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

Property/District Name: Baltimore & Susquehanna Railroad Marble Track Bed, Padonia Road Section
Survey Number: BA-2805

Project: Proposed doubletracking for Light Rail
Agency: MTA

Site visit by MHT Staff: ___ no _X_ yes Name Anne Bruder Date September 22, 1998

Eligibility recommended _X_ Eligibility **not** recommended ____

Criteria: _X_A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G
___None

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

The Baltimore & Susquehanna Railroad Mark Track Bed -- Padonia Road Section, in Timonium-Cockeysville, Baltimore County, Maryland consists of 48 blocks of marble in the MTA's Hunt Valley light rail right-of-way. The track was laid in 1836 for the Baltimore & Susquehanna Railroad, possibly by the owners of the marble quarries located near this section of track in Cockeysville. The stones are irregular in shape, however, each is saw-grooved to accommodate an iron rail on the top. There are also spike holes for spikes to hold the rail in place. The line of stones is one half of the track bed. If the parallel track bed remains in place, it is presently buried under the MTA track and could not be investigated due to safety concerns. The railroad line was built to bring more goods to Baltimore for shipping from the Susquehanna River Valley through York, Pennsylvania. Through a series of ownership transfers, the line became part of the Pennsylvania Railway in the mid-19th century and in the 1990s, came under the control of the MTA for its light rail line. The marble ties are eligible for inclusion in the National Register of Historic Places under Criterion A, as an example of American railroad history, and under Criterion C, for engineering, since the use of marble for the track bed is very unusual.

Documentation on the property/district is presented in: Project Review and Compliance Files/Reports

Prepared by: Justin Edgington, Judith Robinson & Associates

Anne E. Bruder — December 30, 1998
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

[signature] — 3/29/99
Reviewer, NR program — Date

Survey No. BA-2805

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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

II. Chronological/Developmental Periods:

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

III. Prehistoric Period Themes:

_____ Subsistence
_____ Settlement
_____ Political
_____ Demographic
_____ Religion
_____ Technology
_____ Environmental Adaptation

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Railroad track
Known Design Source: Unknown

Survey No. BA-2805
Magi No.
DOE __yes X no

Maryland Historical Trust
State Historic Sites Inventory Form
Maryland Inventory of Historic Properties

1. Name

Historic Name Baltimore & Susquehanna Railroad Marble Track Bed - Padonia Road Section

Common Name and Building Number

2. Location

Street and Number South of Padonia Bridge

City, Town Padonia Congressional District second

State Maryland County Baltimore

3. Classification

Category	Ownership	Status	Present use	
_ District	X Public	_ Occupied	_ Agriculture	_ Museum
_ Building(s)	_ Private	_ Unoccupied	_ Commercial	_ Park
X Structure	_ Both	_ Work in Progress	_ Educational	_ Private Residence
_ Site	**Public Acquisition**	**Accessible**	_ Entertainment	_ Religious
_ Object	_ In Process	X Yes: Restricted	_ Government	_ Scientific
	_ Being Considered	_ Yes: Unrestricted	_ Industrial	_ Transportation
	X Not Applicable	_ No	_ Military	_ Other: Housing

4. Owner of Property (all owners)

Name Mass Transit Administration - Maryland Department of Transportation

Street & Number 6 Saint Paul Street Telephone No. 1-888-218-2167

City, Town Baltimore State and Zip Code Maryland 21202-1614

5. Location of Legal Description

Courthouse, Registry of Deeds, etc. Liber# _ Folio# _

Street & Number

City, Town State and Zip Code

6. Representation in Existing Historic Survey _Yes X No

Title

Date Federal___ State___ County___ Local___

Depository for Survey Records

City, Town State and Zip Code

7. Description

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Condition

_ Excellent
_ Good
X Fair

_ Deteriorated
_ Ruins
_ Unexposed

_ Unaltered
X Altered

X Original Site
_ Moved

Date of Move _____

CONTRIBUTING RESOURCE COUNT: 1

Description Summary

The Padonia Road section of exposed, mid-nineteenth-century, marble-block track bed from the Baltimore & Susquehanna (B&S) Railroad is located in the Timonium-Cockeysville area north of Baltimore. It is one of two sections that are the oldest extant sections of the B&S rail line, which originally began construction in 1829. Exposed as a result of the 1995-96 reconstruction of the old railroad line for the present MTA Hunt Valley light rail line extension, the marble blocks lie on the MTA light rail right-of-way. The Padonia Road section of the marble blocks includes approximately ~~9~~ 48 stones and is located just south of the Padonia Road bridge over the light rail line. An additional section of marble track bed exists north of Padonia Road near Industry Lane. (See MHT Survey No. BA-2806)

The line of marble blocks, dating to 1836, represents an early example of railroad construction at the beginning of railroad development in the United States. The uncovered stone blocks represent a single line of rail; presumably the matching bed which supported the opposite line of rail is buried beneath the ballast of the present light rail track. Constructed of marble from local quarries, the stone blocks are irregular and do not follow a uniform shape. The top surface of the stone blocks is uniformly saw-grooved to accommodate the single line of rail. With the exception of the Industry Lane and Padonia Road sections of marble track bed, the extent of the marble blocks along the old Baltimore & Susquehanna line is unknown. In an attempt to determine if any other stones were visible and to determine the length of the rail using stone blocks, a visual survey of the old line was performed for a distance three miles north of Timonium, Maryland. No additional stones were found to be exposed along the line. The exposed stone block track bed seems to be in good condition. Aside from the absence of the original iron rail, as well as a majority of the original spikes, the exposed site has undergone no alterations since its construction.

During reconstruction of the track bed for light rail, several of the stone blocks were excavated by grading activities. According to individuals familiar with the construction activities at the time, these blocks are now in the possession of private collectors. In addition, a single stone block was found completely extracted alongside the old Baltimore & Susquehanna line east of York Road in Cockeysville. It is very likely that this stone was removed during some unknown construction project and was not originally located where it was found.

General Description

The exposed marble-block bed that lies on the historic right of way of the old Baltimore & Susquehanna Railroad is typical of early minimum-cost, trial-and-error railroad construction. The original B&S line between Baltimore and Timonium, completed in 1832, was built as cheaply as possible. At that time all iron rail had to be imported from England and was highly expensive; thus, like many early American lines, the B&S's track structure was predominantly wood. Wood crossties supported longitudinal wood stringers which in turn carried a flat iron strip (or "strap") rail. This original section of wooden B&S line ended about a mile south of the stone track bed sites.

SEE CONTINUATION SHEET

By the time the railroad was ready to resume construction north of Timonium in late 1835, the company had found that the original wood construction deteriorated quickly, and it therefore was forced to go back and replace the original work.[1]

Work on the new section of rail north of Timonium began in January 1836, and for its new construction the company chose solid iron rail laid on either stone blocks or wood crossties -- the company's annual report does not specify how much of the line was laid with stone and how much was wood.[2] Since the presently exposed track beds lie 1-2 miles north of the original Timonium terminal, it might be assumed that the initial part of the new line used stone for some distance.

Numerous primary sources were consulted in an attempt to determine the length of track constructed with stone blocks along the old Baltimore & Susquehanna line.[3] However, there was no reference clarifying the extent to which the stone blocks were used. In addition, a surface survey of the right of way north of Timonium light rail station to the beginning of the Northern Central Railroad Trail was conducted in October 1998. No additional stone blocks were observed, even though there are numerous areas similarly eroded as the Padonia Road and Industry Lane locations.

The most comprehensive early engineering record of the Baltimore & Susquehanna was made by the Austrian railway engineer Baron Anton von Gerstner in 1839. In it, von Gerstner describes and pictures a structure consisting of wood crossties supporting solid iron "T"-rails. He makes no mention of stone track bed, however, which could mean either that it was replaced by 1839 or was only installed for a relatively short distance and overlooked by him.[4] The most reasonable speculation is that the stone blocks were used only for a short distance in the area of the quarries -- perhaps from Timonium to some place north of Cockeysville – with wood ties on the remainder of the line to York.

Despite these uncertainties, the following observations can be made:

First, the stones have been identified as Cockeysville marble, taken from quarries adjacent to the new

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[1]Frederick C. Gamst, ed., *Early American Railroads; Translation of Franz Anton Ritter von Gerstner, Die Innern Communicationen der Vereinigten Staaten von Nordamerica (1842-43)* (Stanford: Stanford University Press, 1997), 665-6.

[2]Baltimore & Susquehanna Railroad Company, *Ninth Annual Report* (Baltimore: Baltimore & Susquehanna Railroad Company, 1836), 4,13.

[3]The primary records consulted were housed in the Pennsylvania State Archives in Harrisburg, which holds the existing records of the old Baltimore & Susquehanna Railroad Company. These records include Minutes of the Proceedings of the Board of Directors from 1828 to 1854, B&S Annual Reports (1830-1854), and Stockholders' Minutes from the Northern Central Railway Company (1828-1907).

[4]Gamst, ed., *Early American Railroads*, 666 and Plate XXVII

line.[5] It is possible that they were donated by the quarry owners who were clearly anxious for rail service to market and distribute their product.

As exemplified here, the Baltimore & Susquehanna's stone track bed differed in several ways from that built by other early railroads. Its stone blocks were cut much more roughly and irregularly than the typical practice, which generally employed uniformly cut and finished rectangular blocks. No two blocks are alike; surface measurements range from 15½ x 27 inches to a more regular 20 x 21 inches, with shapes equally varied. (The surface in the direction of the rail is usually shorter, averaging about 18 inches, while it averages 25 inches in the other direction.) Their depth, however, is a comparatively consistent 11-13 inches.

The blocks are also unusual in that they are saw-grooved on the top surface to accommodate the rail, which was then placed in the groove and spiked directly onto the stone. This appears to be a unique practice; other railroads generally used a chair arrangement to hold the rail, and did not go to the effort of grooving the stone. This groove varies in width from about 3-3/4 to 4¼ inches, and its depth also varies from stone to stone. For this reason it is speculated that the grooves may have been cut into the stones after they were set in the ground, to match the level and position of the rail.

Von Gerstner and other sources reported that the Baltimore & Susquehanna's standard rail at the time was English-produced solid iron rail, more-or-less similar to the modern "T"-rail design, weighing 58 pounds per yard and cut in 15-foot lengths. The width of the grooves in the stones would fit a rail of this size.

Placement of the stones is more-or-less consistent; the blocks are spaced roughly 23 inches apart (edge-to-edge), although there are several unexplained gaps ranging from 41 inches to 77 inches. In some cases missing stone blocks may have occupied these gaps, although in others the gap is too narrow. Data compiled in 1945 by the Cloverdale & Colpitts engineering firm as background for a corporate history of the Pennsylvania Railroad states that when the railroad resumed northward construction, it used a system of eight stone blocks per 15-foot rail length, with wood crossties where the rails joined -- a pattern not clearly evident at the Timonium site. The source for its data is now unknown.[6]

In their present state the top surfaces of the stones are flush with the ground level, and in some instances partly covered with soil. It is likely, however, that the stones originally projected above the ground an inch or two.

Each stone is drilled with holes to accommodate at least two spikes, which were held in place by wood

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[5]Evaluation by Ronald L. Heckel, Manager Quality Assurance-Aggregates, Redland Genstar, Inc., Towson, MD. (Redland Genstar is the present operator of the Cockeysville limestone quarries.)

[6]Cloverdale & Colpitts, Consulting Engineers, Pennsylvania Railroad Company, *Corporate, Financial, and Construction History of Lines Owned, Operated and Controlled to December 31, 1945* (Philadelphia: Pennsylvania Railroad Co., 1947), 451.

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plugs; some have three or four holes (presumably where rails joined) and a few have additional holes in peculiar patterns that cannot be explained. The spike holes consistently measure about one inch in diameter, but their placement is sometimes casual -- in some cases the holes overlap the edge of the groove; in others, one or both holes are slightly outside the groove. The width between the spike holes also varies from 3-3/4 inches (edge-to-edge) to 4-1/8 inches, with most measuring about 3-7/8 inches. Several spikes remain embedded in the stone; while most are now headless, one intact example (currently located at the B&O Railroad Museum) has the general configuration of a modern spike, with a width of ½ an inch and a full length of 5½ inches. It should be noted at this time that there was no such thing as standardization of spikes and other rail fastenings, and the modern-day spike design was unusual. But von Gerstner describes and illustrates an identical spike used by the Long Island Rail Road in 1839 and notes that these were specially made for the LIRR.[7]

[7]Gamst, ed., *Early American Railroads*, 269 and Plate IX.

8. Significance

Survey No. BA-2805

Period	Areas of Significance - Check and justify below			
_Prehistoric	_Archeology-Prehistoric	_Community Planning	_Landscape Architecture	_Religion
_1400-1499	_Archeology-Historic	_Conservation	_Law	_Science
_1500-1599	_Agriculture	_Economics	_Literature	_Sculpture
_1600-1699	_Architecture	_Education	_Military	_Social/Humanitarian
_1700-1799	_Art	X Engineering	_Music	_Theater
X 1800-1899	X Commerce	_Exploration/Settlement	_Philosophy	X Transportation
_1900-	_Communications	_Industry	_Politics/Government	_Other (specify)
		_Invention		

Specific Dates	Architect	Builder	Area
1836	Baltimore & Susquehanna Railroad		

Applicable Criteria:	X A	_B	X C	_D			
Applicable Exception	_A	_B	_C	_D	_E	_F	_G
Level of Significance	_X National		X State		_Local		

Significance Summary

The Padonia Road marble track bed represents one of the oldest surviving remnants of the Baltimore & Susquehanna Railroad. Chartered in 1828, the Baltimore & Susquehanna dates to the dawn of American railroading; it was one of the earliest commercial railroads in the United States, following the pioneering Baltimore & Ohio Railroad by only one year. Created to form a trading link between Baltimore and the prosperous markets of central Pennsylvania, the Baltimore & Susquehanna was an early example of the railroad's potential to transform commerce and transportation in the United States. The Baltimore & Susquehanna was also the earliest corporate predecessor of the Pennsylvania Railroad, at one time the most powerful and influential American railroad system. In addition, the stone block construction is significant as an example of the earliest and most primitive railroad technology. It is also a reminder of the experimentation that was common in the early days of railroad construction in the United States.

Resource History and Historic Context

The Baltimore & Susquehanna Railroad Company was formed in 1828 to build north from Baltimore to the Susquehanna River via York, Pennsylvania, with the hope of diverting the central Pennsylvania trade from Philadelphia through the port of Baltimore. Construction began the following year, in 1829.

Unfortunately, the company quickly found itself stymied by charter problems in Pennsylvania, where Philadelphians were unenthusiastic about seeing the state's trade channeled south. By 1832, the new B&S line extended only as far as Timonium, 11 miles north of Baltimore, where the company was forced to pause until it was certain of an entry into Pennsylvania. At the same time a ten-mile branch to Owings Mills was also completed. The line received one steam locomotive in 1832, the English-built Herald, but otherwise was horse-powered during its earliest years.

The company finally resumed building northward from Timonium in January 1836, reaching York in 1838 and the Susquehanna River at Wrightsville, Pennsylvania, two years later. Reorganized as the Northern Central Railway in 1854, the company fell under Pennsylvania Railroad control in 1861 and eventually became the Pennsylvania's principal link between its east-west main line at Harrisburg and the Baltimore and Washington markets. By the late 19th century the route carried through passenger trains to such points as Chicago and St. Louis, while an extensive local suburban service helped develop such northern Baltimore suburbs as Mt. Washington, Ruxton, Lutherville, and Timonium.

SEE CONTINUATION SHEET

During the Civil War, the Northern Central was a critical link between northern industries, southern battlefields, and the capital in between. Lincoln rode it to Gettysburg and later the railroad carried the assassinated president's body home to Springfield, Illinois. Presidents, foreign royalty, and numerous other dignitaries used the line over the years, one of the last being Harry Truman returning from a conference in Ottawa in 1947.

The railroad declined rapidly after World War II as passenger traffic decreased, and freight was rerouted over other routes. The last suburban local trains ran in 1959, and all passenger service ceased in 1971. In the meantime most stations were demolished, the double-track line was reduced to a single track, and the Pennsylvania Railroad itself was merged into the Penn Central. In 1972 Tropical Storm Agnes washed out major sections of the line between Cockeysville and York. The portion in Maryland north of Cockeysville was subsequently abandoned and converted to a hiking-biking trail, leaving only a lightly used freight spur between Baltimore and Cockeysville. Following Penn Central's bankruptcy, this line passed to Conrail ownership in 1976.[8]

Rebirth came in 1990 when construction began for a new light rail rapid transit line, which used the onetime Baltimore & Susquehanna route between Baltimore and Timonium. Service began to Timonium in 1992, and in 1995 work began to extend this line 4½ miles farther north to the Hunt Valley commercial and office complex near Cockeysville -- again using part of the Baltimore & Susquehanna right-of-way. As part of this project, contractors regraded the former railroad line between Timonium and Warren Road in Cockeysville. Although the railroad had been double track in earlier years, the light rail line designers planned only a single track through this particular section, leaving room on the right-of-way for a future second track when finances permitted. As a result, the area once occupied by the old second track was bulldozed down to the original subgrade and left that way temporarily. It was this work that resulted in the original mid-1830s stone track bed being exposed through weathering and maintenance vehicle traffic.

The use of stone track bed of the general type found on the Baltimore & Susquehanna's right-of-way is indicative of the experimentation of the early railroad period. The use of stone to support rails dates back to railroad pre-history in Great Britain -- the birthplace of railroading. Beginning in the 18th century, many early English mine tramways used stone, and the practice was carried over onto the first public railways -- the Stockton & Darlington (opened in 1825) and the Liverpool & Manchester (1830). Timber was relatively scarce in Britain, and stone was felt to be "permanent" -- once installed, little or no replacement or maintenance would be needed. Many lines used horse power to one degree or another, and stone blocks allowed a clear path between the rails.

The pioneering American railroads faced a different environment from Great Britain and had no railroad-building experience themselves. Many built cheap wood track structures of various types, but several major lines copied early English practice and initially used stone to support their running rails.

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[8]Robert L. Gunnarson, *The Story of the Northern Central Railway* (Sykesville, MD: Greenberg Publishing Co., 1991)

Those American lines that laid stone track bed used one of two basic methods: (1) stone blocks, roughly cubic in shape, spaced 2-3 feet apart, or (2) lengthwise stone sills (or stringers), which were laid end-to-end, with an iron strip (or "strap") rail fastened directly onto the stone surface along its inner edge. This latter system was first used in 1827 on the Quincy Granite Railroad in Massachusetts, a private quarry line, and was later adopted by the Baltimore & Ohio. Whichever method they used, however, each railroad seemed to have its own system or combination of systems, and few installations were exactly alike.

As can best be determined, only the following 14 American railroads built any form of stone track beds, and some of these were installed only experimentally and/or for short distances. The dates shown are the periods when stone track beds were built, not necessarily the construction dates for the complete lines.[9]

- Allegheny Portage Railroad (Pennsylvania State Works), 1832-34 - stone blocks over full length. (This line was not a conventional railroad, but rather a system of ten inclined planes over the Allegheny divide, with segments of railroad line connecting the various planes.)
- Baltimore & Ohio Railroad (MD), 1830-31 - primarily stone sills; about 6 miles of stone blocks
- Baltimore & Susquehanna Railroad (MD), c.1836 - stone blocks; extent unknown
- Boston & Lowell Railroad (MA), 1831-35 - stone blocks and stone crossties over full length
- Brooklyn & Jamaica (NY), c.1834-36 - stone blocks for street trackage
- Camden & Amboy Railroad (NJ), 1831-32 - stone blocks over partial length
- Ithaca & Owego Railroad (NY), c.1832 - stone sills for only a short distance
- Lexington & Ohio Railroad (KY), 1831-34 - stone sills
- Mohawk & Hudson Railroad (NY), 1830-31 - stone blocks over full length
- New Castle & Frenchtown Railroad (DE), 1830-32 - stone blocks over part of line
- New York & Harlem Railroad (NY), 1832 - stone sills for street trackage only
- Philadelphia & Columbia (Pennsylvania State Works), 1832-34 - stone blocks over most of length; about 3 miles of stone sills, and some stone crossties.
- Philadelphia, Germantown & Norristown (PA), 1831-33 - stone blocks over full original length
- Saratoga & Schenectady Railroad (NY), 1831 - only 3 miles of stone blocks

Of these, the longest stone installation was 140 track miles (or about 70 route miles) on the Philadelphia & Columbia, completed in 1834.

Stone track bed construction proved to be both a financial and operational disaster. Installation was slow and costly. Moreover, as steam locomotives went into use and speeds increased, the track bed itself proved to be too rigid, providing a rough ride and damaging both equipment and rail. Weather and temperature changes -- especially frost -- caused the stones to shift and made it impossible to keep the track in proper alignment. Several lines -- notably the Baltimore & Ohio, Camden & Amboy, and Saratoga & Schenectady -- abandoned the use of stone while construction was still under way, and by the mid-1830s almost all lines had adopted wood ties for new construction.

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[9]Gamst, ed., *Early American Railroads*.

In short, stone track bed construction was a relative rarity, and fell out of favor quickly. By 1839, there were about 100 separate railroad companies in operation, and almost all of these used wood ties to one degree or another. (The major exceptions at this date were the Allegheny Portage and Philadelphia & Columbia railroads, both of them part of the state's Philadelphia-Pittsburgh route involving a combination of railroads, canals, and inclined planes.)

As these early track beds were replaced, the stone was either extracted for use in other construction (such as buildings or retaining walls) or, most commonly, simply left in place and buried by new track construction. In some cases, such as the Baltimore & Ohio, some stone roadbed still lies beneath active railroad lines. Instances, however, where parts of stone track beds are visible, either in situ or recovered and relocated are:

- Alleheny Portage RR: Several sections remain in situ on the property of the Alleheny Portage Railroad National Historic Site, some of which have been restored for public viewing.
- Baltimore & Ohio RR: Some sill-type stones are wholly buried or, at best, only partly visible in situ at various places along the Patapsco River valley in Maryland. Some other stones have been removed for display at the B&O Railroad Museum in Baltimore and by private individuals.
- Camden & Amboy RR: One short section of blocks has been relocated for display at Helmetta, NJ.
- Lexington & Ohio RR: Recovered and relocated stone sills have been preserved by various groups including the Kentucky Historical Society, Bluegrass Railroad Museum, and Kentucky Railway Museum.
- New Castle & Frenchtown RR: Some blocks have been recovered for display and for stone fill at New Castle, DE.
- Philadelphia & Columbia RR: One short section of blocks remains visible in situ on Fairmount Park property in Philadelphia; some other blocks have been removed to private property and several public sites in the Philadelphia suburban area. Some are also at the Railroad Museum of Pennsylvania at Strasburg, PA and the Wilmington & Western tourist railroad at Greenbank (Wilmington), DE.

The Baltimore & Susquehanna Railroad is nationally significant as one of this country's earliest railroad projects, and was also the earliest corporate predecessor of the Pennsylvania Railroad, at one time the most powerful and influential American railroad system.

The stone block construction is one of the few examples of the earliest and most primitive railroad technology -- a technology that turned out to be very short-lived. This installation, in fact, most probably was one of the last to use stone construction. It is also a graphic illustration of how experimental those early days necessarily had to be before the present standard railroad track structure was developed. In addition, the type of stone used and the specific methods of finishing and using the stone blocks have not been documented on any other line and thus appear to be unique.

The Baltimore & Susquehanna is significant on a state level as well, as it was almost exactly contemporaneous with the Baltimore & Ohio and was the city's second railroad project. While the B&O was designed to link Baltimore with the Ohio River and western markets, the B&S was to extend the

city's reach north of the Susquehanna River system -- and thus challenge Philadelphia for Pennsylvania markets. It therefore represents one major strategy in Baltimore's early mercantile expansion, which established it as a major East Coast port in competition with New York and Philadelphia. In addition, the Baltimore & Susquehanna line also was responsible for developing Baltimore's northern suburbs during the late 19th century and early 20th -- most notably Mt. Washington, Ruxton, Riderwood, Lutherville, Timonium, and Cockeysville.

In addition, the section of line through the present site brought rail transportation to the extensive limestone and marble deposits in the Cockeysville area. Commercial quarrying in this area began in the early 1800s, but it was not until the railroad's arrival in 1836 that the quarries and kilns could effectively reach a wide regional market. Indeed, the B&S stone bed is a tangible symbol of the relationship between railroad and industry -- the stones themselves came from the lineside quarries. The rail line thus created one of Baltimore County's major 19th century industries, an industry which provided marble for the original portion of the Washington Monument, the Capitol's columns, the spires of St. Patrick's Cathedral in New York, Baltimore's City Hall and Peabody Conservatory -- and many of Baltimore's marble rowhouse steps.[10]

[10]Heritage Committee of the Greater Timonium Amerian Bicentennial Committee, Inc., ed. *The Limestone Valley* (Timonium, MD: The Greater Timonium American Bicentennial Committee, Inc., 1976), 129-133.

9. Major Bibliographical References

Survey No. BA-2805

SEE CONTINUATION SHEET

10. Geographical Data

Verbal Boundary Description and Justification

SEE CONTINUATION SHEET

11. Form Prepared by

Name/Title Justin B. Edgington, Judith H. Robinson, Architectural Historians

Organization Robinson & Associates, Inc. Date November 13, 1998

Street & Number 1909 Q Street, N.W. Telephone 202-234-2333

City or Town Washington State and Zip Code D.C. 20009

Approved by the Federal Preservation Officer

Concurrence of State Preservation Officer

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
DHCP/DHCD
100 Community Place
Crownsville, Maryland 21032-2023
(410) 514-7600

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Bibliography

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GEOGRAPHICAL DATA

Verbal Boundary Description

The boundary of the Padonia Road marble track bed is coterminous with the structure itself. This includes the approximately 48 stones that are exposed immediately south of the Padonia Road overpass over the current MTA light rail line.

Boundary Justification

The boundary of the Padonia Road marble track bed is drawn as coterminous with its exposed structural elements. The coterminous boundary includes all of the integral documented features of the marble track bed. (See also boundaries for the marble track bed at Industry Lane, MHT Survey No. BA-2806.)

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HISTORIC CONTEXT

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographical Organization:

Piedmont

Chronological/Development Periods:

Agricultural-Industrial Transition A.D. 1815-1870

Prehistoric/Historic Period Themes:

Economic (Commercial and Industrial), Transportation

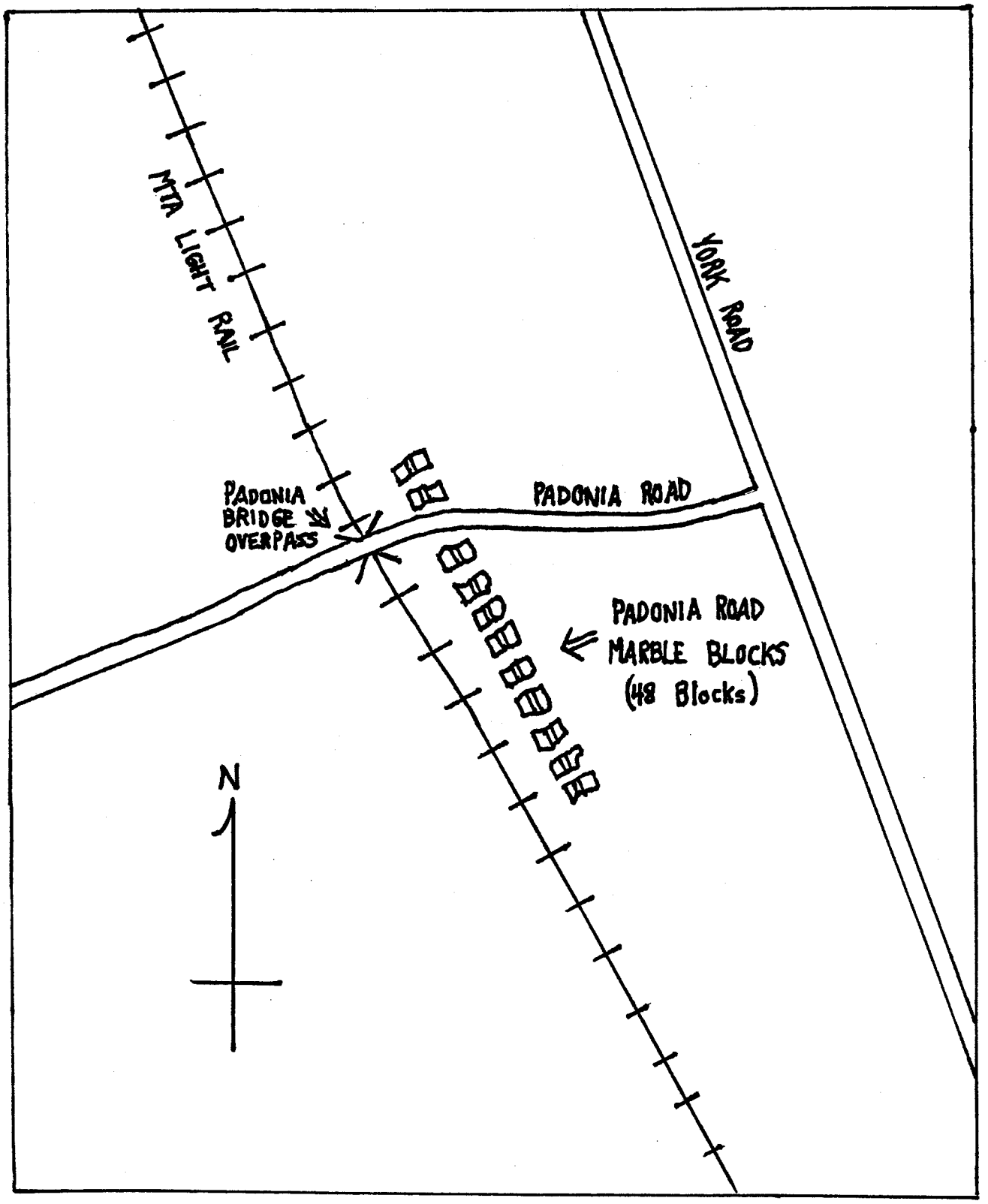
Resource Type:

Category: structure

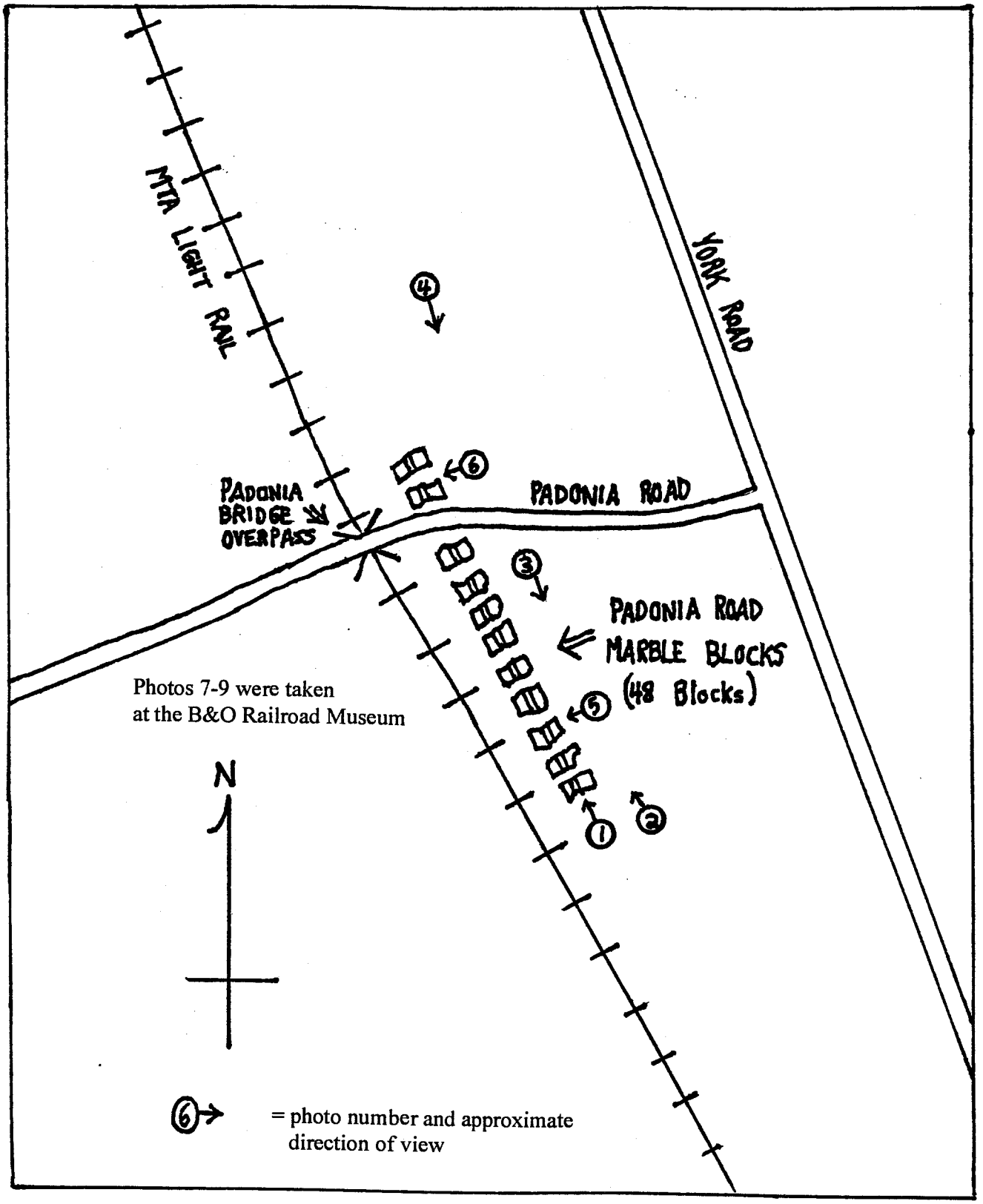
Historic Environment: suburban

Historic Function(s) and Use(s): transportation, railroad

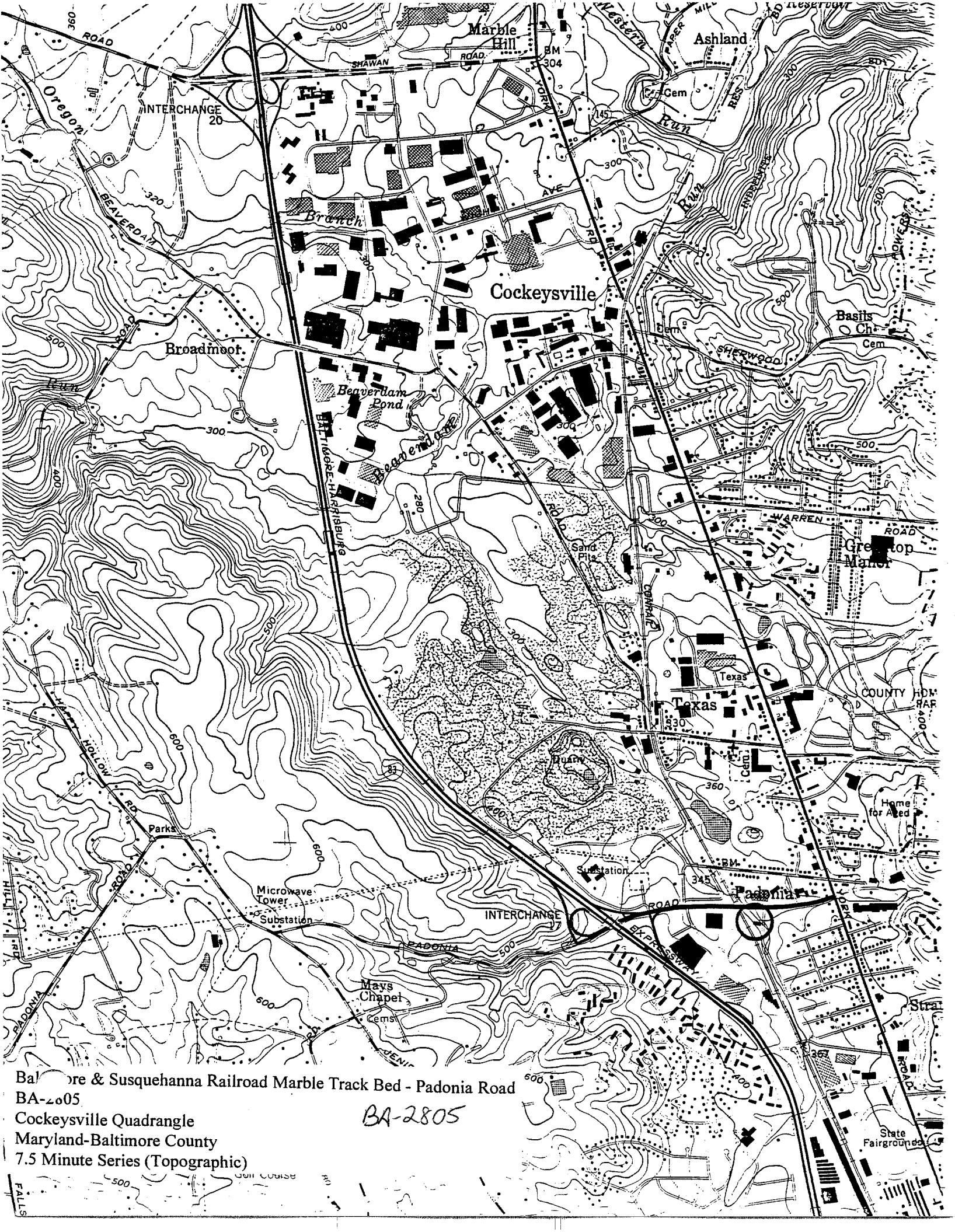
Known Design Source: unknown



Baltimore & Susquehanna Railroad Marble Track Bed - Padonia Road
BA-2805
Baltimore County, Maryland
Resource Sketch Map
Not Drawn to Scale

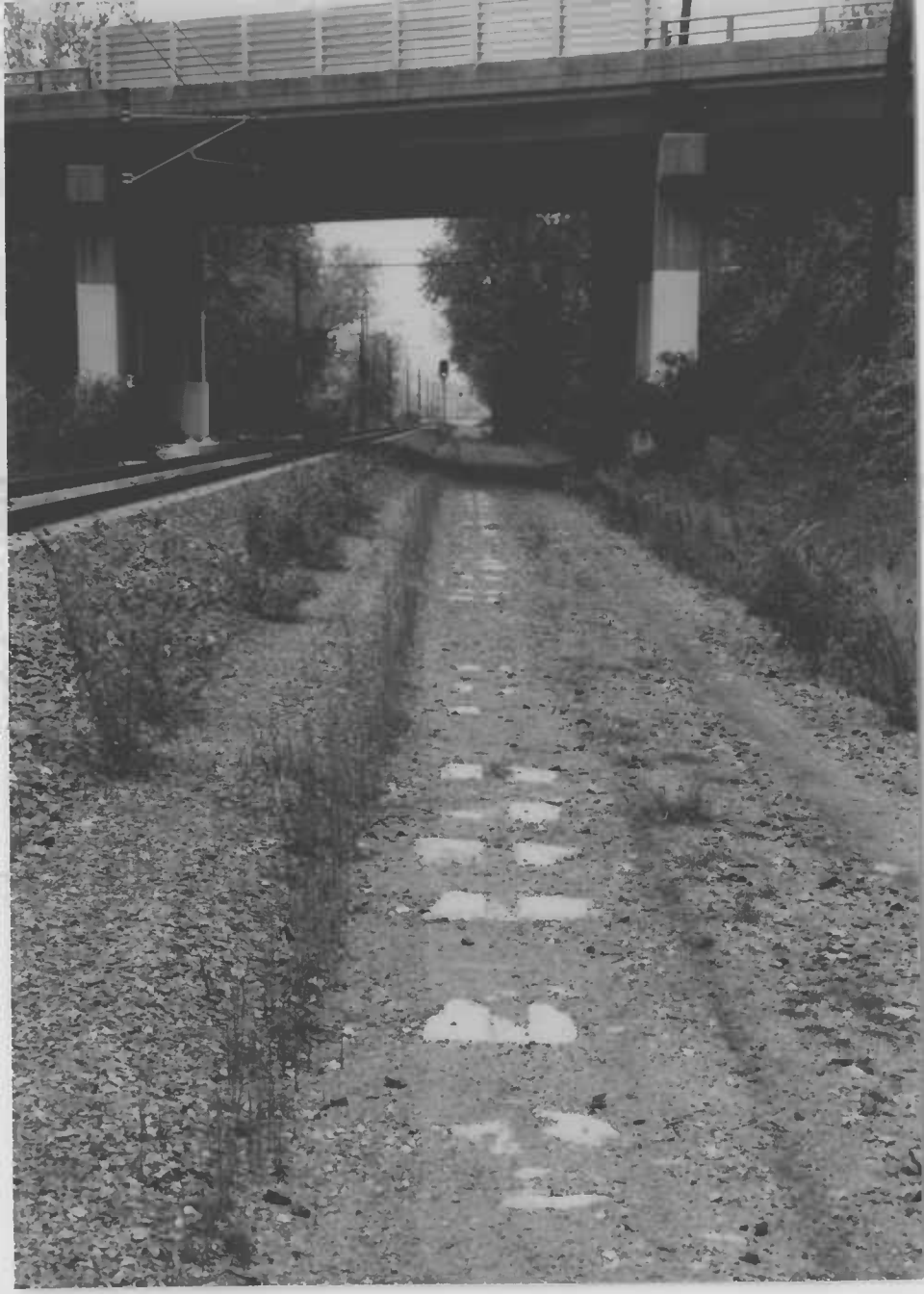


Baltimore & Susquehanna Railroad Marble Track Bed - Padonia Road
BA-2805
Baltimore County, Maryland
Photograph Map
Not Drawn to Scale



Baltimore & Susquehanna Railroad Marble Track Bed - Padonia Road
BA-2805
Cockeysville Quadrangle
Maryland-Baltimore County
7.5 Minute Series (Topographic)

BA-2805



BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Road
Baltimore County, Maryland
Justin B. Edgington
10/98
Maryland SHPO
View North of marble blocks and Padonia Rd. Overpass
#1 of 9

< >118 77+00 2NA+01A

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Road
Baltimore County, Maryland

Justin B. Edgington

10/98

Maryland SHPO

View North of marble blocks at Padonia Road Overpass

#2 of 9

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Road
Baltimore County, Maryland

Justin B. Edgington

10/98

Maryland SHPO

View south of marble blocks at Padonia Rd.

3 of 9

< >118 77+00 2NN+13AU 0808

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Road
Baltimore County, Maryland

Justin B. Edgington

10/98

Maryland, SHPO

View south of Padonia Road Overpass

#4 of 9

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Road
Baltimore County, Maryland

Justin B. Edgington
10/98
Maryland SHPO
Detail of marble block at Padonia Road
5 of 9

BA-2505
Baltimore and Susquehanna Railroad Marble Track Bed - Padonia Rd.
Baltimore County, Maryland
Justin B. Edgington
10/98
Maryland SHPO
Detail of marble block at Padonia Road
6 of 9

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed, Padonia Road
Baltimore County, Maryland

Herb H. Harwood

11/98
Maryland SHPO

Top and side view of marble block recovered from
Padonia Road site

#7 of 9

BA-2305
Baltimore and Susquehanna Railroad Marble Track Bed-Padonia Road
Baltimore County, Maryland
Herb H. Harwood
11/98
Maryland SHPO
Top view of marble block recovered from Padonia Road
#8 of 9

BA-2805
Baltimore and Susquehanna Railroad Marble Track Bed Padonia Road
Baltimore County Maryland
Herb H. Harwood
11/98
Maryland SHPO
Bottom and side view of marble block recovered
from Padonia Road Site
9 of 9