltimore."⁸¹ Barnes sold two lots almost immediately, both fronting onto the Falls Turnpike. John E. Toole purchased Lot 1 in December 1853 for \$486 and in May 1854, Michael Rudolph Buttner bought the smaller Lot 4 for \$393.⁸² Convenient access to transportation was an important selling point, but a recent proposal by Civil Engineer James Slade to develop the adjoining Jones Falls Valley as a 119-acre water reservoir for the City of Baltimore, would make the Barnes subdivision lake-front property as well. (Figure 2)

⁷⁶ BC DB WG 202, p. 296.

⁷⁷ BC DB TK 246, p. 453 (Pennington to Buchanan, 1835); BC DB TK 289, p. 380 (Buchanan to Bowen, 1839)

⁷⁸ BC DB AWB 359, p. 17.

⁷⁹ As cited in John McGrain, "Railroads Through Lake Roland," manuscript, ca. 1973, p. 11.

⁸⁰ *Annual Report*, 1876, p. 46, as cited in John McGrain, "Railroads Through Lake Roland," manuscript, ca. 1973, pp. 11-12. The railroad was owned by the Northern Central Railway Company by 1876. The Hollins Station is no longer standing.

⁸¹ From original copy, courtesy Elise Butler.

⁸² BC DB HMF 7, p. 448 and HMF 9, p. 562. Buttner later (1857) purchased the adjoining Lot 5 for \$150 (DB 19, p. 235). Buttner's Lot 4 is the location of the house today known as the Nelson Bowen House (MIHP #BA-1778) at 1310 Hollins Lane. Michael Buttner probably built the house on the property, which he owned until 1889 and stayed in the family until 1903.

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In 1854, the newly independent City of Baltimore, experiencing a dramatic increase in population and demand for potable water, purchased the Baltimore Water Company assets, including their water rights along the Jones Falls. The City adopted the reservoir proposal laid out by James Slade in 1853. The earth and stone dam, constructed just south of Relay House, was completed in 1861, causing the Jones Falls to flood approximately 119 acres of its valley along the eastern edge of the Bare Hills.⁸³ Though Lake Roland, briefly called Swann Lake, was generally flawed as a water supply due to siltation problems, it was an immediate success as a scenic destination for Baltimore City dwellers. Its romantic pastoral landscape design, lately popularized by Frederick Law Olmsted (NYC Central Park 1858), was carefully laid out for the enjoyment of visitors according to the water engineer's annual report for the year 1862:

A road has been made around the hill near the Relay House, which enables the visitors to procure a view of the lake from that eminence. I have planted a great number of trees on the banks and also around the carriage drives.⁸⁴

The development of Lake Roland as a park, today part of Robert E. Lee Park, arose from the unfulfilled vision of the 1852 Baltimore City "Boundary Avenue Commission" to provide "places of resort for the thousands who may throng from the densely built portions of the city to avail themselves of the luxuries of fresh air and shade from the trees."⁸⁵

Slade's mapped proposal for Lake Roland was published in the *American*, a Baltimore newspaper, in September 1854 and almost immediately sales of Samuel Barnes' Spring Hill lots accelerated. By 1858, nine of the twenty-one lots were sold or held under 99-year leases, including the 1855 lease of Lot 18 to Frederick Walters (Section 7, #26, stone foundation complex) and sale of Lot 6 to John Clark.⁸⁶ At the same time Johnzee Hook sold another 2-acre parcel from his *Hopyard* tract on the west side of the turnpike. Dr. Horatio Gates Jameson, Jr., a prominent Baltimore physician, purchased the parcel for \$424, a comparable price to the Barnes lots. The lot shared "a Lane reserved twenty foot wide for common use" adjoining Hook's "two story frame house...now in the occupancy of Michael Wall."⁸⁷ Jameson constructed on his Bare Hills lot a large and stylish Gothic "cottage" that appears to be based on Design V, "A Gate Lodge," from Andrew Jackson Downing's *The Architecture of Country Houses* pattern book published in 1850.⁸⁸ (Figure 7) Located at the crest of the hill, the enclosed cupola (not part of

⁸³ John W. McGrain, "Historical Aspects of Lake Roland," *Maryland Historical Magazine*, Vol. 74, No. 3 (Sept. 1973), pp. 253-254. As cited in McGrain, "Historical Aspects of Lake Roland," p. 259.

⁸⁵ As cited in "Lake Roland Historic District," BA-1274, NR documentation, 1992, Section 8, pp. 27-28.

⁸⁶ BC DB 11, p. 75 (Barnes to Walters) and BC DB 11, p. 118 (Barnes to Clark).

⁸⁷ BC DB HMF 16, p. 199. This lane corresponds to today's Walnut Avenue.

⁸⁸ "Bare Hills House," MIHP #BA-881, NR documentation, 1980, Section 8, p. 1.

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the Gate Lodge plan) commanded an unparalleled view of the surrounding landscape. A brief biography of Horatio Gates Jameson, Jr., written in 1886, stated:

Horatio G., Jr. (son of Horatio Gates Jameson), was born in 1815, and in 1836 graduated at the Ohio Medical College. In 1841 he married Sarah McCulloch [Porter], daughter of Mary (Pannell) and William Porter of Baltimore, Md., whose brothers, David R. and George B. Porter, were governors of Pennsylvania and Michigan, respectively, and James M. was secretary of war under President Tyler. The Doctor and wife left no heirs, and died, within a few weeks of each other, at their home at Mount Washington.⁸⁹

The Jameson house, known today as Bare Hills House (MIHP #BA-881), passed briefly out of the family in 1865 following the deaths of Dr. and Mrs. Jameson, but returned in 1867 with its purchase by a nephew, Vice Admiral David D. Porter.⁹⁰ John Wright, of the Rockland Bleach & Dye Works, purchased the house in 1875 and it remained with the Wright family until 1901.

By 1860, the U.S. Population Census record (Baltimore County, 3rd District) indicated that the Bare Hills area was developing quickly. On the east side of the turnpike (Towsontown P.O.), Michael Buttner (sp. Butner), who owned Spring Hill Lots 4 and 5, was listed in the census (sp. Butner) as a shoemaker, born in Saxony. Local tradition holds that the log addition to the Buttner house (Nelson Bowen House, MIHP #BA-1778) was a shoemaker's shop. Buttner's two immediate neighbors on the list were both miners living in tenant houses. Nearby neighbors Jacob and Melchor Stepf (sp. Staff), who purchased Spring Hill Lot 9 in 1855, were listed as stone masons born in Germany. Susan Barnes, aged 72, shared her house on the Barnes estate with her sister Margaret (both born in Ireland) and Margaret's husband Sheppard Leakin, along with Civil Engineer Frank Jones. There were also a large number of laborers, masons, and blacksmiths, a civil engineer, and a book binder (17 people total) living nearby in the household of Mary A. Thompson, all "Employed on Water Works." In all, more than 60 Irish laborers at the Water Works (Lake Roland) were listed in the area living in several boarding houses or barracks. On the west side of the turnpike (Pikesville P.O.), the Scott Settlement appears to have included nine black families, among them 70-year old Priscilla Scott, widow of founder Aquila Scott, son-in-law Matthew Yates, and Aquila Scott (Jr.) listed as a blacksmith. All of the other men, including Yates, were occupied as laborers. Dr. and Mrs. Jameson were listed nearby. Also on the west side of the turnpike, Michael Welsh was listed as a tavern keeper and Michael Wall, who in 1856 was living in the Johnzee Hook house, was occupied as a miner. His immediate neighbor on the list (also a tenant) was Edward Powers, "Superintendent of Copper Mine."⁹¹

⁸⁹ John Gibson, ed. *History of Cumberland and Adams Counties, Pennsylvania*, Part III, (Chicago: Warner, Beers & Co., 1886), p. 500.

⁹⁰ BC DB JHL 45, p. 520; BC DB JHL 53, p. 414. See also "Bare Hills House," BA-881, NR documentation, 1980.

⁹¹ HeritageQuest, U.S. Population Census online direct scans

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Copper mining in the Bare Hills area began in 1844 with explorations on the Thomas Watts farm west of the turnpike, initially under the direction of Thomas Petherick. Petherick conveyed his interest in the operation to Isaac Tyson, Jr. the same year.⁹²

In 1855, Dr. William H. Keener acquired a small interest in the mine, and in 1858, he purchased a controlling interest. Captain Edward Powers, his superintendent, abandoned the combined use of shaft and slope, widened the slope, and extended it to the surface.⁹³

The Bare Hills Copper Mining Company was incorporated in 1860, employing 12 miners that year. By 1864, 25 miners worked the Bare Hills Copper Mine. Certainly a significant Bare Hills area employer through the 1860s and 1870s, by the late 1880s, the mine was "dying" and closed for good around the turn of the 20th century.⁹⁴

The railroads, Lake Roland, the Falls Turnpike, the copper mine and serpentine quarries all played a role in the development of the Bare Hills through the second half of the 19th century. By 1881, the area population had grown enough to justify the construction of a new schoolhouse on the crest of the hill. Built using the locally quarried serpentine stone, the Bare Hills School (MIHP #BA-1560) included two instructional rooms.⁹⁵ Baltimore County atlas maps, drawn in 1877 and 1898, graphically illustrate the growth clearly aligned with the transportation corridors and the adjoining lake. (Figure 8, Figure 9a & 9b) By 1877, subdivided and developed lots appeared at the intersection of the railroad and turnpike. The 1898 map details significant growth along the east side of the turnpike, through continued subdivision of the Spring Hill Lots 1-3, 6, 9, and 10, and several new road-side parcels adjoining Spring Hill under the names Rehbein, McCorbin, and McFale. The 25-acre Barnes estate, on which several new houses were constructed by 1877 overlooking the lake, was further subdivided by the Leakin family (of Margaret Barnes Leakin). On the west side of the turnpike, Johnzee Hook's parcel included two additional buildings, likely tenant houses (probably replaced ca. 1910 by the extant duplex dwelling houses, 6210-12 and 6214-16 Falls Road). The Scott Settlement grew from four buildings on the 1877 map to six buildings in 1898. The Wright family, then owner of the former Jameson house (Bare Hills House, MIHP #BA-881), added a new house on the hillside behind their Gothic cottage, shown under the name "Mrs. Wright." Both the 1877 and 1898 maps

Herbert C. Moore, "A Brief History of the Copper Mine at Bare Hills, Maryland," *Matrix: A Journal of the History of Minerals*, Vol. 8, No. 5 and 6 (Fall 1994), p. 93.

⁹³ Moore, p. 94.

⁹⁴ Moore, pp. 94-96. Reportedly nearly all of the miners employed were Irish (Moore, p. 97).

⁹⁵ "Bare Hills School," MIHP #BA-1560.

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indicate that a Wright family business, W. Wright & Co., owned at least one, and by 1898, two of the serpentine stone quarries in the area (both within the subject district boundary).⁹⁶

The 1898 atlas map also highlighted a new subdivision in the Bare Hills area. (Figure 10) This new development venture, called "Sorrento," was platted by William L. Stork in 1898. Designed in the curvilinear romantic style of Downing and Olmsted, the subdivision of 199 lots was located on the west bank of Lake Roland, formerly James Beatty's *Hopyard* tract.⁹⁷ In 1891, Oliver F. H. Warner purchased the land – by then 130 acres – from the Bellona Company.⁹⁸ The Company had already sold several lots along the turnpike to the County School Board (MIHP #BA-1560), George Rehbein (Rehbine) (6205 Falls Rd.), and J. McPhail (McFale) (6215 Falls Rd.). Located on what was once the busy industrial home of the Bellona Gunpowder Company, Stork's advertisement extolled the now-scenic virtues of the Sorrento location:

Only 18 minutes ride by east express trains from Baltimore City, and yet in the genuine country, away from all factories and villages, fishing and boating at your door, high elevation, magnificent views, picturesque scenery, perfect drainage, no malaria, the most beautiful sites for cottages and most romantic scenery of any spot within 50 miles of Baltimore.⁹⁹

Photographs of the scenic views of Lake Roland from "Sorrento" were printed on the surveyor's plat, including a view of "Sorrento Station on Lake Roland," though it was nothing more than a platform adjoining the Green Spring Branch line (Figure 11; Figure 12 is the bridge on Hollins Ave.). Despite the appealing location and convenient transportation, Sorrento never developed beyond the two lots sold by Warner in 1891 to Charles Ellicott (7 acres; Hooper House II MIHP #BA-2353) and in 1895 to Edward Cowling (4 acres, Lot 168; 1301 Copper Hill Rd.).¹⁰⁰

Through the early decades of the 20th century, development continued elsewhere in the Bare Hills area, particularly along the Falls Road and its junction with the Northern Central Railway. The Bare Hills Station, located at the road/railroad junction, serviced both freight and passengers. By 1910, the Green Spring Branch ran 20 passenger trains along its tracks.¹⁰¹ One

⁹⁶ The 1929 Maryland Geologic Survey report for Baltimore County noted the two quarries "are being worked in the Bare Hills serpentine at the junction of Falls Road and the Old Pimlico Road by Lewis O. Stern." (Johns Hopkins Press, 1929, p. 254).

⁹⁷ BC DB JWS 182, p. 303 is the deed from Bellona Gunpowder Co. to Oliver F.H. Warner, dated January 1891, for 130 acres. Bellona had already sold out lots in the 1860s-1880s to the Balt. Co. Commissioners, the Balt. Co. School Board, to Rehbein, and to McPhail. In April 1891, Warner sold a 7.91-acre lot to Charles E. Ellicott (before Sorrento was platted).

⁹⁸ BC DB JWS 182, p. 303.

"Plat of Sorrento," Whitney Collection of Baltimore County Surveyors, Plats, Box #30, Maryland Archives Special Collections, MSA SC 4959-B30-F1898.

¹⁰⁰ BC DB 185, p. 141 (Warner to Ellicott); BC DB 215, p. 26 (Warner to Cowling).

¹⁰¹ Martin K. Van Horn, "The Green Spring Branch – Site of the Lake Roland Electric Ry.," ca. 1960 manuscript, (published in *The Headway Recorder*, Vol. 20, No. 4, April 1960), p. 2.

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former resident of the "Rev. George O. Leakin" Spring Hill lot (1115 Hollins Ln., ca.1900; Figure 14b), recalled "her father taking the train into Baltimore every day to his work at Alex Brown Company."¹⁰² And though "Sorrento" remained undeveloped, John W. Gardmon (Gardman), son-in-law of Aquila Scott, Jr., successfully subdivided and developed much of the nearby Johnzee Hook *Hopyard* parcel.

On the 1900 U.S. census, John W. Gardmon was listed as a merchant, living with his father-in-law Aquila Scott (Jr.). In 1902, Gardmon purchased the 20-acre residue of Johnzee Hook's 30-acre *Hopyard* parcel, on which he reportedly established a truck farm, producing fruits and vegetables for sale in Baltimore.¹⁰³ In 1903, John and Priscilla Scott Gardmon bought and occupied the former "Mrs. Wright" house with an additional three acres.¹⁰⁴ Finally, in 1909, he purchased the Hook house lot (formerly occupied by Michael Wall; 6226-6228 Falls Road) adjoining the Scott Settlement from Charles Kaste.¹⁰⁵ Shown on the 1877 map as a "Store" under the name "Detzel" (Dietzel in 1898), Kaste too was listed on the 1900 census as a merchant. In 1912, Gardmon subdivided the store/house lot into eight lots (Figure 13) and sold his first lot the same year.¹⁰⁶

By the time the 1915 Baltimore County Atlas map was drawn, much of the formal subdivision of the land in the Bare Hills area was complete (Figures 14, 14a, 14b). New house construction occurred on yet-undeveloped lots or replaced buildings lost to fire (Barnes house, 1920s) through about 1930. The Great Depression of the 1930s slowed development and in the first half of the 1940s, World War II impacted new home construction as well. The rise of the automobile through this period was credited with the decline of the railroad. By 1933 the Green Spring Branch discontinued passenger service and ran only three freight trains per week.¹⁰⁷ After WWII, as the Branch tracks sprouted vegetation, new houses appeared as infill on the Spring Hill lots along Hollins Lane and Barroll Road.

Of particular note was the house constructed in 1959-60 on the "Charles E. Ellicott" lot (Figure 10). Designed by architect Marcel Breuer for owners Arthur and Edith Hooper, the Modernist Hooper House II (MIHP #BA-2353) merged into the surrounding landscape, successfully blending local serpentine stone and glass low-profiled architecture within its wooded setting.

¹⁰² Personal communication to Michael Tooke, house occupant in 1984, as recorded on the back of a 1911 photograph of the house.

¹⁰³ BC DB 262, p. 352; "Scott Settlement" NR draft documentation (1991), p. 34-35. In 1925, Gardmon subdivided and platted his 20-acre truck farm as the "Pleasant View" subdivision. Lots sales did not begin however, until 1934 with the sale of Lot 6 to Clarence E. Scott. Most of the buildings in this subdivision post-date 1961; it is therefore not included within the Bare Hills Historic District boundary.

¹⁰⁴ BC DB 266, p. 328.

¹⁰⁵ BC DB 349, p. 91.

¹⁰⁶ "Plat of Division," MSA C2136-5003; BC DB 402, p. 514.

¹⁰⁷ Van Horn, p. 3.

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The Hooper House II is an example of Breuer's "bi-nuclear" design with separate discrete areas for children, adults, entertaining and household activities.

By 1961, the same year that the Green Spring Branch was officially abandoned, the Jones Falls Expressway was under construction. Bypassing the Bare Hills area with its limited access points to the north and south, the Expressway effectively put a damper on development in the area until a new wave began with the intensive commercial development along Falls Road.

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10. Geographical Data

Acreage of Property Approximately 275 acres

UTM References

(Place additional UTM references on a continuation sheet)

1	1	8	3	5	8	1	8	0	4	3	5	9	5	6	0
	Zone		Easting			Northing									
2	1	8	3	5	8	7	0	0	4	3	6	0	7	6	0

3	1	8	3	5	7	7	8	0	4	3	6	1	4	0	0
	Zone		Easting			Northing									
4	1	8	3	5	6	8	8	0	4	3	6	0	9	0	0

☒ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Paula S. Reed, PhD and Edith B. Wallace, Historian

Organization Paula S. Reed and Associates, Inc

date June, 2011

street & number One West Franklin Street, Suite 300

telephone 301-739-2070

city or town Hagerstown,

state MD

zip code 21740

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name Multiple property owners

street & number _____

telephone _____

city or town _____

state _____

zip code _____

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et. seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Verbal Boundary Description:

The boundary for the Bare Hills Historic District is as follows: beginning at a point at the western edge of Old Falls Road and the north edge of the Conrail/light rail right of way and following the railroad right of way to the north boundary of Parcel 34 on Baltimore County Tax Map 69; then following the north boundary of Parcel 34 to the east right of way line of the former (now abandoned) Green Spring Branch Railroad; and following the east right of way line to the north and west to and across the Jones Falls to its intersection with the boundary of Robert E. Lee Park; then following the boundary of Robert E. Lee Park in a southwesterly direction to Falls Road; then crossing Falls Road in a northwesterly direction to a point at the northeast corner of Parcel 1130, Baltimore County Tax Map 69; then following the north property line to a point opposite the west property line of Parcel 1114 and turning south and continuing to the south boundary of Parcel 1114, which is also the north boundary of Parcel 951; then following the boundary of Parcel 951 to the west and south until it meets Coppermine Terrace; Then crossing Coppermine Terrace to meet the north boundary of Parcel 1241, Tax Map 69, and following the north boundary of Parcel 1241 in an easterly direction to Falls Road; then crossing Falls Road and continuing to the boundary of Robert E. Lee Park; then following the boundary of Robert E. Lee Park until it meets the south side of Racquet Road; then following the south side of Racquet Road to Falls Road; then crossing Falls Road in a southwesterly direction to include the portion of Parcel 858 that encompasses the house identified as 6242 Falls Road and continuing to the western boundary of Parcel 858; then continuing in a straight line south to the south corner of Parcel 245, where it meets Parcel 976; then following the line between lots 5 and 6 of Parcel 976 to Walnut Avenue; then continuing in a straight line to and including Baltimore County Tax Map 79, Parcel 197 (1409 Walnut Avenue); then continuing along the southern boundary of Parcel 225 and Parcel 135 to the west side of Falls Road; then continuing along the west side of Falls Road to a point opposite Old Falls Road; then crossing Falls Road to meet Old Falls Road and turning south and continuing along the west side of Old Falls Road to the place of beginning.

Boundary Justification:

The Bare Hills Historic District boundaries have been drawn to include the historic residential and transportation-related properties associated with the district's history and development, while excluding areas of concentrated recent commercial development and non-historic residential development.

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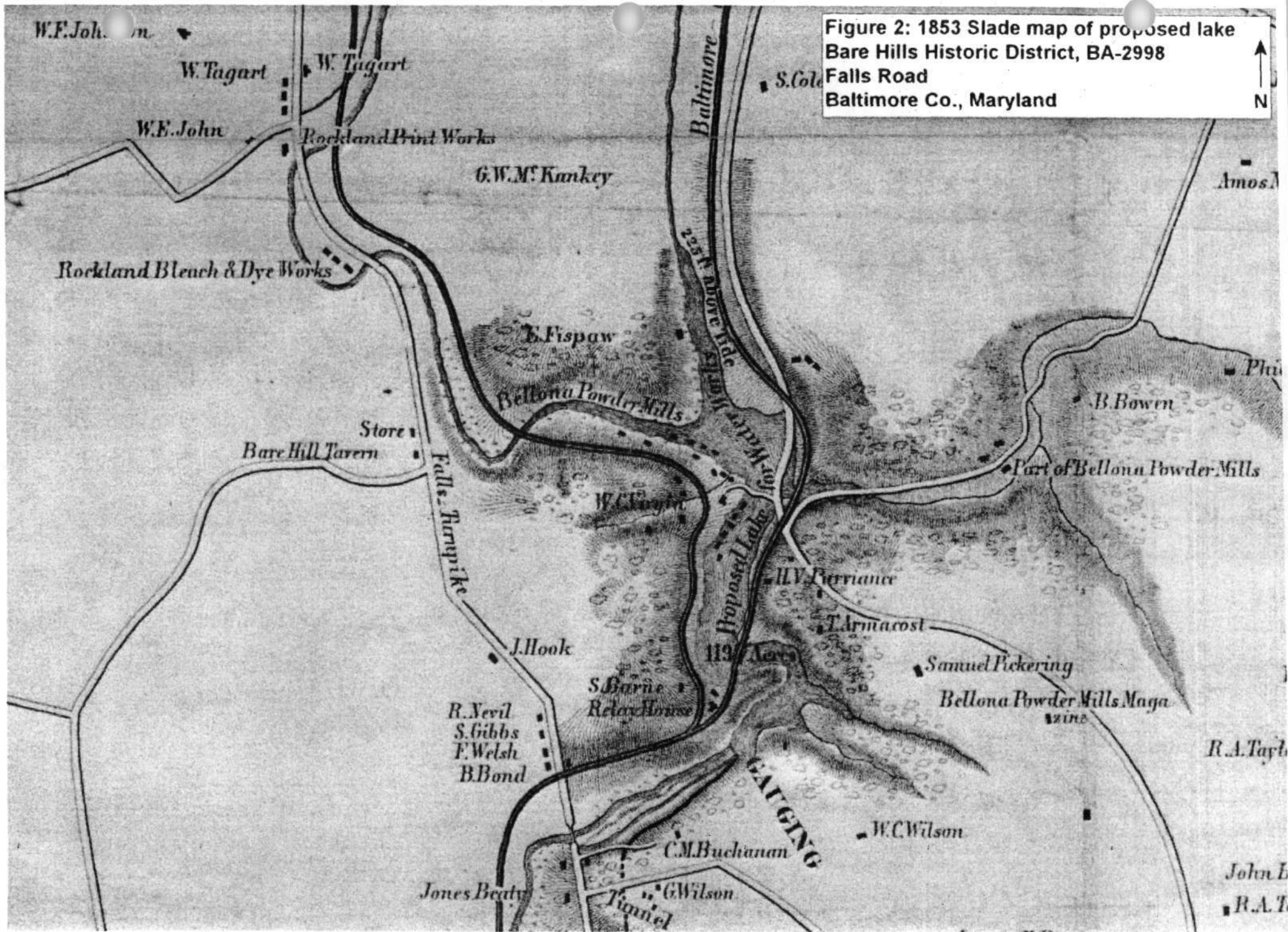
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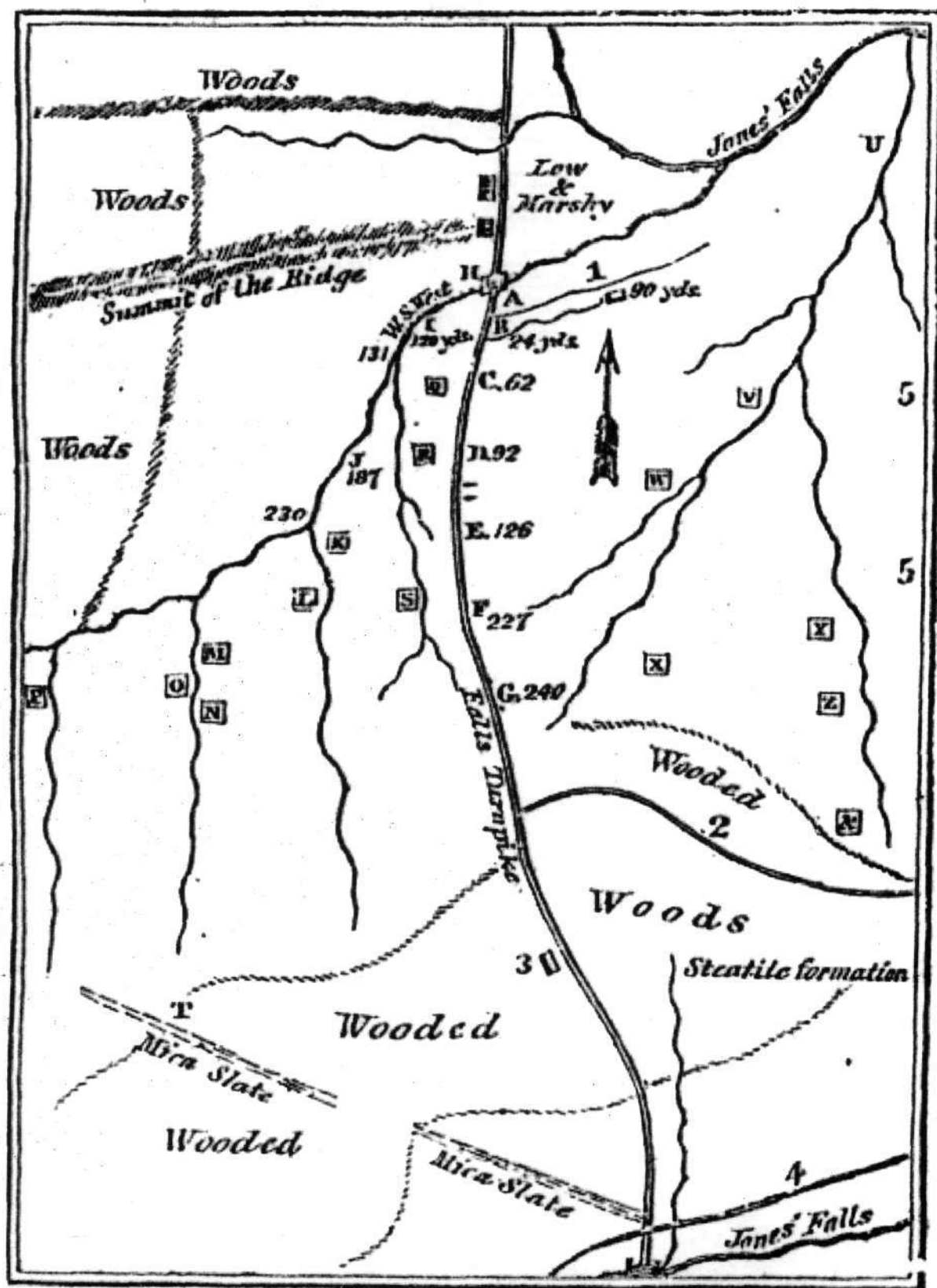
UTM References, continued:

5. 18 357540 4359580





A Sketch of the Bare Hills near Baltimore.

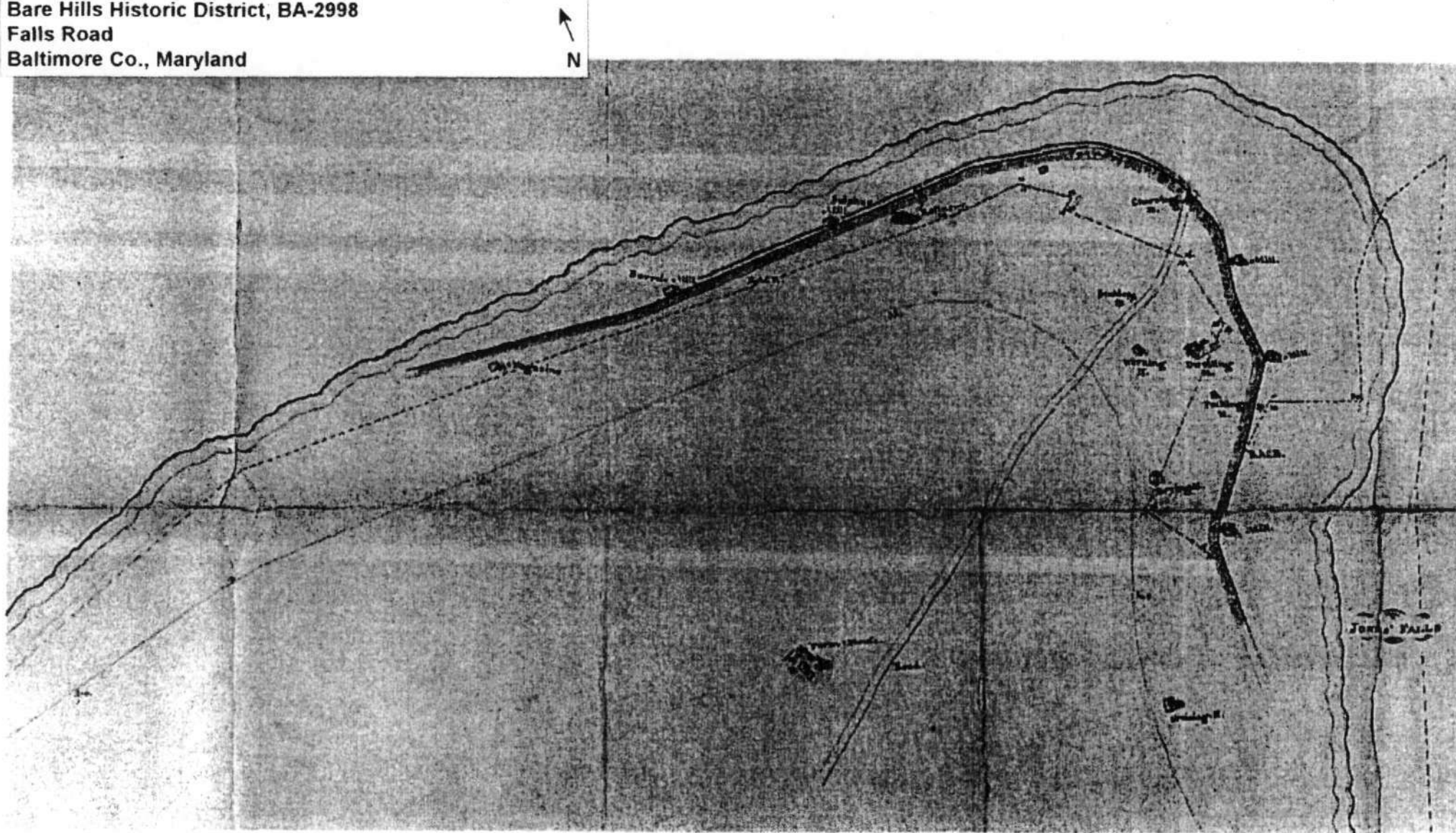


References.—1, Foot path.—2, Road leading to the gunpowder works on Jones' Falls.—3, Small house in the woods by the side of the road.—4, Baltimore and Fawcettanna Rail road.—5, Eastern slope of Bare Hills.

NOTE.—From the Stone Bridge to the Rail road one mile

Figure 3: 1832 Hayden, Sketch of the Bare Hills
Bare Hills Historic Dist., BA-2998
Falls Road, Baltimore Co., Maryland

Figure 4: ca. 1831 Bellona Gunpowder Co. Plat
(from J. Coale, *Middling Planters of Ruxton*, 1996, p. 4)
Bare Hills Historic District, BA-2998
Falls Road
Baltimore Co., Maryland



5. Bellona Gunpowder Mill plat. (*Maryland State Archives, Chancery L78 F146.*)

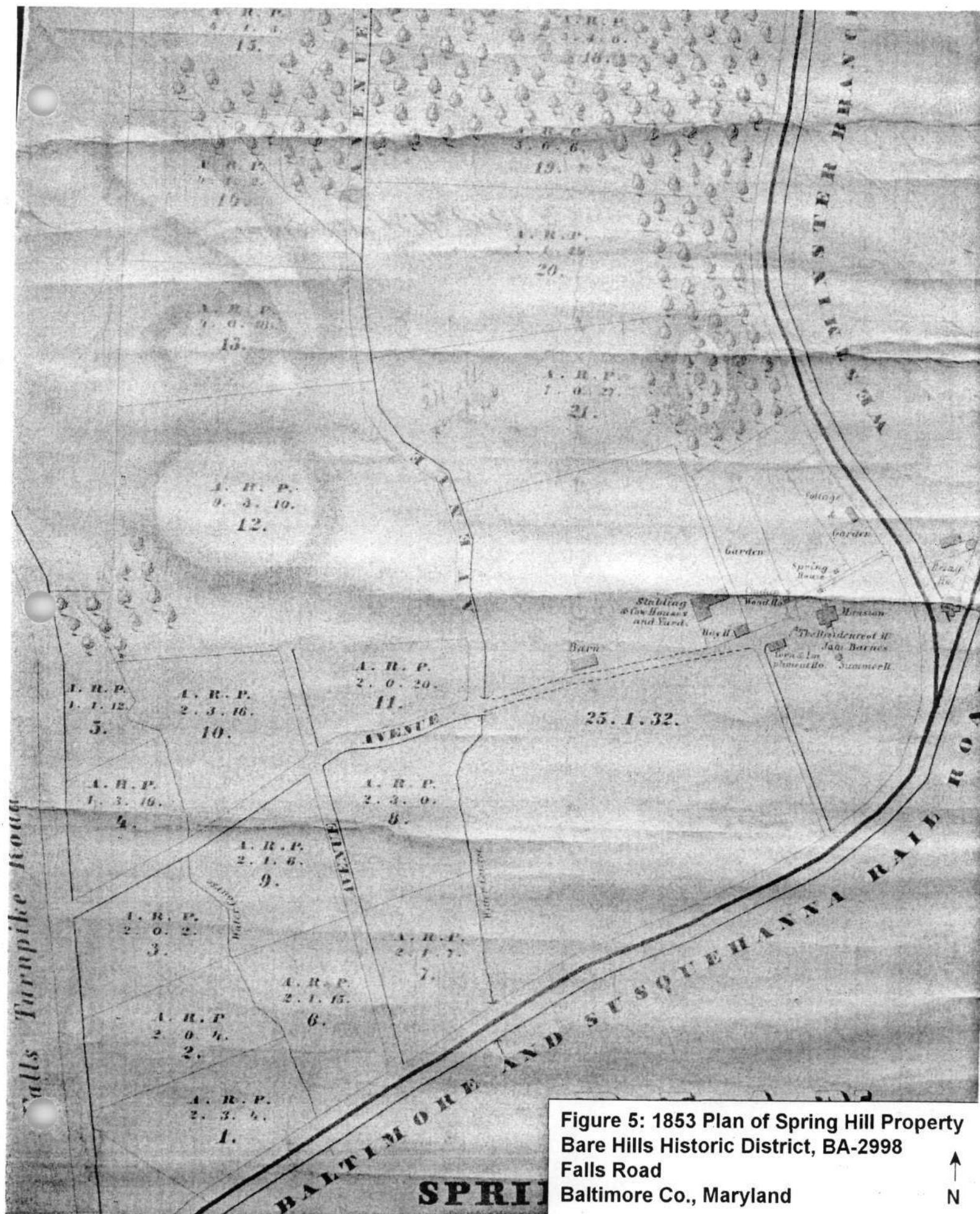
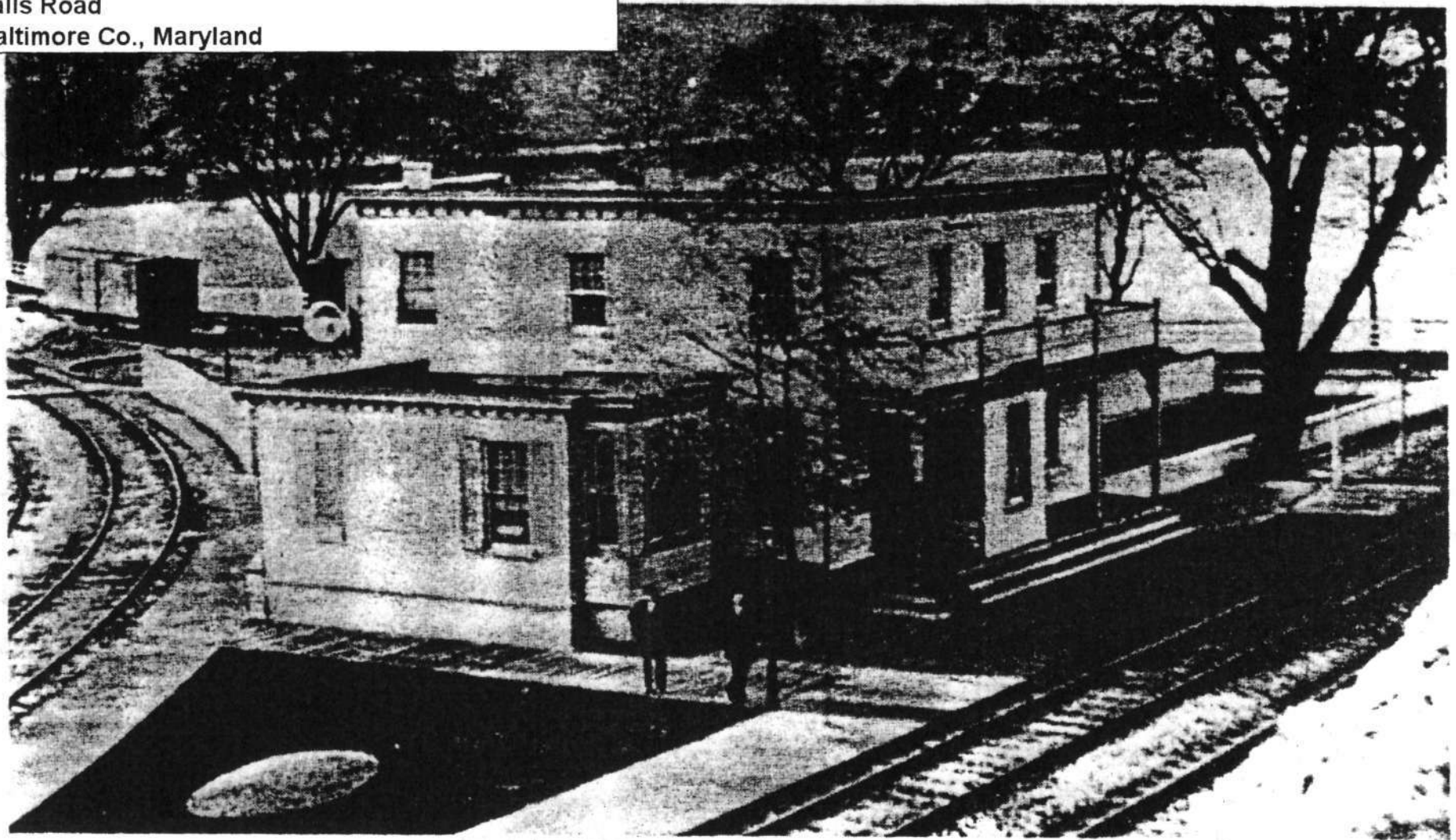


Figure 6: 1876 Hollins Station
(from Robert Gunnarsson,
The Story of the Northern Central Railway, 1991, p. 16)
Bare Hills Historic District, BA-2998
Falls Road
Baltimore Co., Maryland



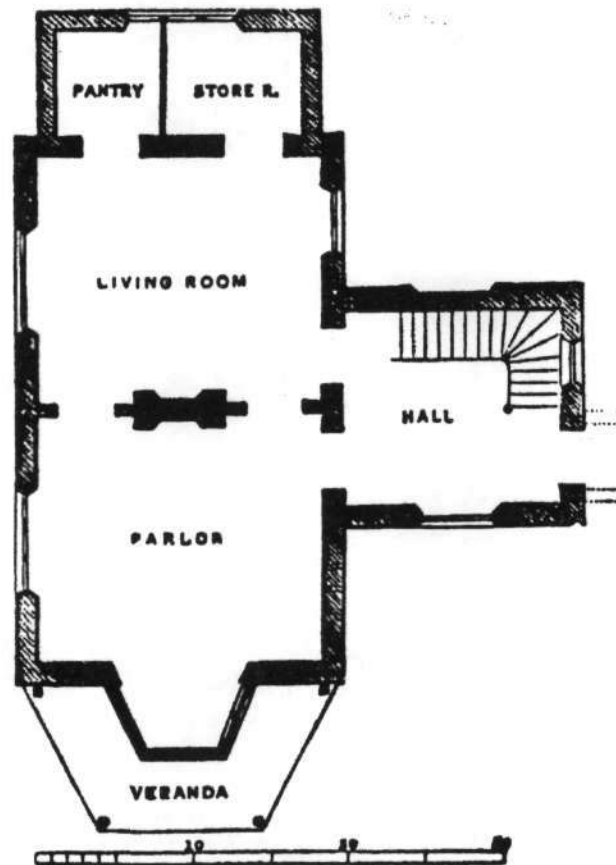
The B & S's first "terminal" was at Relay House, located near what is now the south shore of Lake Roland. No early pictures of the location exist, but it looked like this in about 1880. The camera looks northwest. The Green Spring Branch curves to the left while the main line is in the foreground. The station shown here (named Hollins at that time) dates to 1876 and was closed in 1926. It burned down in 1933. Photograph courtesy of Baltimore Sun.

Figure 7: A. J. Downing Design V, A Gate Lodge
 (from Downing, *The Architecture of Country Houses*, 1850, p. 100)
 Bare Hills Historic District, BA-2998
 Falls Road
 Baltimore Co., Maryland

DESIGN V.
 A GATE LODGE.



Fig. 25.



PRINCIPAL FLOOR
 Fig. 26.



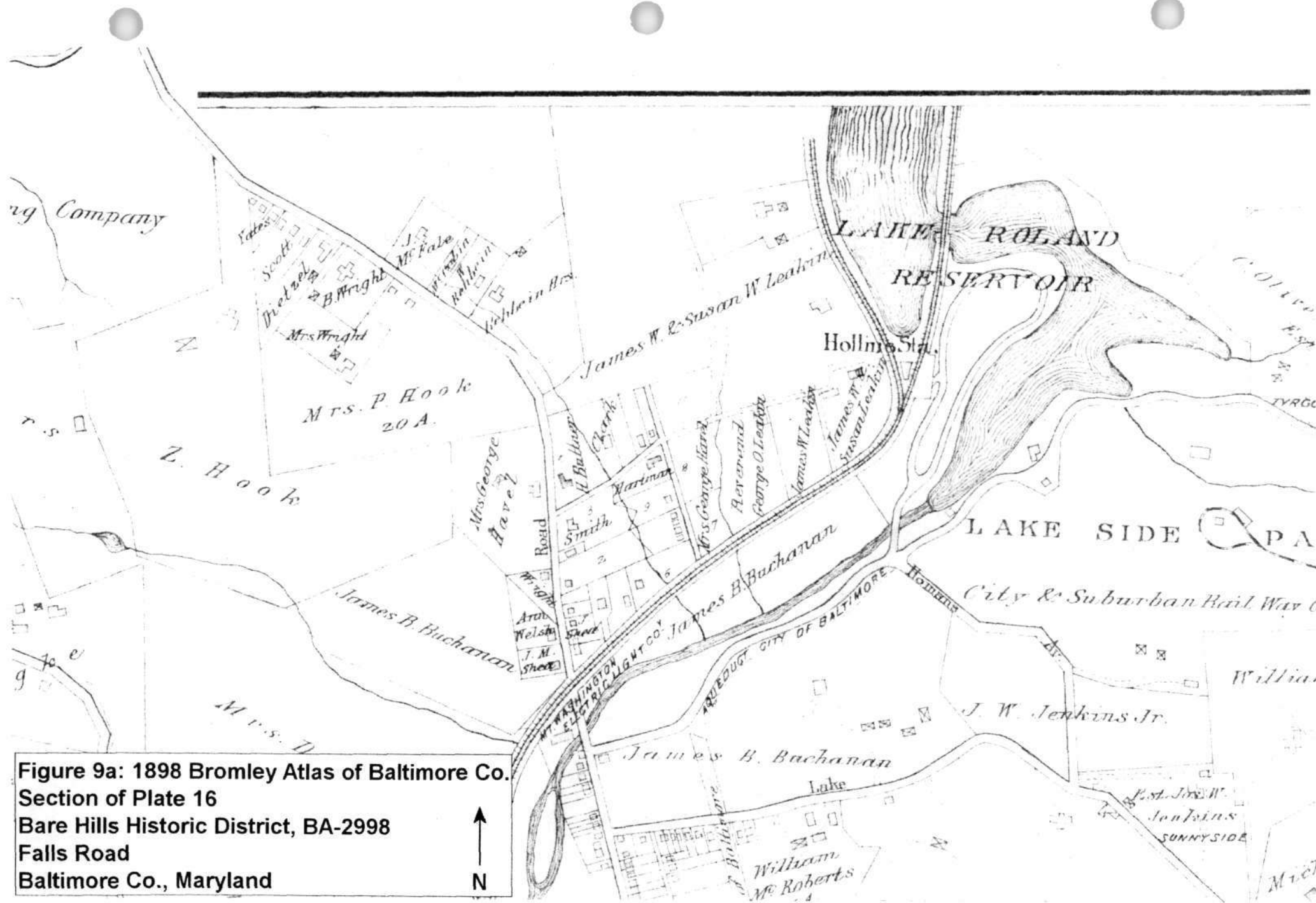


Figure 9a: 1898 Bromley Atlas of Baltimore Co.
Section of Plate 16
Bare Hills Historic District, BA-2998
Falls Road
Baltimore Co., Maryland

L A K E R O L A N D

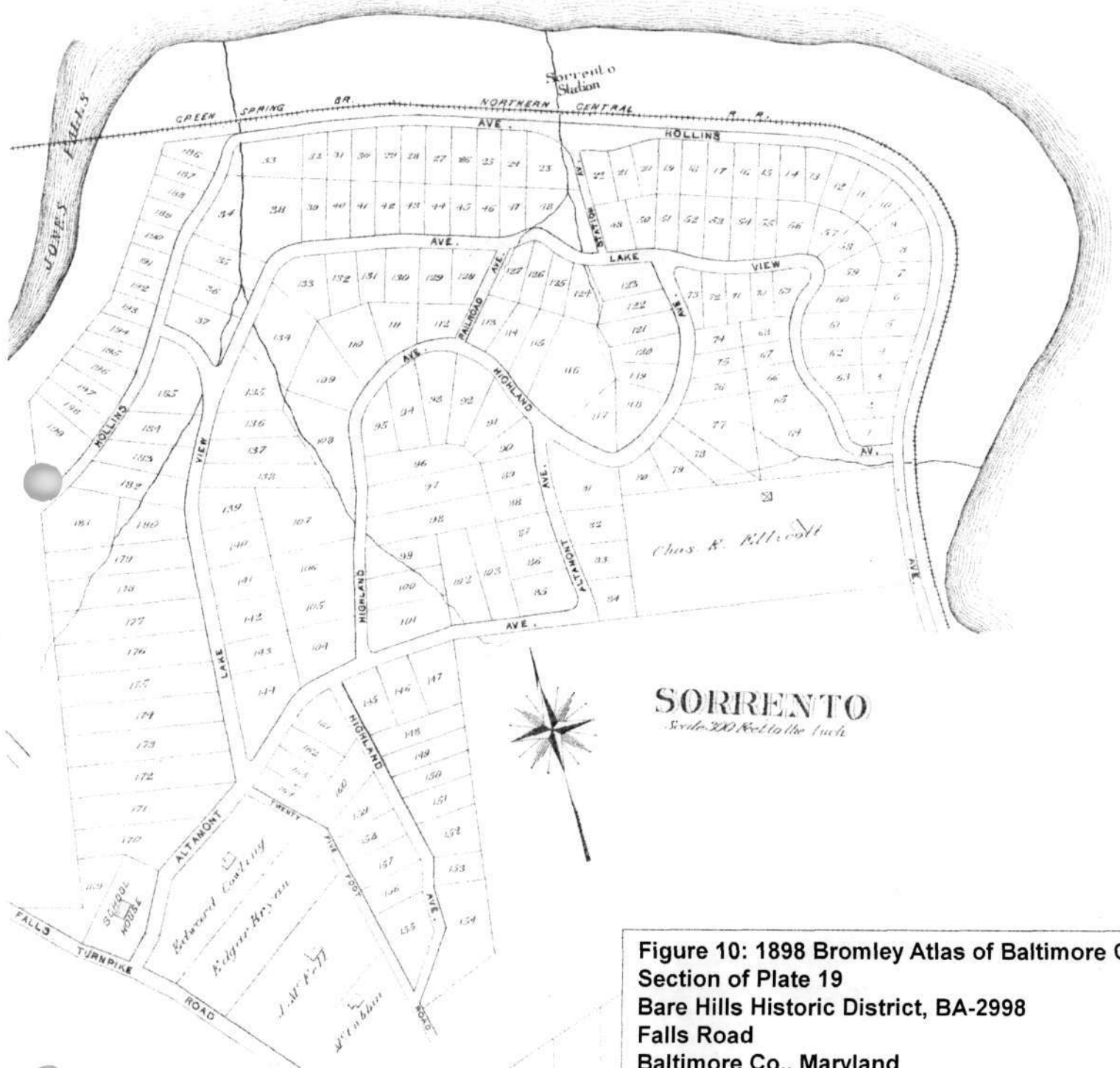
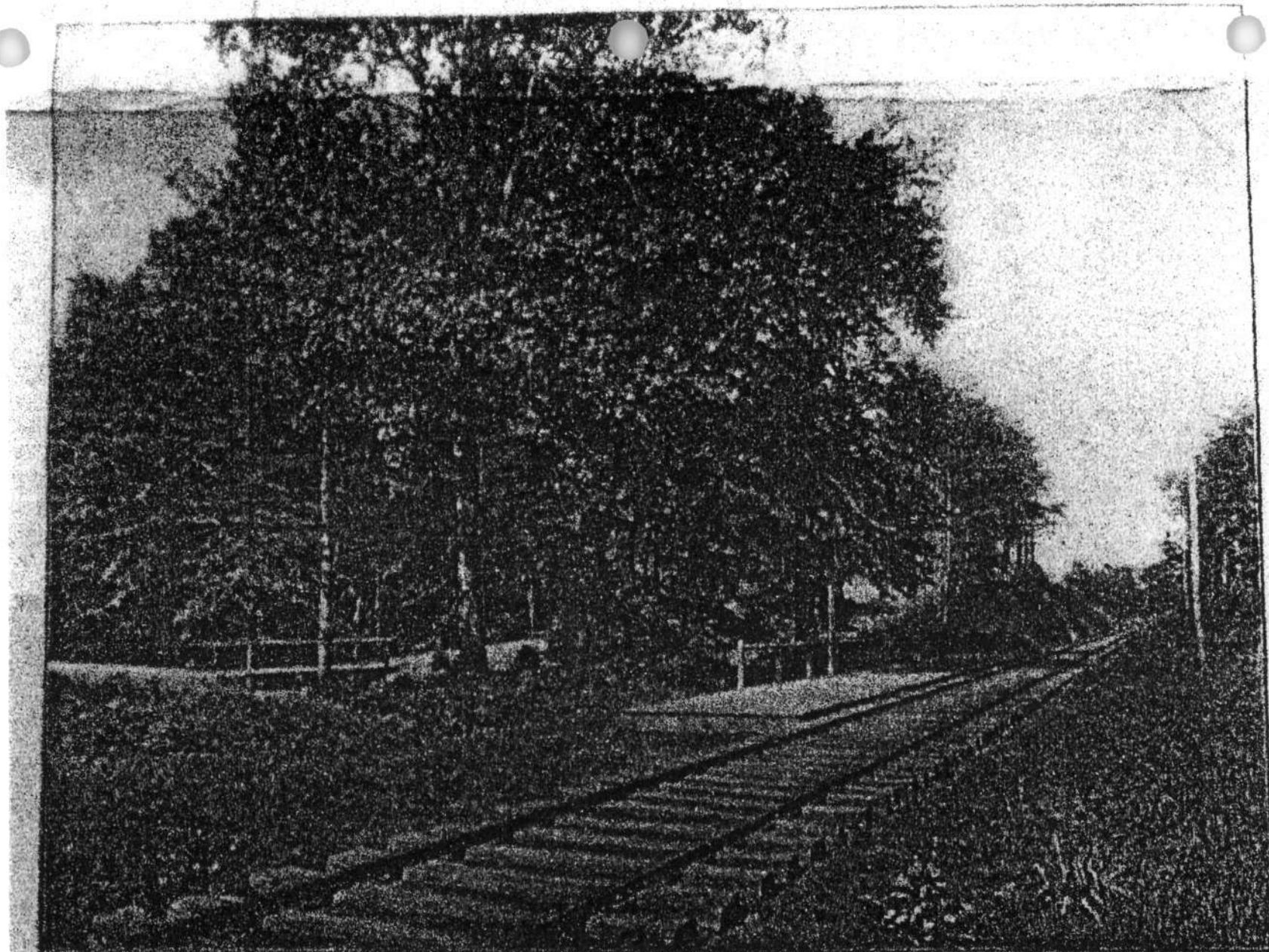
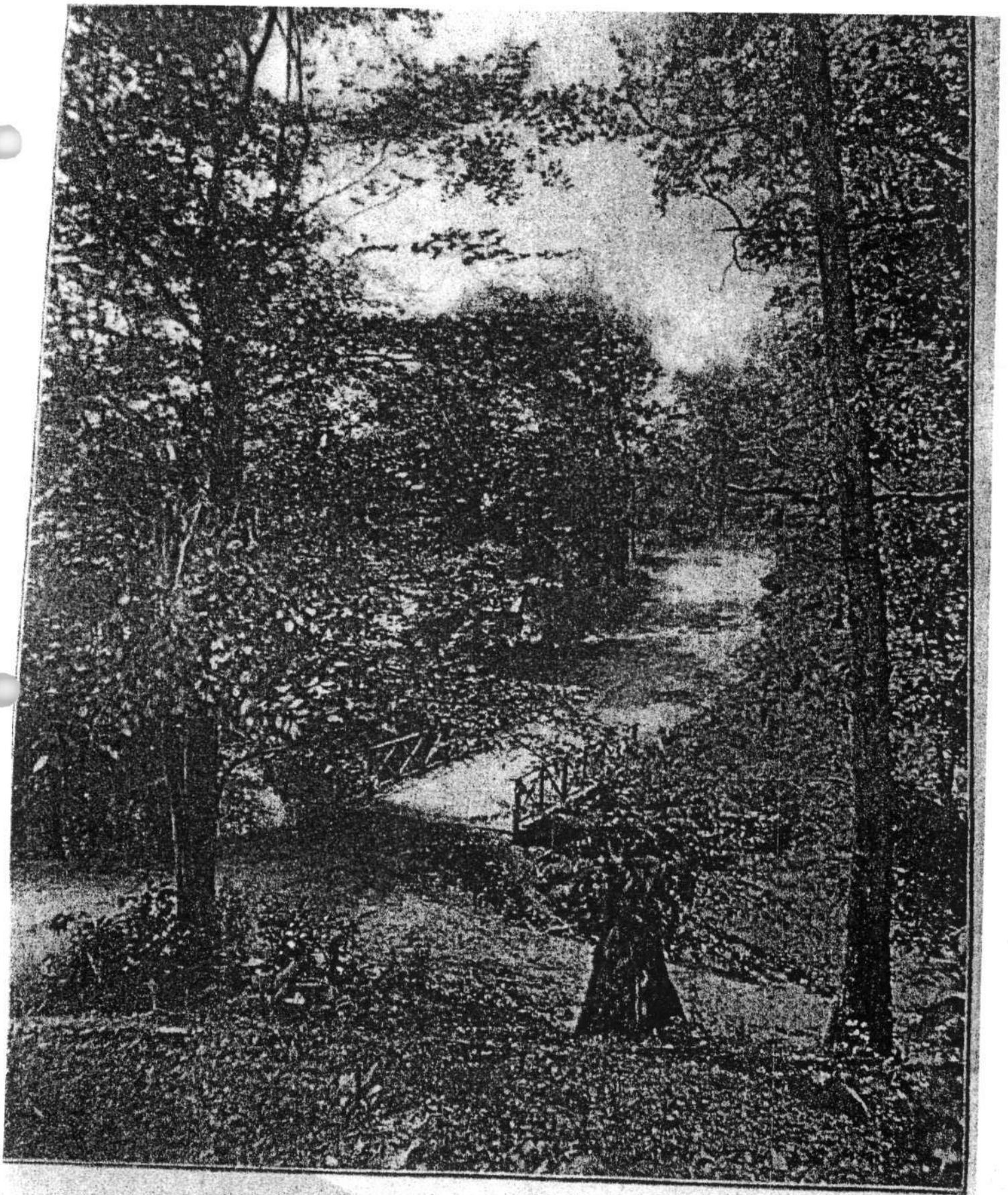


Figure 10: 1898 Bromley Atlas of Baltimore Co.
Section of Plate 19
Bare Hills Historic District, BA-2998
Falls Road
Baltimore Co., Maryland



"SORRENTO" STATION ON LAKE ROLAND.

**Figure 11: ca. 1898 Photo of Sorrento Station
(Plat of Sorrento, MSA SC 4959-B30-F1898)
Bare Hills Historic District, BA-2998
Falls Road, Baltimore Co., Maryland**



VIEW ON HOLLINS AVE., "SORRENTO."

Figure 12: ca. 1898 Photo of bridge on Hollins Ave.
(Plat of Sorrento, MSA SC 4959-B30-F1898)
Bare Hills Historic District, BA-2998
Falls Road, Baltimore Co., Maryland

Bare Hills Historic District, BA-2998
Falls Road, Baltimore Co., Maryland

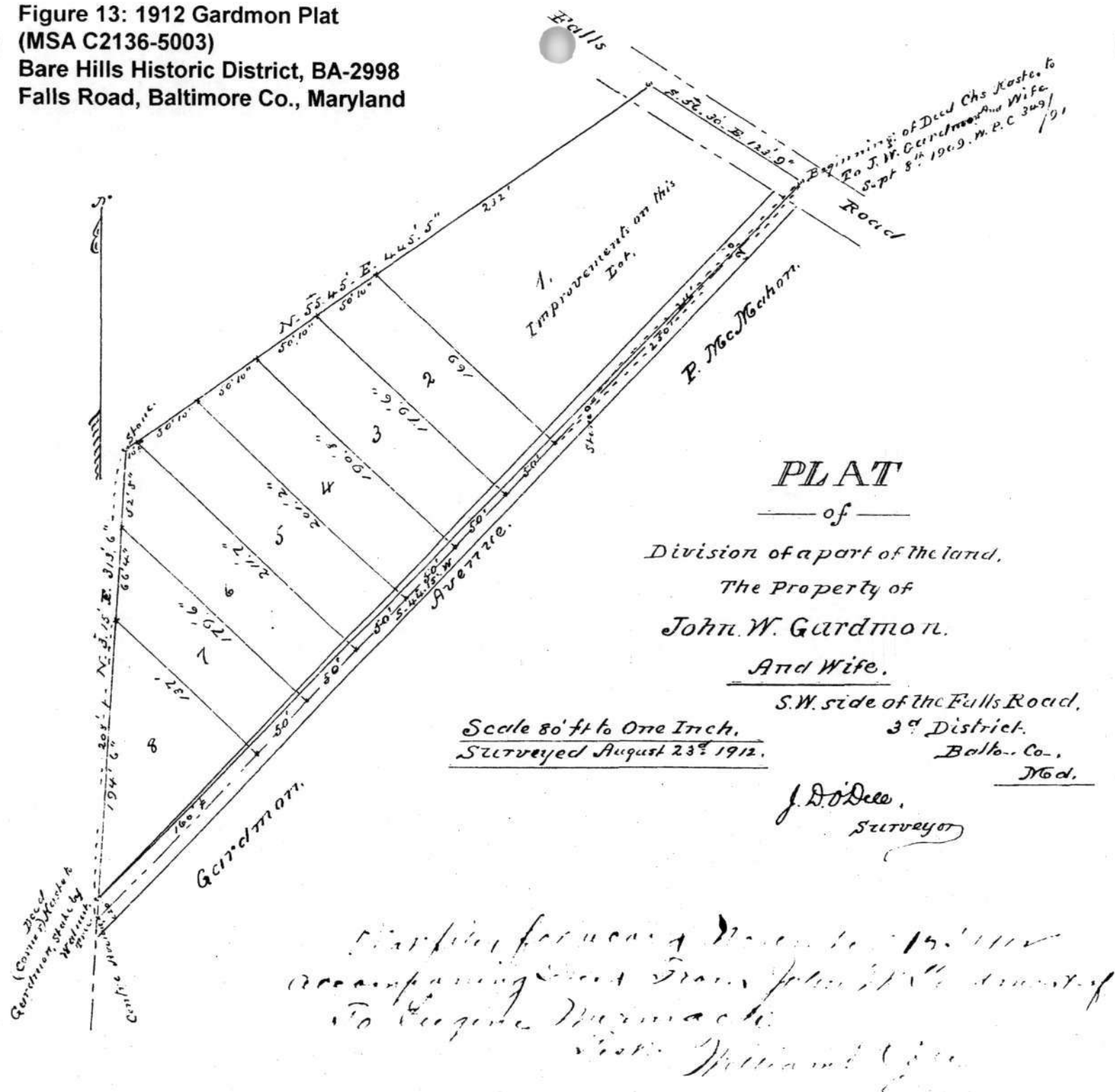


Figure 14: 1915 Bromley Atlas of Baltimore Co.

Section of Plate 19

Bare Hills Historic District, BA-2998

Falls Road

Baltimore Co., Maryland

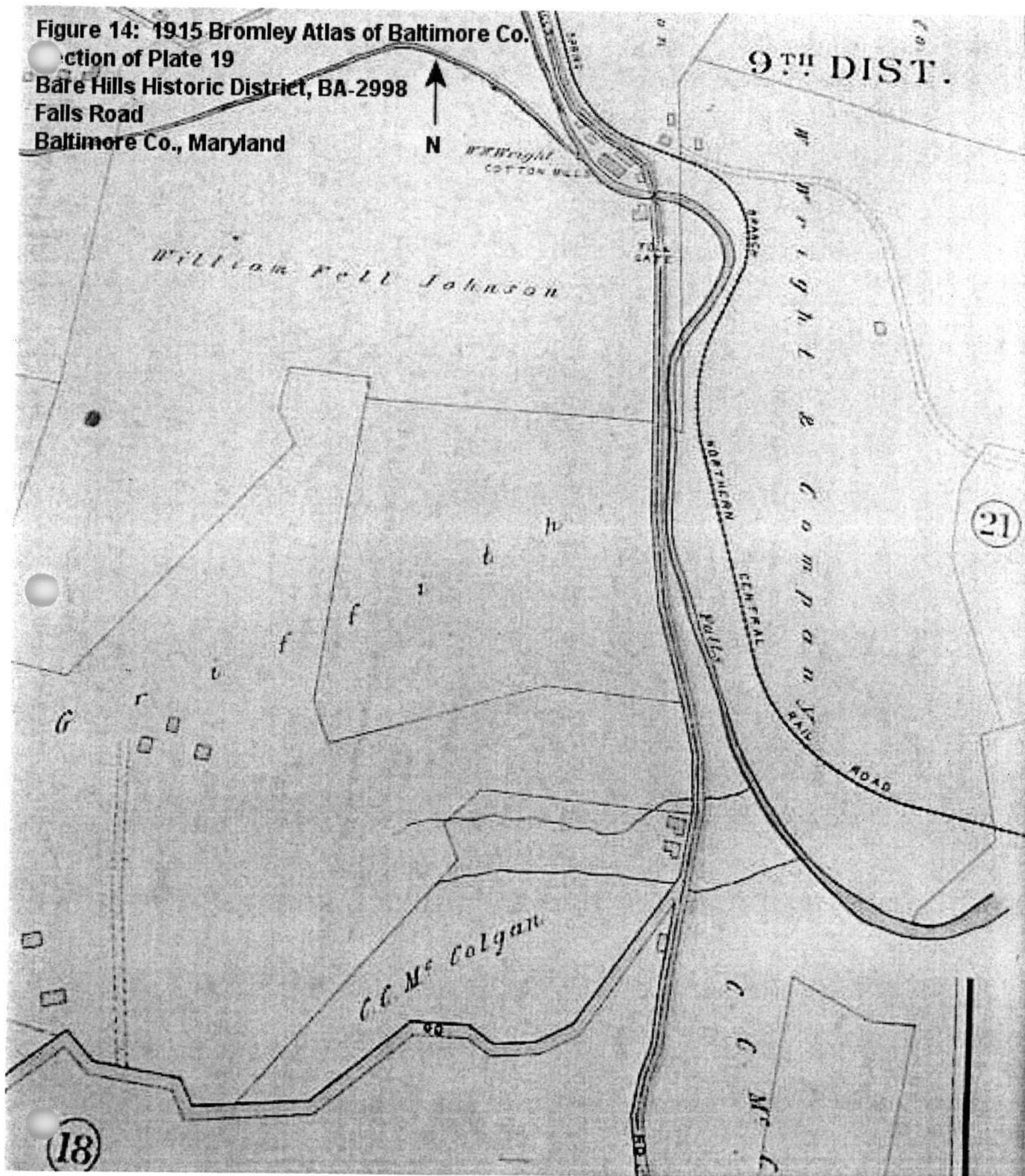


Figure 15: March 2004 aerial view of the Bare Hills area
(Google Earth)
Bare Hills Historic District, BA-2998
Falls Road, Baltimore Co., Maryland

DDS, INC.
WWW.USGSQUADS.COM
index™ map products custom
GIS cartography
data conversions
Google Earth™ applications



Image © 2011 DigitalGlobe

©2010 Google

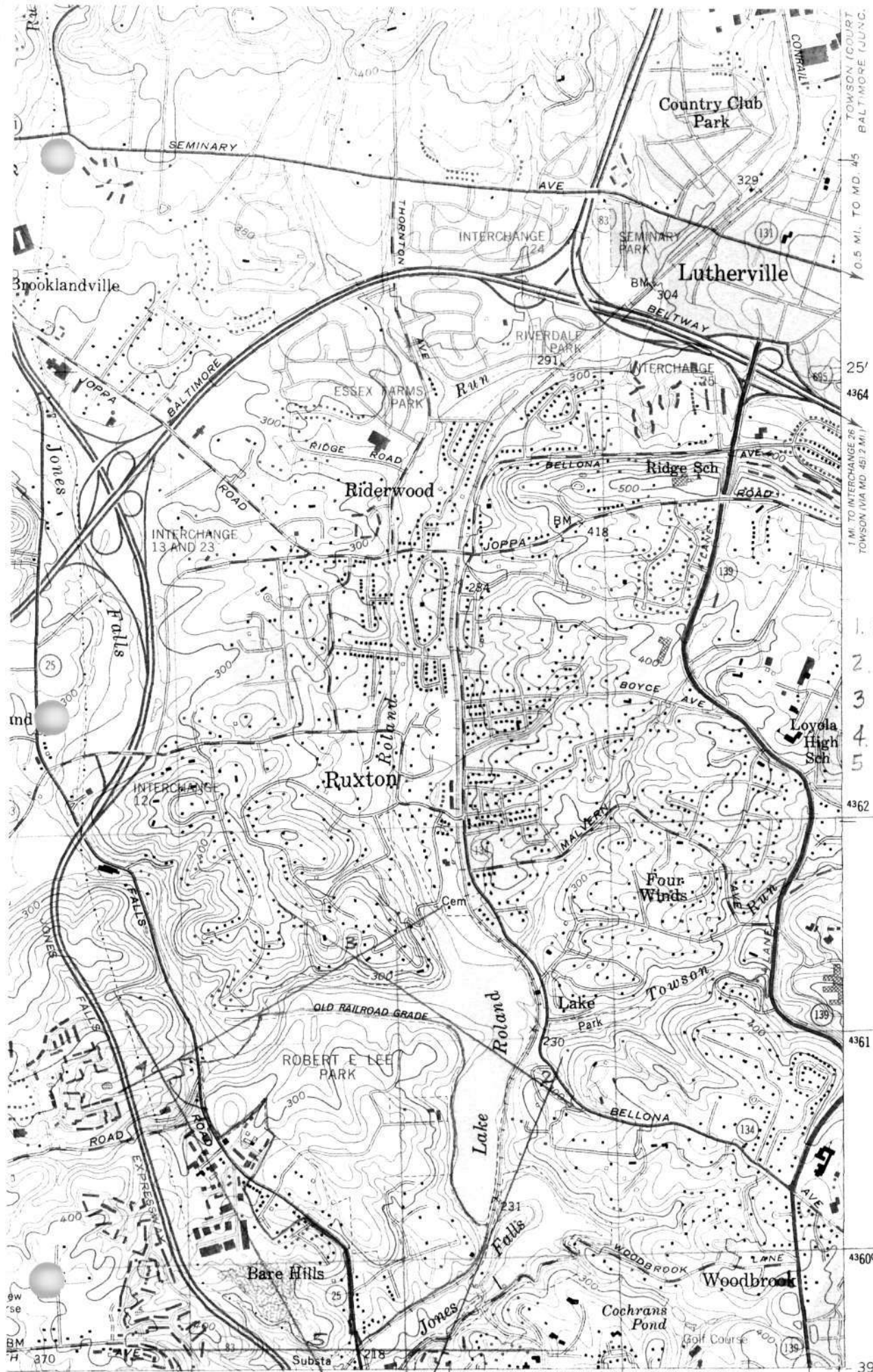
Imagery Date: 3/10/2004



1994

39°23'04.37" N 76°39'06.29" W elev 364 ft

Eyealt 8094 ft



BA-2998
 Baltimore Co., MD
 Bare Hills Historic
 District

1. 358180 4359560
2. 358700 4360760
3. 357780 4361400
4. 356880 4360900
5. 357540 4359580

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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Bare Hills Historic District
Name of Property

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County and State

Index to Photographs

The following information applies to all photographs which accompany this documentation:

HP 100 Gray Photo Cartridge
HP Premium Plus Photo Paper

BA-2298
Bare Hills Historic District
Baltimore County, Maryland
Photo by Edie Wallace
April-May 2011
Location of original data files: MD SHPO

BA-2998_2011-04-13_01.tif: Light Rail (old NCR) right of way, Railroad Ave, and Old Falls Road intersection, view NE.

BA-2998_2011-04-13_02.tif: 6103-07 (BA-2879), 6109, 6111 Old Falls Rd, view N.

BA-2998_2011-04-13_03.tif: 3 (BA-2876) and 4 (BA-2877) Railroad Ave, view NE.

BA-2998_2011-04-13_04.tif: 6119 and 6121 Falls Road, view NE.

BA-2998_2011-04-13_05.tif: 1310 Hollins Lane (BA-1778, Nelson Bowen House), view NW.

BA-2998_2011-05-25_06.tif: 1307 Hollins Lane, view SW.

BA-2998_2011-04-04_07.tif: 6110 and 6112 Clarks Lane, view SW.

BA-2998_2011-04-04_08.tif: 1117 and 1115 Hollins Lane, view SE.

BA-2998_2011-04-04_09.tif: 1115 Hollins Lane, view W.

BA-2998_2011-04-04_10.tif: 1110 Hollins Lane, view N.

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BA-2998_2011-04-04_11.tif: 1113 Hollins Lane, view S.

BA-2998_2011-04-04_12.tif: 1100 Hollins Lane, view SW.

BA-2998_2011-04-04_13.tif: 6137 Barroll Road, view SE.

BA-2998_2011-04-04_14.tif: 6141 Barroll Road, springhouse, view NW.

BA-2998_2011-04-04_15.tif: 6140 Barroll Road, view N.

BA-2998_2011-04-13_16.tif: 6201 Falls Road, view E.

BA-2998_2011-04-13_17.tif: 6203 Falls Road, view NW.

BA-2998_2011-04-13_18.tif: 6205 Falls Road, view SE.

BA-2998_2011-04-13_19.tif: 6207, 6209, 6211 Falls Road, view NE.

BA-2998_2011-04-13_20.tif: 6210-12 and 6214-16 Falls Road, view NW.

BA-2998_2011-04-13_21.tif: 6215 Falls Road, view NE.

BA-2998_2011-04-13_22.tif: 6219 Falls Road, view NE.

BA-2998_2011-05-25_23.tif: 6222 Falls Road (BA-881, Bare Hills House), view S.

BA-2998_2011-04-13_24.tif: 1301 Copper Hill Road, view SE.

BA-2998_2011-04-13_25.tif: 6229 Falls Road (BA-1560, Bare Hills School), view NE.

BA-2998_2011-04-13_26.tif: 6226-28 Falls Road, view SW (BA-3050, Scott Settlement).

BA-2998_2011-04-13_27.tif: 6234, 6236, 6238, 6242 Falls Road, view W (BA-3050, Scott Settlement).

BA-2998_2011-04-13_28.tif: Aquila Scott House, rear 6234 Falls Rd., view W (BA-3050, Scott Settlement).

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BA-2998_2011-04-13_29.tif: Scott Settlement cemetery, rear of 1406 Walnut Ave (BA-3050, Scott Settlement), view SW.

BA-2998_2011-04-13_30.tif: 1404, 1406, 1408 Walnut Ave., view NW (BA-3050, Scott Settlement).

BA-2998_2011-04-13_31.tif: 1409 Walnut Ave., view SW (BA-3050, Scott Settlement).

BA-2998_2011-04-13_32.tif: 1100 Copper Hill Road (BA-2353, Hooper House II), view E.

BA-2998_2011-05-25_33.tif: Dwelling Complex site, barn foundation, Robert E. Lee Park, view E.

BA-2998_2011-05-25_34.tif: Hollins Ave. trace, Robert E. Lee Park, view N.

BA-2998_2011-05-25_35.tif: Hollins Ave. bridge abutment, Robert E. Lee Park, view N.

BA-2998_2011-05-25_36.tif: Green Spring Branch right of way (BA-1274, Lake Roland Historic District), Robert E. Lee Park, view SE from Hollins Ave. trace.

BA-2998_2011-05-25_37.tif: Representative Green Spring Branch box culvert (BA-1274, Lake Roland Historic District), Robert E. Lee Park, view SW.

BA-2998_2011-05-25_38.tif: Sorrento Station platform foundation, Robert E. Lee Park, view S.

BA-2998_2011-05-25_39.tif: Green Spring Branch mile marker (BA-1274, Lake Roland Historic District), Robert E. Lee Park, view NW.

BA-2998_2011-05-25_40.tif: Green Spring Branch arched culvert (BA-1274, Lake Roland Historic District), Robert E. Lee Park, view N.

BA-2998_2011-05-25_41.tif: Green Spring Branch trestle over Jones Falls, Robert E. Lee Park, view SW.

BA-2998_2011-04-04_42.tif: Setting, Lake Roland (BA-1274, Lake Roland Historic District), view NE from near Hollins Station site.

BA-2998_2011-04-13_43.tif: Falls Road, view SE from corner of Copper Hill Road.

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BA-2998_2011-05-25_44.tif: Intersection of Hollins Lane and Barroll Road, view NE.

BA-2998_2011-05-25_45.tif: 6510 Falls Road, view SW.

BA-2998_2011-05-25_46.tif: 6510 Falls Road, outbuilding, view SW.

BA-2998_2011-04-13_47.tif: Springhead, west side of Coppermine Terrace, view W.

BA-2998_2011-05-25_48.tif: Serpentine quarry, west side of Coppermine Terrace, view NW.

BA-2998_2011-04-13_49.tif: 6606 and 6610 Falls Road, view SW.

BA-2998_2011-05-25_50.tif: Falls Turnpike Road mile marker (relocated in front of 6606 Falls Road), view W.

