Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

DATE ENTERED 19

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Linwood Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER
~~Both sides of~~ McKinstry's Mill Rd. __NOT FOR PUBLICATION

CITY, TOWN
Linwood __ VICINITY OF

CONGRESSIONAL DISTRICT
Sixth

STATE
Maryland

CODE
24

COUNTY
Carroll

CODE
013

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	X AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	X INDUSTRIAL (Mill	TRANSPORTATION X
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Multiple owners - see continuation sheet #20.

STREET & NUMBER

CITY, TOWN __ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Carroll County Office Building

STREET & NUMBER
Center Street

CITY, TOWN
Westminster

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE __FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

(PROPERTY OWNERS)

William I.C. Knight
Box 13
Linwood, Maryland 21764

Louise Roop Knight
Linwood, Maryland 21764

Charles I. Smith
Box 54
Linwood, Maryland 21764

Robert McKenny
McKinstry's Mill Road
Linwood, Maryland 21764

Mildred I Pittinger
Linwood, Maryland 21764

Joy R. Badger
Box 2
Linwood, Maryland 21764

Louise K. Knight
Linwood, Maryland 21764

Earl L. Hyde
Box 3
Linwood, Maryland 21764

Frederick C. Pyne
Linwood, Maryland 21764

Frederick W. Pyne
Linwood, Maryland 21764

D.J. Roop
Box 35
Linwood, Maryland 21764

The Linwood Corporation
Linwood, Maryland 21764

DESCRIPTION

CHECK ONE

CHECK ONE

CARR-158

EXCELLENT
GOOD
FAIR

RUINS
UNEXPOSED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Linwood Historic District is located at the intersection of Maryland Route 75 and McKinstry's Mill Road in the central part of western Carroll County. The village was established after the completion of the Western Maryland Railroad from New Windsor to Union Bridge in the early 1860s It existed as a rail depot for the transportation of farm goods and supplies. Thus, the village itself is a mixture of railway structures (grain elevator, freight building, site of demolished railway station), community structures (general stores, post office, church, Sunday School hall/school house, site of blacksmith shop) and residences with rural dependencies (smokehouses, ice house, windmills, sub-cellars).

The importance of farming in this region and the rural affluence created by the commercial side of farming and by the railroad are depicted in the architecture within Linwood. The residential architecture ranges from (1) the vernacular farmhouse style of the central Maryland region, to (2) the rural Victorian style of mansard roof or central gable, to (3) turn-of-the-century late Victorian-style frame residences, to (4) the last residence built in the village - a 1920-30's bungalow. The commercial buildings for the most part are late 19th century frame structures.

The brick rural Victorian houses have floor plans marked by central halls containing straight staircases. Their foundations are made of stone from a local quarry (Spielman's). Originally, they were heated by Latrobe stoves. When central heat was installed, the radiators were placed on raised platforms (1 - 1 1/2 " tall) because the floors had an early form of wall-to-wall carpets. The interior ornamentation was determined by the availability of woodwork and mantelpieces from Baltimore manufacturers.

The following paragraphs contain short building-by-building descriptions of the major structures within the historic district:

Jonas Englar House, 1870 - Two-story; brick on stone foundation. Five-by-two bay with central wing in rear. Symmetrical main facade has central entrance with transom, pilasters, and molded cornice; long and narrow two-over-two sash windows on the first story; six-over-six sash windows on the second story; one-story, full length porch. Gable ends have six-over-six sash windows on both stories and four-over-four arched windows in the gable. All of the windows have shutters and marble sills - door sills are also marble. Gable roof; molded wood cornice that returns at the corners; double chimneys. The central wing is two stories with a gable roof; two-story porches on both sides some which have been closed in by board and batten. There is an addition with a shed roof on a high brick foundation; the ground story has a sub-cellar and brick bake-oven. The interior (see floor plan sketch) has a central hallway with a large room to each side and a large room in the wing; Victorian-style ornamentation. Dependencies: barn, wagon shed, hoghouse, smokehouse, wind mill. (L-1)

SEE CONTINUATION SHEET #1.

(DESCRIPTION continued)

Nathan Englar House, 1885-86 - Three-story; brick on stone foundation; three-by-two bay. Symmetrical facade has accentuated central bay that projects from the main wall; single bay, one-story entrance porch with double columns and bannister railing above; central bay accentuation in mansard roof (tower-like effect); two-over-two sash windows except for those in the bay window; granite window and door sills; heavy bracketed cornice, molded wood ornamentation around windows on third story. Interior has four room plan around a central hall, Victorian ornamentation, cedar cistern on third floor. Dependencies: stable, workshop (converted to a garage).(L-2)

Joseph Englar House, 1882-83 - Two and one-half story; brick on stone foundation; three-by-two bays. Symmetrical main facade has a central entrance with arched doorway and transom, side lights, and one-story, one-bay entrance porch on slender columns; windows are two-over-two sash and the three gable in the half-story have six-over-six sash windows. Gable ends have identical window types except for a one-story, bay window on one side and arched windows in the half-story. Gable roof; molded wood cornices that return at the corners; two chimneys centrally placed to follow interior walls. The interior has a central hall with a large room on one side and summer dining room behind; Victorian ornamentation. Dependencies: barn, smokehouse.(L-3)

D.F. Albaugh House, 1876 - Two and one-half story; brick on stone foundation; six-by-two bays with rear wing/entrance proch on one side and post office/store entrance on the other. Structure originally built as combination residence and store - part of the original store currently houses the post office. Main facade has entrance with large two-pane transom and molded door frame, four-over-four sash windows with shutters, and large central gable (ridge is equal to main roof ridge) with circular window. Gable ends have identical windows; one gable end has a two-story bay window and two-story addition with double-tiered porch; other gable end has one-story entrance porch for the store. Gable roof; molded cornice that returns at corners; double chimney with hyphen at each gable end, and a single central chimney. The interior (see floor plan) of the residential section is asymmetrical; parlor has ornate plasterwork (cornice, florate corners, central drop with circular leaf pattern); Victorian ornamentation and marble mantelpieces; store section has original shelves, random-width floorboards. Dependency: hexagonal smokehouse. (L-4)

SEE CONTINUATION SHEET # 3.

(DESCRIPTION CONTINUED)

Binkley House, 1920s - One and one-half story; frame on brick foundation; bungalow style. Main facade has three bays, long overhanging roof forming the porch with a three window gable on the roof; central doorway with a single window to each side; gable ends have assymmetrical pattern of windows and doors. Behind the house is a lumberyard and coal chutes. (L-5).

Ice Cream Factory, circa 1880 - Two-story; frame structure. Built as adjunct to Albaugh's Store - had one room for ice cream factory, other section was the salesroom - was converted to a residence. Recent floods have made the structure uninhabitable. L-6)

Site of Railway Station, circa 1885 - Demolished 1952 - Photographs show the train station as a two-story, frame structure with gable roof. It had a typical rural station design - two-room layout; two entrances on each side; overhanging porch and a one-story bay window on the track side. Plain ornamentation with molded architraves. (L-7)

Site of Train Warehouses - Several structures stood alongside the train station as temporary storage area. There was also loading and unloading system - two sets of tracks at right angles to the main grack loading cars could be moved at the same level as the freight cars to facilitate loading operations. (L-8)

Canning Factory, late 1920s - 1930s - A concrete block structure that has been converted into a residence. (L-9)

Elevator House, circa 1890 - Two-story frame structure, two-by-one bay, six-over-six sash windows, entrance porch on one side, shed addition on other side, four pane windows in the gable, gable roof, single chimney at one end. (L-10)

Grain Elevator, 1882 - Five-story frame structure with two-story addition for offices; two-story metal warehouse addition, loading dock, original mill machinery including interior elevator. (L-11)

SEE CONTINUATION SHEET #4.

(DESCRIPTION continued)

Josiah Englar House, 1866; 1869 - Two-story ell-shaped house with a two-story, full-sized house attached; brick on stone foundation; (1) ell-shaped house is three bays by two bays with a two-bay ell; symmetrical main facade, central entrance, six-over-six windows, one-story, full-length porch; one-story, frame conservatory built on gable end; one-story, one-bay entrance porch on ell; gable roof with chimneys at each end and in ell. (2) other section is four-by-two bays, asymmetrical main facade with one-story, one-bay entrance porch, six-over-six sash windows; central gable with two-over-two sash window; gable roof with chimneys at each end. Interior has twelve rooms, four narrow staircases, three cellars, one sub-cellar, and two cisterns. Dependencies: barn, smokehouse, ice house. Gardens had broad pathways. (L-12)

General Store, 1877 - Two-story; frame on stone foundation; three-by-five bays. Three bay, gable front main facade, large two-over-two sash windows, central entrance, wide double doors. Gable roof; molded cornice that returns at corners. Second story contained business offices and apartment. Store of "Josiah Englar and Son," a barn has "Chas. Slonaker of Uniontown, 8th day of May, 1877" (builder) inscribed on it. (L-13)

John Englar House, c. 1900 - Two and one-half story; frame on stone foundation; three-by-four bays. Three bay, gable front main facade, central entrance, two-over-two sash windows, smaller windows in gable; one side has full height bay window with roof (tower effect); gable roof with central gables on each side. (L-14)

Site of Blacksmith Shop, c. 1880 - Photographs show shop as one-story, one-by-one bay structure with a steep gable roof; gable front and large door facing the street. (L-15)

Samuel Dayhoff House, c. 1896 - Two and one-half story; frame on stone foundation; three-by-two bays with one bay ell. Symmetrical main facade with central entrance, two-over-two sash windows (first story windows are taller than those on second story), central gable with ornamental window, one-story, full-length porch with turned columns and ornamental brackets. Gable roof with molded wood cornice that returns at corners; chimney at one end and in ell. Ell has a double-tiered porch on one side. Interior (see floor plan sketch); has been remodeled but retains most of its Victorian-style trim. Dependency: work building that now contains a pottery kiln. (L-16)

SEE CONTINUATION SHEET #5.

(DESCRIPTION continued)

Washington Senseney House, 1866 - Two and one-half story; brick on stone foundation (built into a bank); five-by-three bays with a recent one story frame porch. Symmetrical main facade central entrance, tall two-over-two sash first story windows, four-over-four second story windows, steep central gable with ornamented circular window; one story, full length porch with ornamentation. Gable roof with molded wood cornice that returns at corners; chimneys at each end. Interior (see floor plan sketch) has central hall with staircase, a room to either side, and a large fireplace in rear room with pantry to one side. Dependencies: barn. (L-17)

Crumbacker/packer - Senseney House, c. 1784 - Two story; six bay; stone; built in early Federal-Pennsylvania vernacular farmhouse style; later one-story porch across front. Oldest house still standing in Linwood area. Later owned by prominent Englar family. Joseph Englar built, in 1898, an elaborate barn across the lane. Barn has lancet windows, pyramidal-roofed cupola, an interesting leaf-patterned pendanted trim at the eaves. (L-18,L-19)

Linwood Hall, 1898-- Two story; frame on brick foundation; basically two-by-four bays but varied on first story. Built as Sunday school room and schoolhouse; converted to residence. Gable front main facade with central entrance, asymmetrical entrance porch, two-over-two sash windows with molded architrave, circular window in gable. Gable roof with plain cornice. (L-20)

Parsonage (second Joseph Englar House), c. 1915 - Two and one-half story; frame; late Victorian style. Asymmetrical facade and floor plan, porch extending on two sides and curved along the corner. Gable roof with central chimney. Interior has central hall with stairway in alcove. Dependency: barn. (L-21)

Linwood Brethern Church, 1905 - One-story; brick on stone foundation; three-by-four bays. Square tower centrally located on gable front main facade, Gothic-inspired spire; large Gothic-arched entrance, Gothic arched stained-glass windows; apse on one side with arched tripate window. Interior has raised pulpit, decorated ceilings, turned woodwork. (L-22)

During the late nineteenth and early twentieth centuries, a notable architectural feature of the village was the ubiquitous white picket fences marking each property line. Invariably, each property had a different

SEE CONTINUATION SHEET #6.

(DESCRIPTION continued)

style gate, usually ornate, such as the one shown in the 1906 street scene photograph. Other variations were found in the operation of the gate - at Joseph Englar's house a mechanism automatically opened the gate allowing the entrant to remain on horseback or in his carriage.

The Linwood Historic District displays a variety of late 19th century rural architecture, combining the commercial interests of the railway with the farm character of the community, in an isolated and picturesque rural setting.

SIGNIFICANCE

CARR-158

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

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The unincorporated village of Linwood sits at the intersection of State Route 75 and McKinstry's Mill Road on the Little Pipe Creek in Carroll County. Covering about 35 acres, it is equidistant between New Windsor and Union Bridge (2 miles from each), about 10 miles west of Westminster. The land that surrounds Linwood is a part of the Priestland Valley and is near the Wakefield Valley; these valleys create one of the most fertile agricultural areas in the United States. Although the surrounding land has historically been most valuable for its high yields of corn and wheat, today it is largely owned by the Lehigh-Portland Cement Company, which values it primarily for its limestone. Thus, ironically, the fields that once were allied to Linwood now constitute its greatest threat. Two very Victorian features created Linwood: One was the sense of progress through industry and transportation (recall George Inness's romantic railroad painting of the Lackawanna Valley); the other was the force of a single family. The village is nationally significant for the manner in which it reflects these fundamental Victorian philosophies and ideals. In a preservation sense, Linwood is important in that it is basically unchanged from its c.1880 appearance, and thus allows us to see an intrusionless rural railroad way station built when agriculture and industry were equally dominant forces in the nation's economy.

Although it is predominantly a village of the Lincoln and Grant eras, the history of the land Linwood sits on goes back to the era of Washington and beyond. The Priestland Valley was the westernmost hunting and foraging area of the Susquehannock tribe and has proven to be a very fertile area for archeologists, both professional and amateur. J.P. Garner, writing of Linwood in 1895, notes that "under its [the valley's] giant oaks his [the Indian's] councils were held, and from the slate hills he secured the material for his tomahawks and hatchets. The writer has found a number of these in the vicinity of Linwood."[1] The museum of the Historical Society of Carroll County contains several Indian relics from the Linwood area.

The Haineses, English Quakers, were the first European settlers in the area; one early Haines patented the tract "Rockland" about a half mile from the present village. He built a large brick house in 1769, planted two linden trees in front of it and two in back of it and called the estate "Linwood". This Haines house is clearly shown on Griffith's Map of Maryland and is indicated on the 1798 Tax Assessment rolls.

SEE CONTINUATION SHEET #7.

Another tract, "The Resurvey on the Deep", contains the oldest house still standing in the immediate vicinity of Linwood, the Crumbacker/Crumpacker-Senseney stone house, built by Abraham Crumbacker/packer in 1784. The six-bay-long stone house and its dependencies still serve as a farm center. It is important to the village because of its historical Senseney family association, as a reminder of the importance of agriculture to the village, historic district as a buffer, and because it was later owned by the Englars, who largely built Linwood. One Englar, Joseph, probably added the Victorian front porch to the house, and certainly built the nearby barn. The barn is a particularly fanciful creation replete with pyramidal roofed cupola, lancet windows, and elaborate eaves' trim. Abraham Crumbacker was drowned, according to local lore, while crossing Little Pipe Creek in a flood; his farm was sold to Philip Wampler in 1815, who then sold it to Peter Senseney in 1818. About this time, c.1820, the road to McKinstry's Mill was opened; the road ran between the tracts along the boundary of the Haines-Senseney farms. (L-18) (L-19)

This agrarian paradise would not last. Garner's florid history captures the philosophy and spirit of the mid- and late nineteenth century by noting, "Progress! Improvement! These are the watch words of Life. 'Grapple them to thy soul with hoops of steel.' To progress is to live... the talismanic power of this age is the spirit of advancement....History is but a record of the ceaseless striving of man to bring his life more and more in contact with the eternal harmonies."[2] Garner, and others in the 1890s, devoutly believed that earlier, "darkness was upon the land", but by the 1850s and '60s, "Aurora, fair goddess, is beginning to scatter the clouds with her sacred beams."[3]

Aurora, and Linwood, were made possible after May 27, 1852, when the State of Maryland granted a charter to a group of men to organize and build a railroad from Baltimore westward "to some point on the Monocacy River in the direction of Hagerstown."[4] These rather vague directions resulted in the several possible counties and towns "in the direction of Hagerstown" beginning to lobby strenuously for the route. Carroll County was one of these. A Westminster paper, The American Sentinel, ran articles and editorials pushing the railroad because of the "prosperity and advantage"[5] the county would receive. The competition among the possible counties and cities, and the perceived threats of rivals for the route must have been intense, as a c.1850 poem would indicate:

See CONTINUATION SHEET #8.

THE WESTERN MARYLAND RAILROAD

Ho! Carrolltonians, to the fight.
Arise! No longer now repining.
Lo! Frederick City drives in might --
Against our railroad they're combining;
In serried hostile ranks they come --
From North and West they heave in sight,
Hark! - hear their noisy, selfish, hum, --
So, Carrolltonians, to the fight![6]

The poem enjoyed wide local circulation.

If the general atmosphere was receptive towards a railroad, it required the efforts of individuals to direct the route. These individuals would, presumably, be interested in having the rail line come through their own lands as well. And two farmers who put themselves in a position to effect the placement of the line were Nathan Haines of William, and his brother, Rueben. Both were born and reared at "the old Haines Homestead known as 'Linwood House'."[7] Rueben was on the first (1852) Board of Directors of the Baltimore, Carroll, and Frederick Railroad. By 1853, that body corporate had changed its name to the Western Maryland Railroad, and Nathan was also on the Board. Three years later, Nathan became the railroad's second president, "before actual construction was underway".[8] He spent the next few years, when the exact route was still uncertain, arguing on behalf of the Wakefield-Priestland Valley route, in behalf of "the mills and quarries at Westminster, plus the agricultural production from the fertile valleys".[9] The Haines' Linwood area neighbor, miller Samuel McKinstry, was also active in the route's formative years. He, too, had clear financial reasons for desiring a Priestland Valley route. "Before the WMRR was built, the farmer would, on Monday morning, load up to 25 or 30 barrels of flour and would go by Uniontown and Westminster to Baltimore. The trip required four days. . ."[10] McKinstry certainly realized that if the railroad ran near his mill, this more efficient transportation would make the mill more attractive in the farmers' eyes. Thus he saw to it that he was another of the "Carroll County group who had a major role. . .[He] was an active member of the first major committee to promote a railroad, and was a stock agent for the Company and a member of the second Board of Directors."[11] He was also elected to represent Carroll County in the State Legislature of 1858, a position that could not have done the "Linwood" route any harm.

See CONTINUATION SHEET # 9.

Nathan Haines was reinstated as WMRR president in 1861. That year, locally dubbed "The Year of Jubilee"[12] (despite developments at Ft. Sumter), saw the railroad's coming as far as Westminster, and within a year, it had arrived in Union Bridge, not incidentally passing through the Haines farm, Linwood. "It is interesting to note that the nephew of Nathan Haines, Joseph L. Haines, was the civil engineer who supervised the construction of the road."[13] Nathan Haines was active beyond Carroll County: at the same time he was working for the railroad, he "implored Thaddeus Stevens to prevent the calling of a convention in the state regarding the action to stop turning Maryland over to the Rebels during the Civil War."[14]

The route was not solely the result of verbal lobbying, as "most of the capital has been provided by Carroll County farmers."[15] Nathan himself had bought $7,000.00 worth of bonds, and he, "and his brother Rueben Haines, were instrumental, through their untiring efforts, in raising a sum of one hundred thousand dollars. . . . In the early days railroads were the result of the efforts of men along the route financially able to assist in their construction, and it was mainly through the efforts of the Haineses. . .that the building of the road. . . became possible at that time."[16] Moreover, during his presidency, Nathan had solved the company's first financial crisis: "If Haines had not been president at the time it seems reasonable to assume that the Company would have collapsed."[17] As a result of all these debts, the company not only directed the rail line through the Haines farm, but "for services rendered. . . granted [him] the privilege of a siding at this point."[18]

The family quickly took advantage of this "privilege". Rueben Haines immediately erected two warehouses on their siding, "and the place was called 'Linwood Station' from the name of the Haines' farm."[19] The depot ground was sold to John Q. Senseney,[20] who then built a warehouse and ran the railway office in the small building. A few feet south, just off the McKinstry's Mill Road, one David Utz built the first house in town, "a small weatherboarded house and stable. . . Mr. Utz was evidently short on cash as the weatherboarding was simply foot-wide boards placed upright, side by side, with a cleat over each joint."[21] (L-7)(L-8)(L-12)

But if the two indigenous families, the Haineses and the McKinstrys, were responsible for the railway's coming through their farms and near their mill, they did not in the end, receive the greatest benefits; nor were they the forces that ultimately built the village at the depot. If they had made Linwood possible, it was the Englar family who made Linwood work. The Englars were typical of a large segment of Carroll County's

See CONTINUATION SHEET #10.

first settlers, being part of the group that left the Swiss-German Palatinate region at the head of the Rhine in the early eighteenth century, sailed to Philadelphia, and then moved west and south settling Lancaster and York counties in Pennsylvania, as well as central Maryland and the Valley of Virginia.

The first Englar, Philip, in Maryland, moved from Chester County, Pennsylvania, to the Uniontown area in 1764, where he bought a 107-acre farm for £185.[22] His 19th century descendant, Josiah, grew disenchanted with farming and moved to Cumberland to work at, and eventually supervise, a large tannery. Josiah sensed that the embryonic Linwood would offer him a chance to return profitably to his native Carroll County, and on December 12, 1868, he paid the Haineses $4,179 for "the Depot ground at Linwood Station. . .where the railroad crosses the public road from McKinstry's Mill. . .with all the benefits and all the liabilities arising from the right of way of the said railroad premises."[23] The Englars would suffer few liabilities, and would enjoy many, many benefits.

Josiah Englar quickly removed the board and batten on Utz's house, and rebuilt the dwelling enlarging it to its present form in 1869. One of his sons, Jesse, noted that Josiah built this house "entirely of brick using part of the original structure by removing partitions to enlarge the interior."[24] The large rambling house, with its several sections, porches, conservatory, and dependencies, was a fitting house for a village founder. Its floor plan and trim clearly keep it in the vernacular central Maryland farmhouse tradition, but its touches of elegance (e.g., the conservatory) set it apart. (L-12)

Englar's depot property quickly gained control of the neighboring farmers' trade; he also ran a grocery store, a lumberyard, and a coal business in conjunction with his warehouse business, creating and controlling a self-sufficiency in the growing village. (L-13)

Later in the 1860s, Washington Senseney carved out a two-and-one-half-acre parcel from the old Senseney land south of Englar's remodeled house and built a retirement house for himself at the intersection of the McKinstry Mill Road and the old farm lane. Washington Senseney's house, set back off the main road on its large, tree-shaded lot, is also a fine central hall vernacular house. Also like the Josiah Englar house, its fashionable, well-executed trim and decoration indicate the workings of an ambitious, if still provincial, mind. Senseney soon died (1868), but

See CONTINUATION SHEET #11.

the house remained in the family for some years. It is now owned by the Hay-Badger family. (L-17)

Building activity continued apace. In 1869 Rueben Haines, who interestingly had married one Helen Englar, sold a six-and-one-half-acre tract across from Washington Senseney's house to Jonas Englar for $1,600.[25] Jonas had returned from Cumberland a bit before his brother, Josiah, and in 1870 doubtless felt it desirable to follow his brother's lead in house building. His 1870 five-bay house continued to keep Linwood in the vernacular if elegant farmhouse tradition. The house's present owner has done a particularly fine job of maintaining the plush rural lifestyle of the original builder: the large barn is still used, as is the square smokehouse, as is the grass tennis court. Jonas resided here until his death in 1886. The house stayed in the family, via Jonas's twice-married daughter, Emma Jane Englar Rouzer Myers, until 1942.[26] (L-1)

In 1876 Rueben and Joseph Haines (engineer for the railroad) sold two lots totaling seven acres to David Albaugh for $1,800.[27] Albaugh did a bit to lessen the "unifamily" nature of early Linwood by building his own store and house on one lot, and by founding an ice cream factory on the other parcel. Albaugh's house, part of which is the present Post Office, closely resembles the Washington Senseney House. Although it has six bays not five, it has a similar stylish central peak in the attic (a quatrefoil window here, an octofoil window in the Senseney House), and elaborate front porch trim. Across the tracks, the ice cream factory, as the result of recent storms, has become uninhabitable. (L-4) (L-6)

But despite such intrusions, the Englars continued to flourish into the second Linwood generation. A new storeroom was built near the warehouse in 1877 "in order to meet the demand of the constantly increasing trade. A general line of goods was kept under the name of "Josiah Englar and Sons."[28] Joseph Englar, Josiah's eldest son, had persuaded his father to file for the position of Postmaster of Linwood; the request, of course, was granted. The position remained in the family for several decades, passing from father, after his death in 1879, to his various sons in turn: Joseph, then to Nathan, then to John. The Post Office was located in Englar's store near the warehouse on the east side of the tracks. The two-story building that contained them is still standing and still possesses much of its original exterior trim. This trim (the double transom over the central door, the thick cornice), continues the village's tendency of keeping within local building patterns, but in creating personal, and slightly elegant, versions of these traditions. (L-13)

See CONTINUATION SHEET # 12.

Joseph succeeded his father in control of the multi-functional warehouses. Sensing that the old Haines-built western warehouse had become obsolete, he built the present pile in 1882, and the five-story grain elevator. The latter was called "the finest elevator along the WMRR"[29] The elevator still has its original machinery, flooring, and beams. After some neglect in this century, the building has once again been made a focus for the village. Its front store sells basic foodstuffs, and its machinery still grinds grain for local farmers. (L-8)(L-11)

Joseph, who also established a pay station in Linwood for the C&P and Western Maryland Telephone Companies*, ran the ticket office in the old depot near the newer warehouse. In 1882 he bought a three-and-one-half-acre lot from his widowed mother,[30] just north of the Albaugh house and store, and built his fine vernacular house. Joseph added a pedimented entrance porch, with finely turned columns, a hexagonal bay window, and round-arched central gable-end attic windows to the local vernacular farmhouse form. The building still has its barn and smokehouse, all of brick painted white and is now used as the home and office of a land surveyor. This owner's occupation, like the house's grounds in general, retains Linwood's link to the land. Joseph was viewed as being "every inch the dominant businessman whose word was law. . .in taking care of the immense trade which he developed among the farmers for miles around."[31] (L-3)

In 1885 Jonas sold a three-quarter-acre lot to his nephew, Nathan,[32] who then built his house between his uncle's to the south and his brother, Joseph's to the north. All the Englar, Senseney, and Albaugh houses in Linwood are, as noted, rooted in the central Maryland vernacular farmhouse style, but all, also as noted, have certain idiosyncracies reflecting their owners' whims. Nathan Englar built perhaps the most ambitious house in the village. Its floor plan is traditional, but it is draped in Second Empire trim. The steep mansard roof, the central projecting pavilion, and the elaborate brackets and attic window trim, all indicate that Nathan Englar took a keen interest in contemporary (inter)national fashions. This is fully in keeping with this Englar's reputation as a bit of a dandy: for example, he loved to dress in white linen suits and had a fondness for automobiles. Photos exist of him seated, in front of his house, in an early Stanley Steamer (c.1902) and in a one-cylinder Cadillac (c.1907).[33] (L-2)

It is thought that several of these brick houses were designed by a very local architect, Howard Senseney (d.1892), who, "as an architect and draughtsman had no equal among the county workers."[34] No firm evidence

*Interestingly, the Englar houses in Linwood had three phones: one each for the 2 major companies, and one for the private intrafamily, inter-house intercom as well.

See CONTINUATION SHEET # 13.

has been found to support this, but the theory, in view of the fiercely local and unified character of the village, seems reasonable.

In 1898 Linwood Hall, a two-story frame building across from Jonas Englar's house, was built to house the nondenominational Linwood Sunday School, and to serve as a village meeting hall. Classes were held Sunday afternoons at 2:00 and, there then being no church in the village, were attended by adults and children. The building still exists and, while the once-ecumenical second floor is now vacant, the ground floor has been made into an apartment. (L-20)

Rural villages such as Linwood, even with its efficient rail line, tended to strive to be self-sufficient. They would have their own stores and industries for jobs, their own post office, the houses would have their own gardens, ice and smoke houses. Barns were ubiquitous to house horses and carriages. To care for these horses, each town had its own blacksmith shop. Linwood was no exception. The frame building, contemporaneous with these early Englar houses, and its smith, Dayhoof, quickly became favorites with the Linwood children, who would hang out for hours, in a very Longfellow fashion, at the shop under the spreading linden trees.[35] (L-15)

Although there was no church, beginning about 1870, thus coinciding with the decade in which Linwood was formed, the village and its nearby hills were famous throughout the state as a site for the great Linwood Camp Meetings. "Literally thousands upon thousands of people from Hagerstown to Baltimore, and from Pennsylvania to the Virginia line flocked" to a nearby field owned by Moses Haines. These mass meetings were held at the end of summer to celebrate the successful harvest. The congregation would troop into a large tent "with raised platform equipped with pulpit, organ, and chairs". Frame cabins flanked the tents and "were rented yearly to the church members and their friends." While this was a frequent practice throughout rural America at this time, the Linwood Meeting was the only one regularly held in Carroll County. Contemporary descriptions suggest a Fourth of July atmosphere:

> The whole woods presented an animated scene. Every tree in sight was the hitching post for some team, unharnessed from the carriage close by. The entire family were talking and laughing with groups of neighbors, the female contingent "prettying up" before making their appearance in the circle. All was confusion. . .children tore their clothes on the bushes and cried as mothers scolded, dogs barked and fought, and everybody bubbled over with excitement.

See CONTINUATION SHEET #14.

> Pushing on we came to the booth where refreshments: cigars and chewing tobacco, peanuts, popcorn, candy, watermelons, and ice cream were sold.

Interestingly,

> While the presiding [unnamed] Elder was laboring so successfully in winning the unregenerate hearts of strangers, his own erring son was absent with his boon companions, drinking, gambling, and carousing notwithstanding his father's prayers. . . such is fate.

But the service soon was over and then came a hurly-burly of picnicking and partying:

> The recollection of it all rushed into my memory; the thrills and excitement of the everchanging crowds parading all around the circle and up and down the steep hill to the R.R. and back, their restless talk and laughter, the lovesick couples with their arms entwined around each other, oblivious to the world, the bright sunshine and the grateful shade of the tall trees.[36]

The last Linwood Camp Meeting was held in the summer of 1907.

A structure which may have had a bearing on the demise of these meetings, and the last major building put up in Linwood, is the Linwood Brethren Church. The country Gothic structure, measuring 64 feet by 54 feet, was dedicated on November 5, 1905. It, too, was entirely a local product: The architect, a Mr. Rakestraw, was from Union Bridge, and the mason was a Mr. Stone from Uniontown. The building committee for the brick and stone church consisted of two Englars (Nathan and John) and John C. Buckey.[37] (L-22)

Dynamic as Linwood's first 30 years were, the village did not expand beyond those first structures put up, largely, by the Englars. The farmers who once depended on the village's station to send their grain and milk to Baltimore, gradually found more efficient methods of transportation, until, shortly after World War I, the station closed. If Linwood was a "child of steam" it could not, to continue Garner's metaphor, grow after the decline and death of its mother. The village was created because families decided to take advantage of contemporary advanced technology, i.e., the RR (while the WMRR was being built near the Haines'

See CONTINUATION SHEET # 15.

(SIGNIFICANCE, CONTINUED)

Linwood House, the Union Pacific and the Central Pacific were racing to meet, eventually, at Promontory Point), and how this machine could best be used to benefit from the surrounding rich farmland. The railroad has now dwindled to near nothing, it is now less efficient to farm here than it is in the agribusiness Midwest, and the last Englar left the village in 1942. It is pleasant, however, to note that the old five-story grain elevator, which had fallen into disrepair, has been restored. Except for the cement company, which threatens to destroy the farms and, perhaps the village, no new industry has come. Thankfully, this quiet has resulted in a continued architectural integrity--there is no suburban Linwood, no strip development. The houses have been carefully maintained and except for an occasional missing porch or conservatory, remain intact and well cared for.

For all these reasons, Linwood is today virtually unchanged from its turn-of-the-century appearance. A la Fincastle, Virginia, it is "a small quiet community rooted in the past."[38] Also like that Virginia village, Linwood is intact with its red brick and white frame buildings sitting isolated and undisturbed among the fields and hills. Linwood is unique in Carroll County towns and villages in that it is so isolated and that it is so totally an expression of a single dynamic era. The county's only city (Westminster) and several towns (Manchester, Hampstead Union Bridge, New Windsor, Uniontown,et al.) have all grown over two centuries and for that reason have a mixture of building styles. Linwood however, sprang to life,relatively speaking, over night. The railroad was directed through the Haines/Sensery farms, the siding privilege was granted, and warehouses, homes, stores, and mills were instantly built: the village came to life within a single decade. Thus, Linwood enables one instantly to grasp, by looking at the old elements (the warehouses, the grain elevator, the store and post office, and of course, the railroad right-of-way), the reasons villages were founded, as well as their self-sufficiency, and by looking at the various houses, an understanding of the rural conservative tastes of mid and late 19th century capitalists, a class largely responsible for the America of today.

(MAJOR BIBLIOGRAPHICAL REFERENCES)

FOOTNOTES

[1]J.P. Garner, "History of Linwood", part of a series called Carroll County Villages, 1895, MSS Maryland Historical Society, Baltimor Archives, p.6.

[2]Garner-p. 1.

[3]Garner p. 1.

[4]Howard A. Williams, 76 Western Maryland Railway (Baltimore: Western Maryland Railway Co., 1952), p.2.

[5]Williams, p. 3.

[6]Williams, p. 15.

[7]Edward M. Killough, History of the Western Maryland Railway Compar (Baltimore: Western Maryland Railway Co. 1940), p. 86.

[8]Williams, p. 135.

[9]Williams, p. 17.

[10]Freeman, Ankrum, "Little Sketches of Nearby History", c. 1940, MSS Historical Society of Carroll County Archives.

[11]Ankrum.

[12]Williams, p. 125.

[13]Killough, p. 86.

[14]Killough, p. 86.

SEE CONTINUATION SHEET #17

(MAJOR BIBLIOGRAPHICAL REFERENCES, continued)

FOOTNOTES

[15]Williams, p. 15.

[16]Killough, p. 86.

[17]Williams, p. 135.

[18]Williams, p. 135.

[19]Garner, p. 2.

[20]Garner, p. 2.

[21]Jesse Englar, "More Linwood History", Letter dated December 19, 1931, HSCC.

[22]Garner, p. 10.

[23]Land Records of Carroll County, Book 36, Page 424.

[24]Jesse Englar Letter.

[25]LRCC 37/119.

[26]LRCC 178/250.

[27]LRCC 47/171.

[28]Garner, p. 3.

[29]Garner, p. 4.

[30]LRCC 58/187.

[31]Jesse Englar Letter.

SEE CONTINUATION SHEET #18.

VERBAL BOUNDARY DESCRIPTION

Beginning in the village of Linwood at the lot now owned by Earl L. Hyde, Jr. where a private lane intersects McKinstry's Mill Road, and runn running then with the southern boundary of Earl L. Hyde, Jr.'s lot (see deed 463/165) along the north side of said private land and going with the lot westerly, then northerly, still with the Hyde lot, then westerly, northerly and easterly three courses with the lot of Frederick W. Pyne (562/523), then northerly with the westerly edge of the lot of David J. Roop (183/454), then continuing the Roop line across the Western Maryland Railroad tracks to intersect the Little Pipe Creek. Then following the meanderings of the Little Pipe Creek easterly approximately 1,000 feet to the point nearest the northeast corner of a lot now belonging to the Linwood Corporation (576/622), then running approximately 200 feet in a straight line from the Creek to the lot of the Corporation and running with the various boundaries of the Corporatio to intersect the lot now owned by Joy Badger (669/352) and including the lot described in deed 258/586, then going easterly near the north side of Winter's Church Road about 500 feet or far enough so as to includ the old stone 2-section Sensey House, then crossing the Winter's Club Roa so as to include the 1880's Englar barn, then following south side of the road westerly to meet the eastern boundary of the lot now owned by Louise K. and William I Knight (462/614), then with that lot southerly and westerly to intersect the eastern edge of the Brethern Church lot, then with the Church lot and parking lot (parcel 66 and 68 on the appropriate Carroll County tax map, also deed 419/680), then also, the southerly side of the Church lot, near the Church lane across the McKinstry's Mill Road to the Beginning. Containing approximately 35 acres and meant to include the entirety of all the lots listed in the Owners; List attached to this nomination, extending beyond to cross public roads and lanes and also to include a small stretch of land northward between the railroad track and the Creek, and eastward to include the approximate acre of land immediately surrounding the old Sensey stone house, its outbuildings--specifically the 1880s Englar Barn.

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MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #16.

UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 35

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	13	316300	4381400
B	18	316200	4380000
C	13	315830	4380820
D	18	315680	4380920

E 18 315810 4381440

VERBAL BOUNDARY DESCRIPTION

SEE CONTINUATION SHEET #19.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Joseph Getty
Christopher Weeks

ORGANIZATION National Trust for Historic Preservation
Maryland Historical Trust

DATE October 1978

TELEPHONE (301) 269-2438

STREET & NUMBER 21 State Circle

CITY OR TOWN Annapolis,

STATE Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE ____ LOCAL ____

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE [signature] DATE 1-4-80

TITLE STATE HISTORIC PRESERVATION OFFICER

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

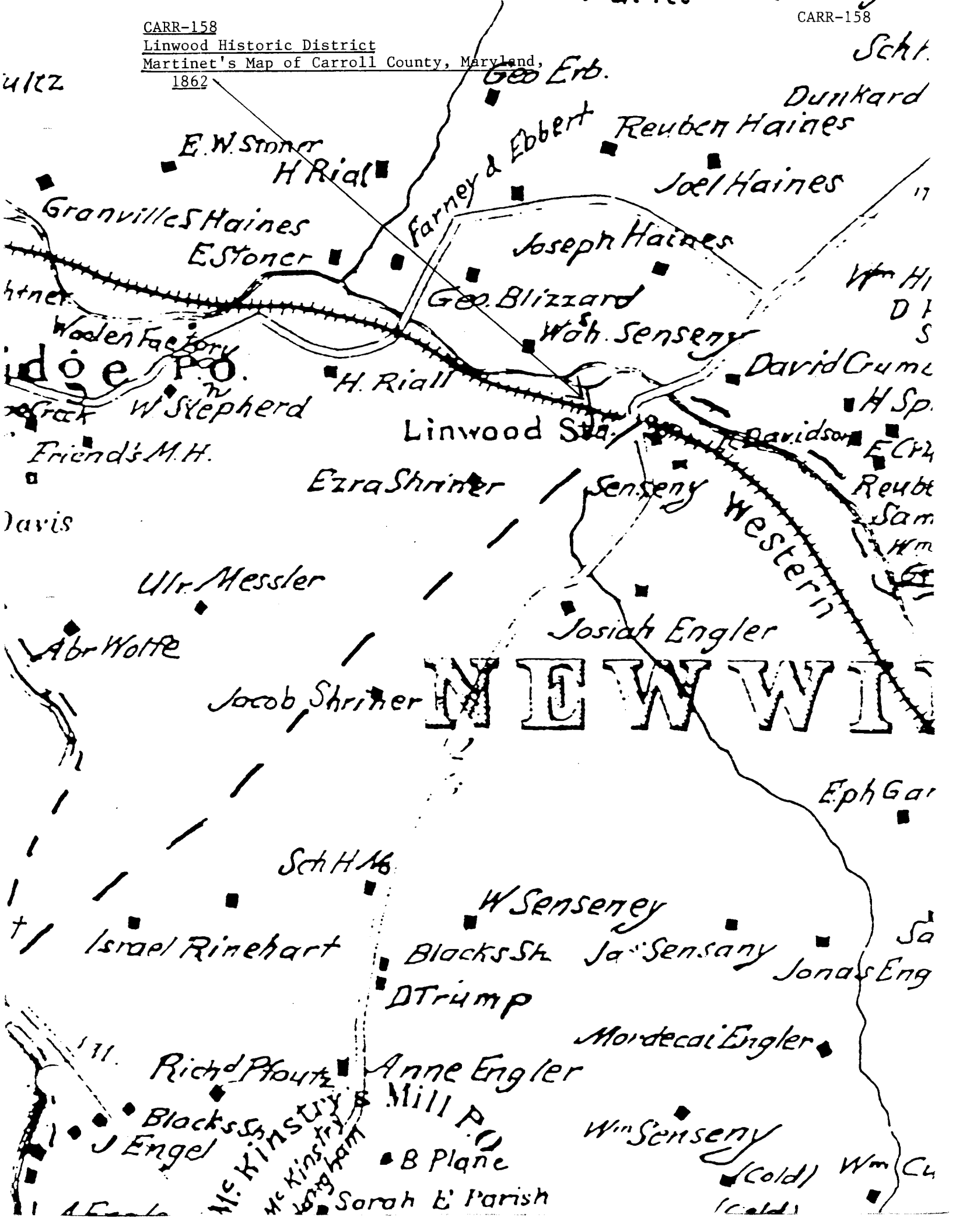
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

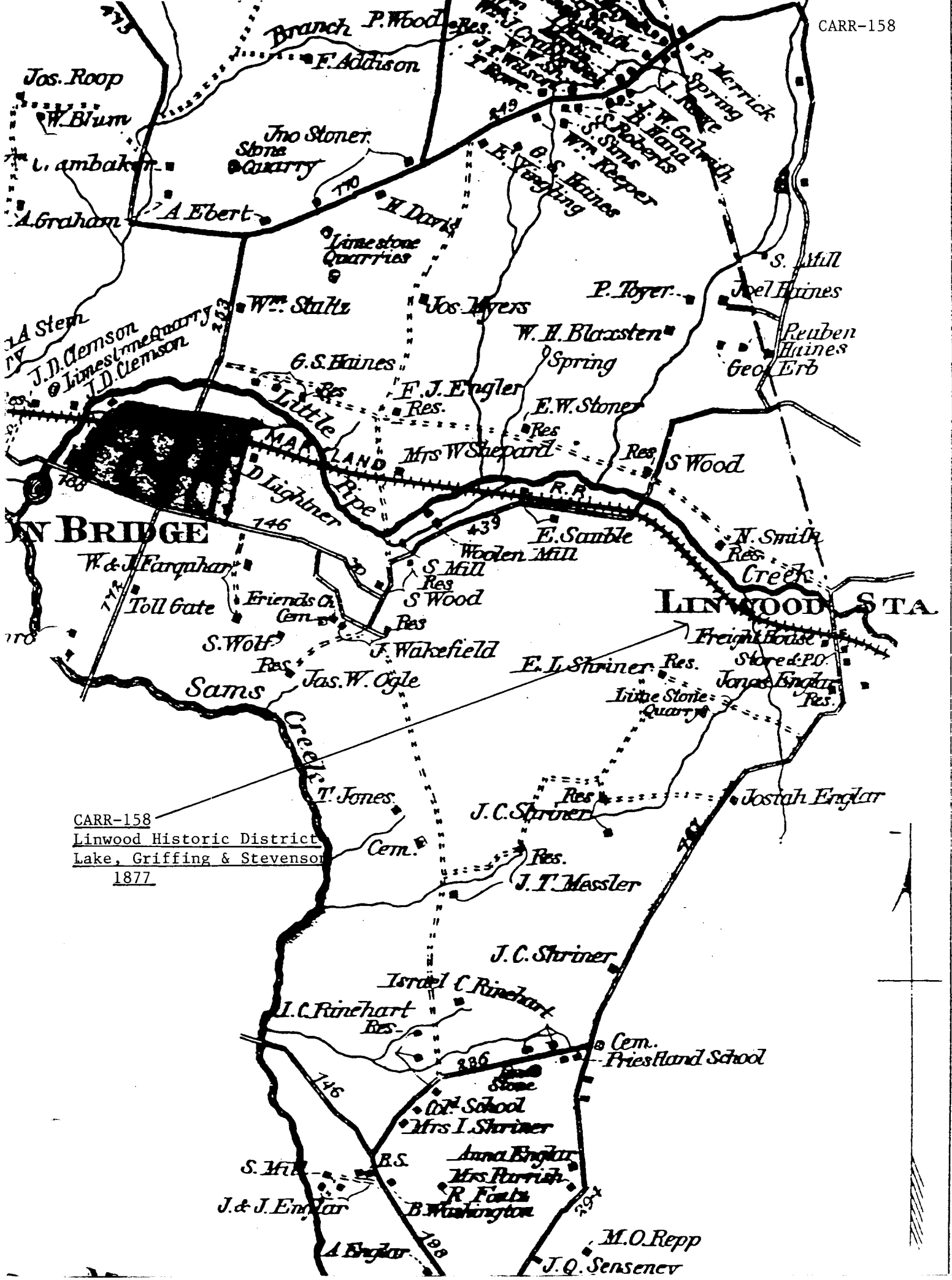
ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 892-45

CARR-158
Linwood Historic District
Martinet's Map of Carroll County, Maryland,
1862





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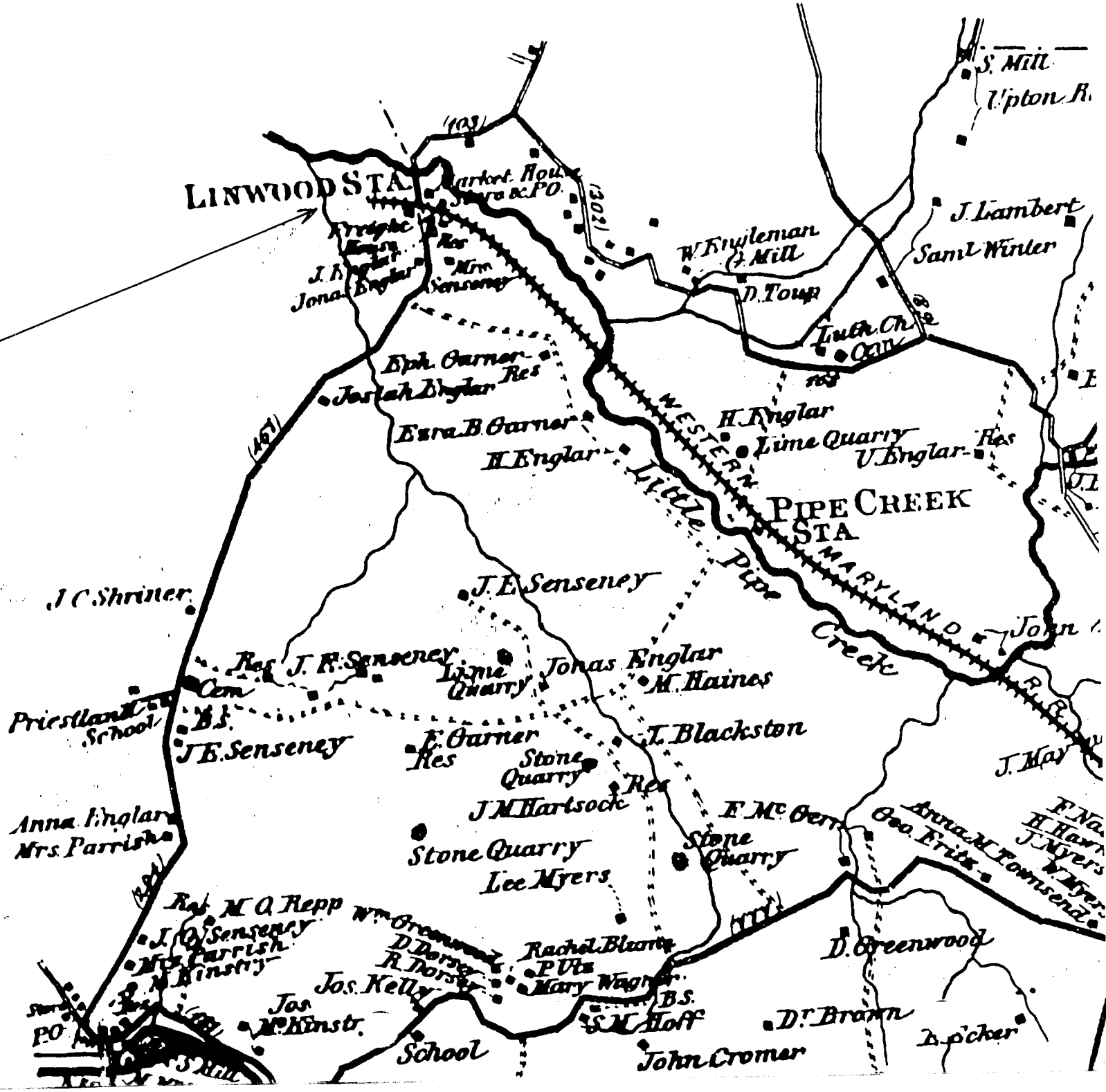
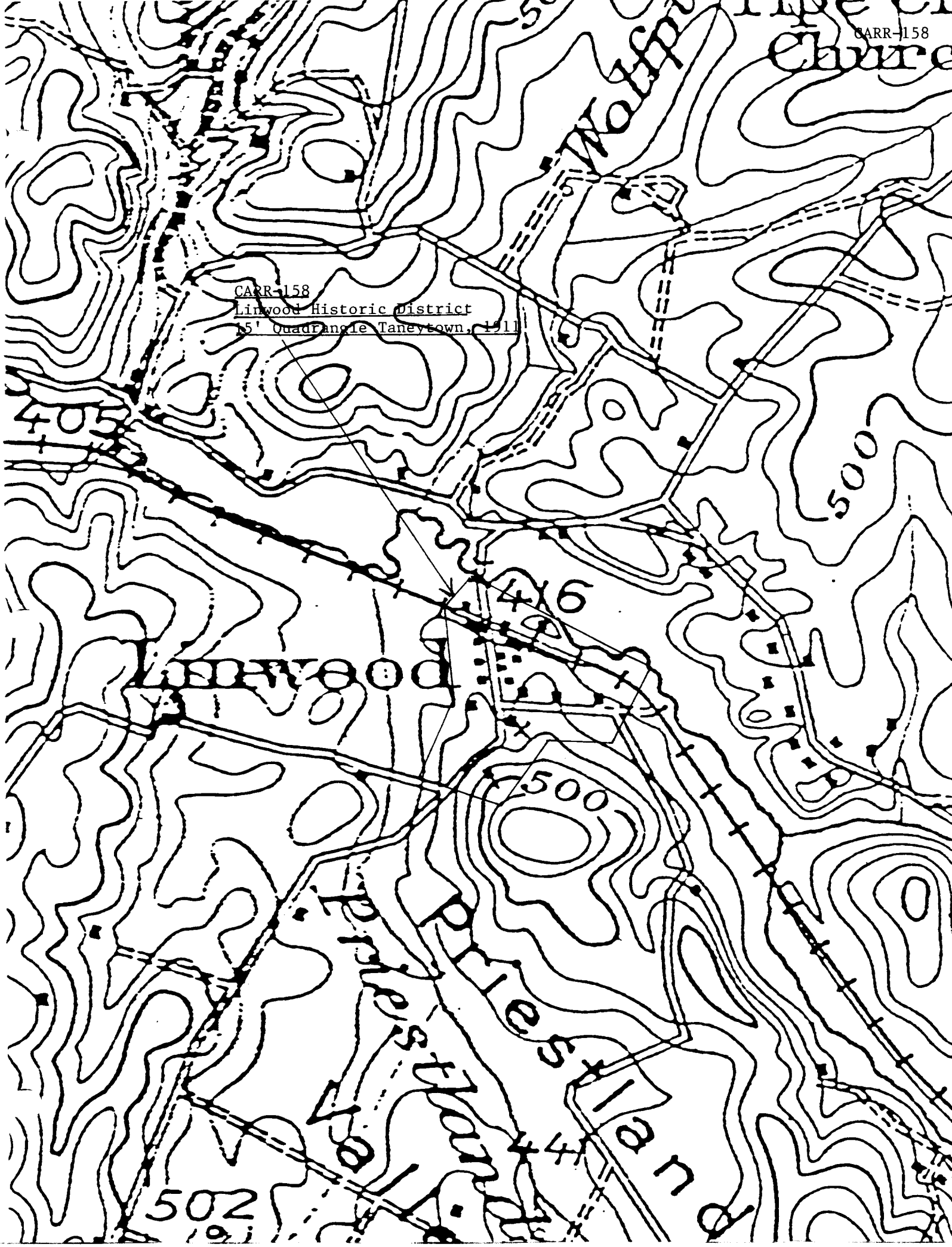
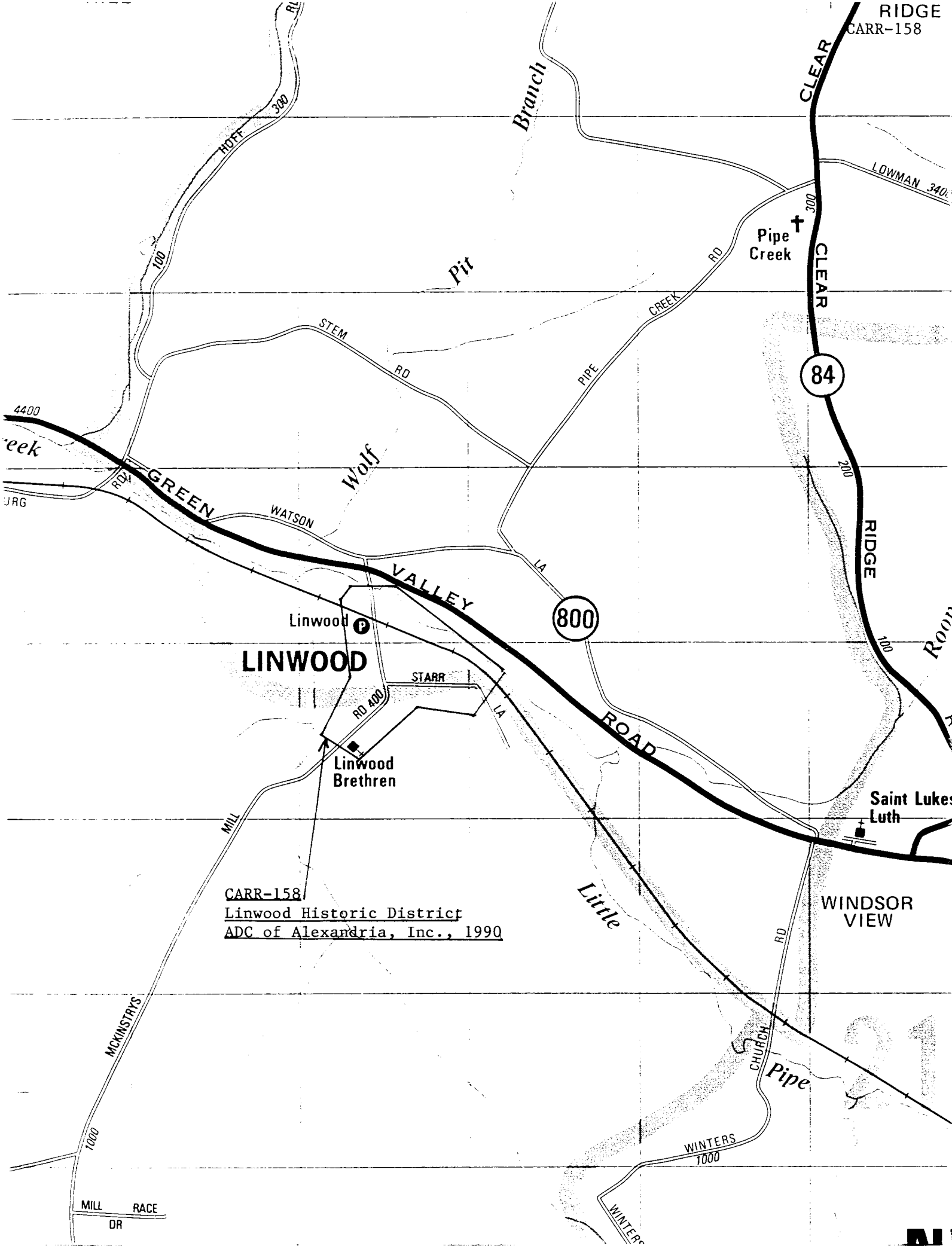
Linwood Historic District
Lake, Griffing & Stevenson
1877

CARR-158
Linwood Historic District
Lake, Griffing & Stevenson Atlas of Carroll Co. Md. 1877





CARR-158
Linwood Historic District
15' Quadrangle Taneytown, 1911


RIDGE
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HOFF
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LOWMAN 3400
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Pipe
Creek
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CREEK
STEM
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PIPE
84
4400
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Wolf
200
RD
GREEN
WATSON
RIDGE
LA
VALLEY
800
Linwood
LINWOOD
STARR
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Brethren
Saint Lukes
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MILL
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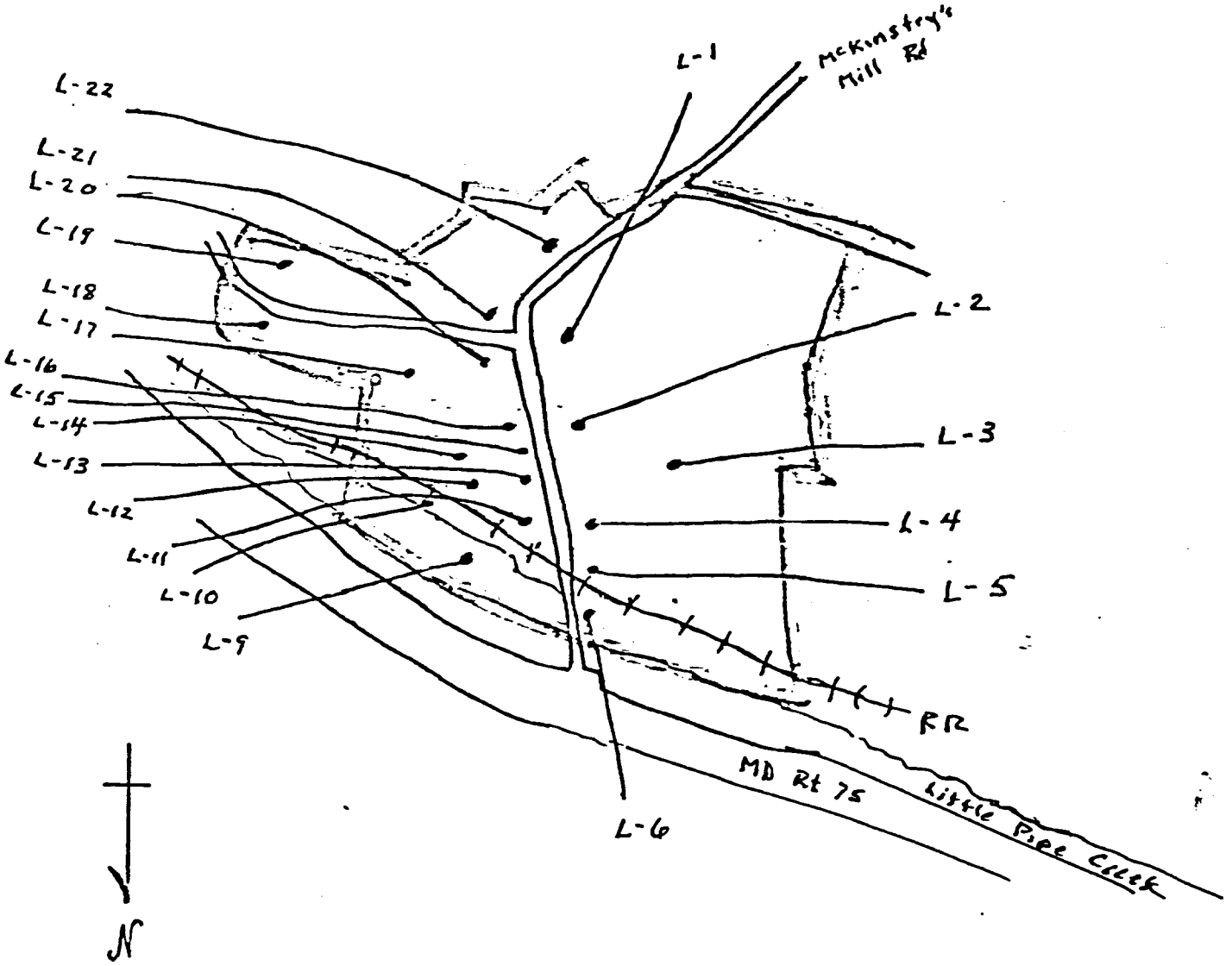
Linwood Historic District
ADC of Alexandria, Inc., 1990
Little
WINDSOR
VIEW
RD
MCKINSTRYS
CHURCH
Pipe
1000
WINTERS
1000
MILL
RACE
DR

Linwood Historic District
Carroll County, Maryland
Boundary Map 1980

CARR-158

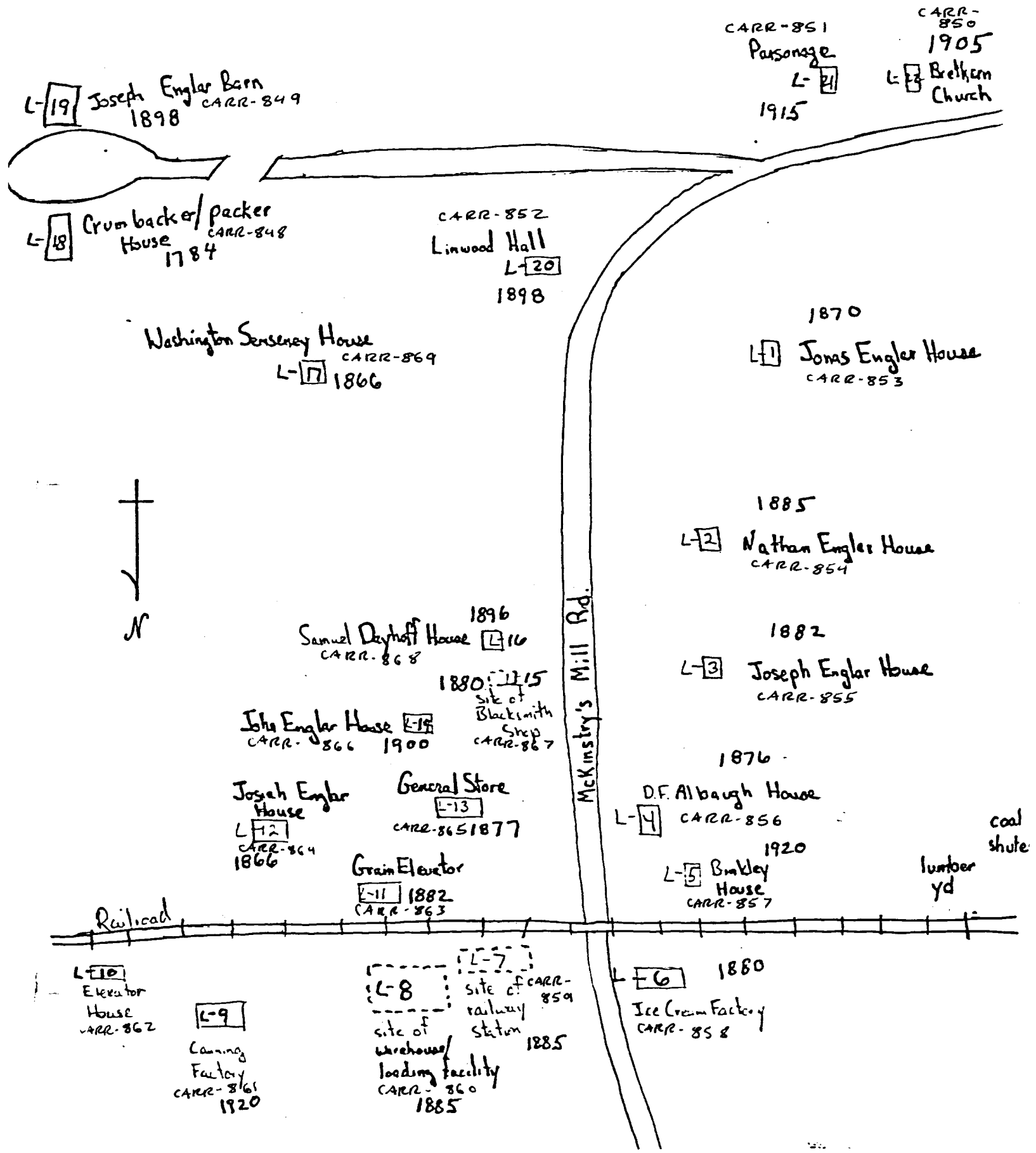
source: Carroll County Tax Map No. 43
scale 1 inch = 600 feet

boundary line



NOTE: all building are considered contributing

Linwood Historic District
Carroll County, Maryland
CARR-158



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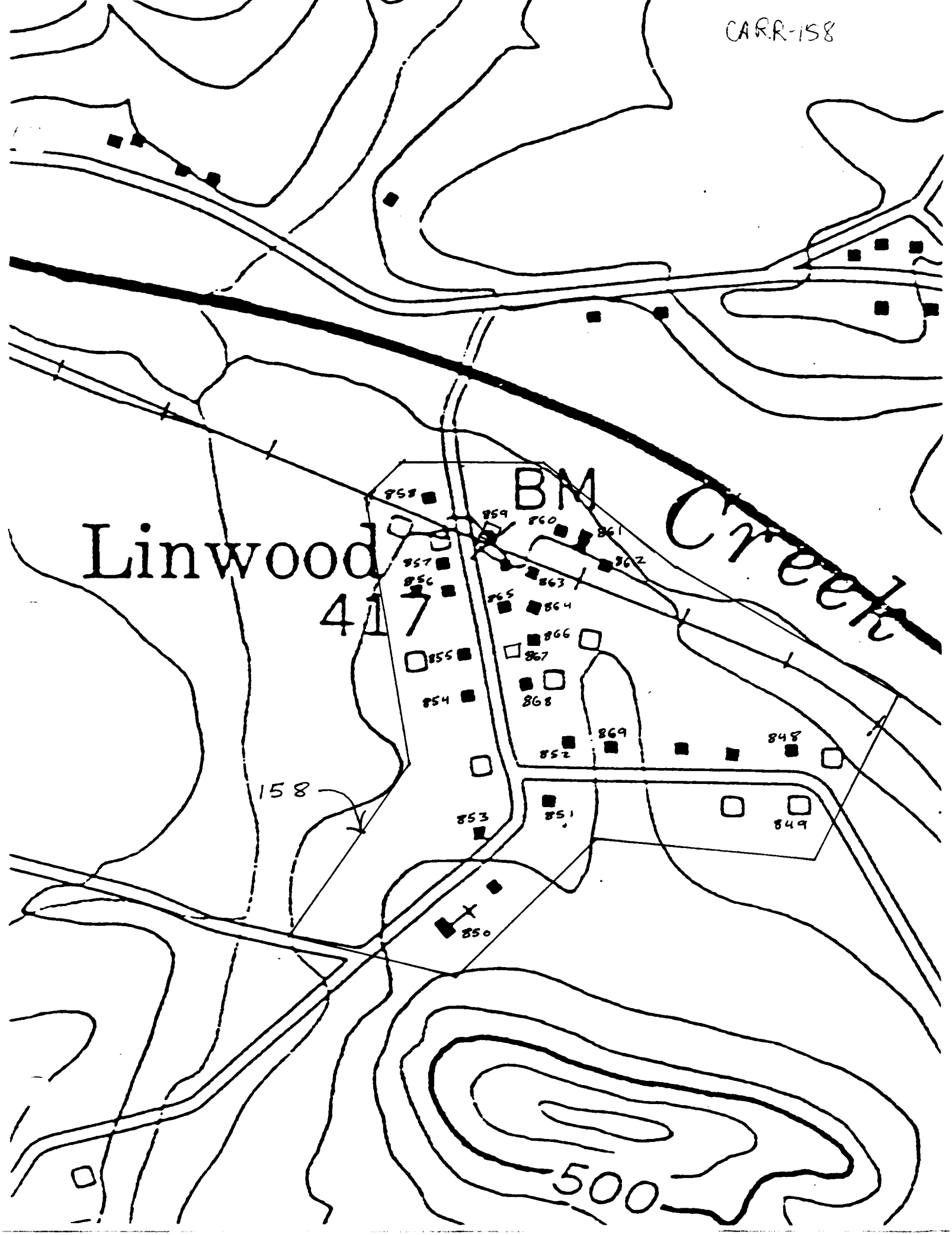
Linwood
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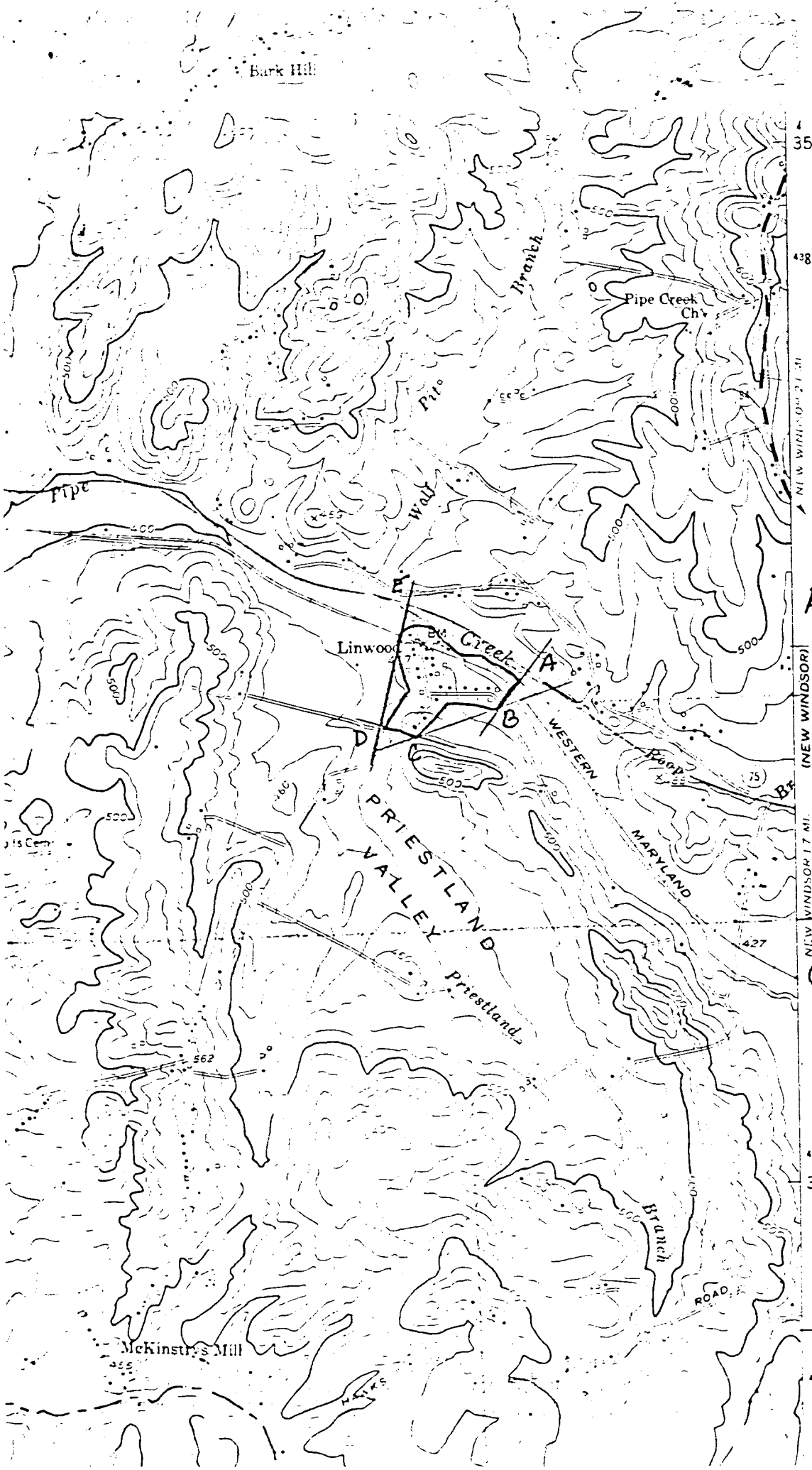

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Linwood H.D.

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B. 18/316200
4381000

C. 18/315830
4380880

D. 18/315680
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E 18/315810
4381440