

c. 1900

BA 1651  
Stevenson Station  
Stevenson,  
Maryland 21153  
Private

This and one other building are the only obvious vestiges of an important part of Green Spring Valley--the Green Spring Branch of the railroad. The track alignment is rapidly disappearing due to its disuse. This is an excellent example of late 19th century railroad design, a building type constantly threatened with destruction. It has been successfully adapted to a new use.

MARYLAND HISTORICAL TRUST

BA 1651  
x-880.560  
y-574.400

MAGI # 0316512619

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC STEVENSON STATION

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

CITY, TOWN

Stevenson

— VICINITY OF

Second

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Baltimore

**3 CLASSIFICATION**

| CATEGORY  | OWNERSHIP                                   | STATUS  | PRESENT USE   |
|---|---|---|---|
| <input type="checkbox"/> DISTRICT               | <input type="checkbox"/> PUBLIC             | <input checked="" type="checkbox"/> OCCUPIED          | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM            |
| <input checked="" type="checkbox"/> BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | <input type="checkbox"/> UNOCCUPIED                   | <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK    |
| <input type="checkbox"/> STRUCTURE              | <input type="checkbox"/> BOTH               | <input type="checkbox"/> WORK IN PROGRESS             | <input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE |
| <input type="checkbox"/> SITE                   | <b>PUBLIC ACQUISITION</b>                   | <b>ACCESSIBLE</b>                                     | <input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS       |
| <input type="checkbox"/> OBJECT                 | <input type="checkbox"/> IN PROCESS         | <input type="checkbox"/> YES: RESTRICTED              | <input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC         |
|   | <input type="checkbox"/> BEING CONSIDERED   | <input checked="" type="checkbox"/> YES: UNRESTRICTED | <input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION     |
|   |   | <input type="checkbox"/> NO                           | <input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:               |

**4 OWNER OF PROPERTY**

NAME

Mr. and Mrs. Oden E. Long

Telephone #: 486-7233

STREET & NUMBER

CITY, TOWN

Stevenson

— VICINITY OF

STATE, zip code

Maryland 21153

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Baltimore  
County Courts Building

Liber #: 1120

Folio #: 373

STREET & NUMBER

401 Bosley Avenue

CITY, TOWN

Towson

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

—FEDERAL —STATE —COUNTY —LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

BA-1651

|   |                                       |   |   |
|---|---------------------------------------|---|---|
| <b>CONDITION</b>                              |                                       | <b>CHECK ONE</b>                              | <b>CHECK ONE</b>                                  |
| <input checked="" type="checkbox"/> EXCELLENT | <input type="checkbox"/> DETERIORATED | <input checked="" type="checkbox"/> UNALTERED | <input checked="" type="checkbox"/> ORIGINAL SITE |
| <input type="checkbox"/> GOOD                 | <input type="checkbox"/> RUINS        | <input type="checkbox"/> ALTERED              | <input type="checkbox"/> MOVED DATE _____         |
| <input type="checkbox"/> FAIR                 | <input type="checkbox"/> UNEXPOSED    |   |   |

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

Two former railroad stations remain from the Green Spring Branch of the Northern Central Railway. Both are built to the same basic plan, both are conceived in an asymmetrical picturesque style, both date from ca. 1885-1900, both are similarly oriented to the tracks but each is slightly different in its detail.

The BROOKLANDVILLE STATION has stucco and half-timbered walls above a brick foundation which extends to the first storey windows. The STEVENSON STATION has weatherboarded first storey walls and shingled gables and dormers in the roof. Both stations have a covered platform along the former tracks. The platform and areas around the station are paved in brick with stone curbs, all original materials. The shelter extends a short distance up and down the line from the station structure, its roof an extension of the station's roof. Timber columns and diagonal braces support the shelter at BROOKLANDVILLE while cast iron with curving cast iron braces support the shelter at STEVENSON. A bay window approximately centered on the south or track side marks the office of the station master and ticket agent. The waiting room of each station is the south-east room, adjacent to the office; the stationmaster's dwelling was west of the office and above in the second storey.

Internally many original details remain and both structures have been successfully adapted into new uses, the BROOKLANDVILLE STATION as a private dwelling, the STEVENSON STATION as a shop.

Immediately west of each station is an early railroad outbuilding. Both have board-and-batten walls; the Stevenson example has a gabled roof while the Brooklandville example has a very low-pitched hipped roof.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

|   |  |   |   |   |  |
|---|--|---|---|---|--|
| <b>PERIOD</b>                                 |  | <b>AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW</b> |   |   |  |
| <input type="checkbox"/> PREHISTORIC          | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC  | <input type="checkbox"/> COMMUNITY PLANNING             | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION                                 |  |
| <input type="checkbox"/> 1400-1499            | <input type="checkbox"/> ARCHEOLOGY-HISTORIC     | <input type="checkbox"/> CONSERVATION                   | <input type="checkbox"/> LAW                    | <input type="checkbox"/> SCIENCE                                  |  |
| <input type="checkbox"/> 1500-1599            | <input type="checkbox"/> AGRICULTURE             | <input type="checkbox"/> ECONOMICS                      | <input type="checkbox"/> LITERATURE             | <input type="checkbox"/> SCULPTURE                                |  |
| <input type="checkbox"/> 1600-1699            | <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION                      | <input type="checkbox"/> MILITARY               | <input type="checkbox"/> SOCIAL/HUMANITARIAN                      |  |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> ART                     | <input type="checkbox"/> ENGINEERING                    | <input type="checkbox"/> MUSIC                  | <input type="checkbox"/> THEATER                                  |  |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE                | <input type="checkbox"/> EXPLORATION/SETTLEMENT         | <input type="checkbox"/> PHILOSOPHY             | <input checked="" type="checkbox"/> TRANSPORTATION                |  |
| <input type="checkbox"/> 1900-                | <input type="checkbox"/> COMMUNICATIONS          | <input type="checkbox"/> INDUSTRY                       | <input type="checkbox"/> POLITICS/GOVERNMENT    | <input checked="" type="checkbox"/> OTHER (SPECIFY)<br>Postoffice |  |
|   |  | <input type="checkbox"/> INVENTION                      |   |   |  |

**SPECIFIC DATES**

**BUILDER/ARCHITECT**

**STATEMENT OF SIGNIFICANCE**

**Significance**

These two structures are the only obvious vestages of an important part of Green Spring Valley -- the Green Spring Branch of the railroad. The track alignment is rapidly disappearing due to its disuse. These are excellent examples of late nineteenth century railroad design, a building type constantly threatened with destruction. These examples are successfully adapted to new uses.

The Stevenson Station was built on land once owned by Henry and Deborah Stevenson of Green Spring Punch. This land was bought in 1868 by the Ashland Iron Co. who had discovered Iron Ore near by (the "Iron Banks" now on Elderkin property) and was used by them to ship iron ore down to Baltimore City. There is still standing a shed near by which was used as a loading station! Two acres of this large parcel of land was subsequently sold to the North Central Railroad in 1901. There is confusion in the records as to whether the present building was built by the Ashland Iron Company prior to their selling the land to the Railroad Co. or whether the North Central Railroad built the station immediately after purchasing the land. However, it was built by 1901 and was used as both a postoffice and station house for many years. The twentieth century saw the rise of the automobile and the decline of railroad passenger service. Between 1910 and 1930, the number of passenger trains operating through the Valley was reduced from 20 to three. On August 7, 1933, all passenger railroad service was discontinued in the area. The little station houses fell into disrepair: some were torn down and others fell victim to fire. In the Valley only two remain: Brooklandville and Stevenson.<sup>2</sup>

Oden Long and his wife bought the station in 1937. In 1938 Mrs. Long was appointed post-mistress and the waiting room was used as a post-office, while the Longs lived in the Station Master's quarters. The Post Office continued until 1967 when it was moved to another site.<sup>3</sup> The Longs rented it to different businesses. Today it is rented to an Interior Decorator - Louis Mazor.

#### Footnotes

1. Conversation with Mr. Oden Long-owner. Tax assessment 1896 Ashland Iron Co.
2. Martin Van Horn, "The Green Spring Branch-Site of the Lake Roland Electric Railway" (30 October 1962), pp. 2-3, from the files of the Baltimore American library.
3. Conversation with Mr. Long

#### Deed Search

1937 Northern Central Railroad 2.4 acres to Oden E. Long  
1901 Liber 245, Folio 353 Thomas D. Riggs 2.4 acres to Northern Central Railroad  
1900 Liber 242, Folio 245 Ella Lee Mathias (heir) 171 acres to Thomas Dudley Riggs  
1890 Liber 180, Folio 390 Ashland Iron Co. to William Lee  
1868 Liber 68, Folio 353 James 171 acres to Ashland Iron Co.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Tax Assessments, Towson Courthouse

Martin Van Horn, "The Green Spring Branch-Site of the Lake Roadn Electric Railway" (30 October 1962), pp. 2-3, from the files of the Baltimore American library.

Baltimore County Land Records, Towson.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**ACREAGE OF NOMINATED PROPERTY 2.44

## VERBAL BOUNDARY DESCRIPTION

South of Old Valley Road just before it intersects with Stevenson Rd. North side of railroad tracks.

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

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

James T. Wollon, Jr., A.I.A./Dawn F. Thomas, Joan E. Buck, Research Historians

ORGANIZATION

DATE

Valleys Planning Council

2-20-80

STREET &amp; NUMBER

TELEPHONE

212 Washington Avenue

828-7807

CITY OR TOWN

STATE

Towson,

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

BA-1651



56

BA-1651

1667

CAVES

A  
B  
C  
D

1609

1608

1679

1606

Villa Julia Jr College

1607

1611

1678

1610

381

1612

153

47

1615

A  
B

1613

1652

1653

1654

1655

1712

Green Falls

1677

1672

1671

1670

1673

1674

1684

1683

1682

1622

1621

155

1618

1623

1680

156

1619

46

Green Spring Golf Course

Chattalonnee

ABANDONED Eccleston

1632

1635

1634

1694

1638

1695

1633

1693

1641

1643

1644

1646

1647

1711

1849

1649

1648

1650

452

Glenmar

34

33

Slaughterhouse

Canterbury Estates

40 Stone Chapel

39

941

682

690

646

942

645

Pikesville Reservoir

Woodholme Golf Course

688

Cemetery

38

PIKESVILLE

158

157

Long Meadows Estates

35

Dumbarton

37

36

38

We



BA 1651  
Stevenson  
Station  
GSVHD  
Stevenson  
JTW  
1-3-80  
Md. Hist. Tr.  
from SE

*Stevenson St*  
*1/3/80*