

BA 2808, Orange Grove Mill,
ca. 1856, 1873, 1884.
Elkridge vicinity, public access.
Capsule Summary, page 1.

Description:

Eight structures or sites comprise the Orange Grove Mill complex, here designated A through H. Building A is the ruin of a rough-cut granite foundation wall set in the embankment on the south side of the CSX railroad. This foundation supported a frame storage warehouse, built in 1884. Building B is a similar ruinous foundation, with the bare remains of a brick side wall attached to the east end. These are the ruins of the 1856 mill, which was built of brick laid up above lower levels of stone. Building C is another ruinous stone embankment wall, with a coal chute in the center, built in 1873 to house a steam engine. The foundation of Building D is fragmentary, and largely out of situ; this was the plant superintendent's dwelling. Structure E is a modern pedestrian suspension bridge, built on the site of an earlier suspension bridge, in existence in the late nineteenth century. Structure F is a dam abutment constructed of rusticated ashlar granite blocks. Site G marks the location of the laborers' dwellings, and Feature H apparently consists of reused materials to make a retaining wall for

BA 2808, Orange Grove Mill,
ca. 1856, 1873, 1884.
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Capsule Summary, page 2.

a modern restroom building.

Significance:

The Orange Grove Mill was the last of the major flour mills erected in the Patapsco River Valley in the nineteenth century. Like a number of other nineteenth-century mills along the Patapsco, the Orange Grove occupied land formerly owned by the influential Ellicott Family, dispersed largely in the second quarter of the nineteenth century. Following the Ellicotts' lead in establishing the region as a seat of industry, other investors built facilities at almost every available mill seat--limited principally by the degree of water fall. The configuration of the Orange Grove complex is also significant as an example of the influence of the railroad in industrial development. The B & O provided ready access to a site not so easily reached by existing roads, and the mill's four principal buildings opened to the railroad. Destruction of the complex by fire in 1905 brought to a head systemic changes--principally of steam power, which freed mills from dependence on water and the

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sometimes isolated locations that required. The ruined facility was
abandoned in favor of larger, consolidated operations in Ellicott
City, more conveniently located relative to labor supply and
services.

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA 2808

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Orange Grove Mill

and/or common

2. Location

street & number 1.4 miles west of Avalon, Patapsco State Park not for publication

city, town Elkridge vicinity of congressional district third

state Maryland county Baltimore and Howard

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" 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 checked="" type="checkbox"/> site	Public Acquisition	Accessible	<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 checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

~~none~~ State of Maryland, Natural Resources/Dept of Forests and Parks

street & number c/o Patapsco Valley State Park telephone no.:

8020 Baltimore National Pike
city, town Ellicott City state and zip code Maryland 21043

5. Location of Legal Description

courthouse, registry of deeds, etc. Howard County Courthouse liber 520

street & number 8360 Courthouse Drive folio 50

city, town Ellicott City state Maryland 21043

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town _____ state _____

7. Description

Survey No. BA 2808

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Resource count: 7

Little of the Orange Grove Mill complex survives above ground. The three contiguous structures originally facing the Baltimore and Ohio Railroad tracks--the 1856 mill building, the 1873 steam engine and boiler building, and the 1884 storage warehouse--exist today as masonry revetments which buttress the steep south embankment of the CSX Railroad line.

Building A, the 1884 storage warehouse, survives as a rough-cut granite wall extending for 65.5 feet along the railroad embankment. This north wall stands 25 feet above what must be a substantial fill layer, accumulated since 1905 when the building burned; the fill layer slopes steeply away from the wall, falling toward the river. With one exception, the west, south, and east walls of all three adjacent structures (A, B, and C) have been either partially or totally destroyed, and foundation evidence for the full building dimensions might be found only after archaeological excavation. The single exception is the east wall of Building A, which appears to survive intact for a distance of twenty feet three inches from the inside corner abutting the railroad embankment. In elevation, the wall descends in four even steps over a vertical distance of about ten feet. The southern end of the wall is squared off, as is each one of the steps above, a configuration which suggests that the builders economized on materials as much as possible, laying up a sturdy masonry wall along the railroad tracks and buttressing it to the sides. The flat surfaces of the stepped-down buttress consequently were intended to provide a secure foundation for the frame superstructure of the warehouse above, and to serve as a link between the high revetment at the railroad and the lower foundation to the south. The lack of a corner at the squared-off southern end of the surviving east wall suggests that at this point a large door or other opening was inserted into a longer wall, with a jamb abutting the masonry to the north and a now-lost masonry or frame continuation of the wall to the south.

On the same site, fragments of three smaller foundation walls stand to the south of the embankment walls. Two of these were apparently incorporated within the body of the building, and the third protruded from the west side, but their precise relationship to the structure is at present unclear.

[Please see continuation sheet.]

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Orange Grove Mill, Baltimore and Howard Counties

Section 7.1

Building B is the 1856 mill; only the north foundation wall is intact, and like Building A, this was laid up in rough-cut granite. The fragmentary west wall is also of rough-cut granite, but the fragmentary east wall is brick, and the north wall abuts it. The exterior length of the north wall is 66 feet, and rises some twelve feet above the fill layer. This wall possesses a set-back profile, forming a narrow horizontal shelf running its entire length. The set-back is now about one foot nine inches above the fill layer, and the shelf formed is five inches wide. The upper wall rises ten feet five inches above the shelf. No trace of the southern portion of the mill building survives.

Building C, the 1873 steam engine and boiler building, was built onto the existing east wall of Building B. This is to be expected, as an open gap between the structures would have posed maintenance problems for the shafting running from the steam engine, installed to drive the gears and wheels of the Mill. The surviving walls of Building C itself are rough-cut granite, and on the north extend seventy feet in length. The north wall rises almost nine feet above the fill layer, and near the center of the wall is an opening eight feet wide. To each side of the opening parallel walls just over ten feet long extend to the north. A much degraded stone lintel crosses the opening at the north wall plain. Oral tradition identifies this feature as a coal chute, and is very likely correct, given the function of the building. Three brick piers stand in the southwest corner of the building and their rough exterior surface on either south or west sides reveals they were laid up against a foundation wall no longer extant. Probably these piers served as additional footings for the steam engine itself, not only an extraordinarily heavy piece of equipment, but also one requiring substantial reinforcement so that its motive force could be properly directed.

Building D, is a series of brick and rough-cut granite foundation and retaining walls with a short flight of stone steps. These served the cellar door of the brick dwelling for the plant superintendent. Other fragments of foundation walls for this building survive on the slope above, no longer in situ. The site of the day engineer's dwelling, standing closer to the river, southwest of Building D, shows no remains above ground.

Structure E is a modern pedestrian suspension bridge, built on the site of an earlier suspension bridge, in existence in the late nineteenth century.

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Orange Grove Mill, Baltimore and Howard Counties
Section 7.2

Structure F is a large pier of rusticated ashlar granite blocks. This served as an abutment for the wooden dam erected for the mill.

Site G marks the location of a row of laborers' dwellings built for the mill. The rough masonry retaining wall at H, built into the hillside southwest of a modern restroom building, may be related to this previous use of the site.

An important narrative of the history of the Orange Grove mill exists in the recollections of Thomas L. Phillips, whose father was superintendent at the facility at the turn of the century. He wrote of his experiences growing up at the mill, and his publication provides as well a valuable architectural record of the operation. Of particular importance is a collection of photographs published with Phillips' memoir. These show that the original Baily and Worthington building (Building B) was a four-story brick structure with a steep gable roof sheltering a two-story garret illuminated by two tiers of dormer windows. Above the three horizontal water wheels and gearing on the lowest level of the mill, were a grinding floor, then a bolting (or sifting) floor, and finally a packing floor (Phillips, pp. 18, 19). The front elevation, facing the railroad, possessed a step gable, and the fourth story was on level with the railroad. Phillips quotes an 1884 advertisement for the mill which states that a Corliss steam engine and boilers were added in 1873 as a supplemental power source--this is shown in a two-story shed-roofed brick structure fronting on the railroad, adjacent the mill on the east (Building C). In 1883 a modern vertical steel-faced roller system was installed in the mill building, replacing the original stone burr grinding apparatus. These renovations were accommodated by a two-story frame addition with a low gable roof, raising the height of the original building, and replacing the former garret. In 1884, the company added an eight-story frame storage warehouse (Building A) adjacent the mill and railroad to the west (Phillips, p. 41). Phillips states these frame structures were sheathed in metal siding, an assertion consistent with improvements made at owner Charles Gambrell's Ellicott City Mill, and noted on the Sanborn fire insurance maps for that facility (Sanborn, 1894). Photographs taken after the 1905 fire show the brick walls of the original building surviving--without the garret gables--and the brick walls of the steam engine and boiler house; so all the frame structures and additions were fully consumed.

Arcing across the Patapsco behind the mill was a wooden dam. Braced on an ashlar masonry abutment set at the edge of the river on the Howard County side (Structure F), the dam's abutment in Baltimore County was a wooden cage

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Orange Grove Mill, Baltimore and Howard Counties

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secured by a fill of earth and stones (Phillips, p. 21).

Phillips' recollection of the residences at Orange Grove reveal the social hierarchy of employees, enforced by materials and spatial arrangement. The superintendent occupied a brick dwelling two rooms deep, with three-stories and a cellar, placed on the Baltimore-county side at the same elevation as the mill at the edge of the railroad (Building D). The day engineer also lived on the mill side of the river, in a smaller single-stacked frame house with a rear ell and an attic, sited at a lower elevation beside the river. Both structures were to the east of the mill. The remaining dwellings had been built in a row parallel to the river on the opposite shore, apparently almost identical single-stacked frame structures with board and batten siding and low gable roofs (Sites G and H). Ten of these faced the mill across the river, the westernmost accommodating a school and church. A pedestrian suspension bridge linked the two sides in the latter years of operations; this was destroyed by an ice flow in the winter of 1904, but rebuilt before the 1905 fire (Phillips, pp. 10-15).

8. Significance

Survey No. BA 2808

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" 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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates ca. 1856 **Builder/Architect** unknown

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

Orange Grove Mill

The Orange Grove Mill was the last of the major flour mills erected in the Patapsco River Valley in the nineteenth century. Like the earlier Thistle Cotton Mill, Davis Grist and Saw Mills, and Ilchester Flour Mill, the Orange Grove installation owed its existence to the gradual dissolution of Ellicott family landholding in the valley. The burden of debt service, the limited amounts of capital available to invest in developing new sites, and the increasing diffusion of ownership as generations passed combined to loosen the Ellicott family's grip on water power in the valley. The Orange Grove site was attractive to investors like George Baily and George Worthington because it offered an ample water fall and close communication with the railroad; the community of dwellings they established across the river from the mill was a natural outgrowth of the need to house laborers nearby on a previously unpopulated site. The incorporation of the facility into a larger network of mills is an example of the increasing professionalization of the industry and the increasing economic value of larger-scale coordinated production--as the railroad provided ready communication among the mills and access to a growing and wide-spread population. Modernization of the mill power source and grinding equipment indicated the continued value of investing in existing facilities, even as steam power supplanted the necessary earlier reliance on water. Destruction by fire, however, tipped the financial balance away from reinvestment in older facilities scattered along the river, and the installation of additional productive capacity at Ellicott City reflected the new realities of more convenient access to rail and highway transport, and to the services and employees resident in a larger, more developed community. In this respect, the history of Orange Grove is an

[Please see continuation sheet.]

Inventory Number BA 2808

Orange Grove Mill, Baltimore and Howard Counties

Section 8.1

excellent example of the transformation of industry from more diffuse, entirely water-power based facilities to the concentration of industry in already well-developed urban areas with cheaper access to potential employees, to markets, and to fuel supplies.

The 1830 partition of lands formerly belonging to John Ellicott, Jr. (1769-1820), one of the second generation owners of Ellicotts Lower Mills, assigned lots along the Patapsco River Valley to Samuel Ellicott (1783-1843) and others (Anne Arundel WSG 15/31). Samuel was a grandson of Andrew Ellicott (1734-1789), a founder of Ellicotts Lower Mills, and became one of the third generation of mill owners in 1826; he was awarded sixteen lots in 1830. Numbers 34 and 35 together designated 106.5 acres on both sides of the Patapsco, in Anne Arundel and Baltimore Counties, east of the Dismal Mill seat (see Inventory number HO 737). Samuel Ellicott had no direct heirs, and at his decease these lots passed to his brother Benjamin (1809-1863). George Baily and George Worthington purchased of Benjamin 54 acres of lot 34 on 22 January 1856, and began construction of the Orange Grove Flour Mill on the Baltimore-county side of the Patapsco, fronting the building on the Baltimore and Ohio Railroad (Howard 16/454, and Baltimore 14/205).

Baily and Worthington evidently developed the mill seat at Orange Grove as investors rather than as long-term managers, for in 1860, they sold the operations and water rights to Charles A. Gambrill, who later in the decade became the full owner of the former Ellicotts Lower Mills (Baltimore 28/7; and, *Baltimore Sun*, 7 May 1860, col. 6; see Inventory number HO 73). Baily and Worthington had paid 9000 dollars for the land, and sold the improvements and water rights to Gambrill four years later for 45,000 dollars (Phillips, p. 41; and Baltimore 28/7). In 1866, they conveyed the Orange Grove land exclusive of water rights, plus other tracts with water rights between Orange Grove and the Ilchester (or Dismal) Mill to James Tyson for 5000 dollars. Tyson's operating lease with Ilchester Mill owner George Ellicott (1798-1869) had just expired in 1865. Previously, in 1851, Tyson had purchased from Ellicott the mill dam and pool for the Ilchester Mill, and he no doubt considered his acquisition from Baily and Worthington an advantageous one, as it consolidated ownership of two valuable water falls--at the Ilchester Mill and at the undeveloped mill seat downstream, between Ilchester and Orange Grove--in addition to the Orange Grove land itself. Technological advances in the last quarter of the nineteenth century freed mill owners from dependence on water power, and Tyson never developed the land; when he sold it in 1902, the deed gave no indication he was

Inventory Number BA 2808

Orange Grove Mill, Baltimore and Howard Counties
Section 8.2

entitled to ground rents from Orange Grove (Howard 76/16).

The Orange Grove Mill operated under Charles A. Gambrill and Company ownership for almost forty-five years, becoming known as "Mill C" of a group of three Gambrill and Company flour mills. "Mill A" was the former Ellicotts Lower Mills, and "Mill B" a facility on Smith's Wharf, off Pratt Street in Baltimore City (McGrain, "Good Bye," pp. 157, 159; Phillips, pp. 3, 41; and Sanborn, 1910). Mill C burned to the ground on 1 May 1905, and Gambrill and Company consequently abandoned the Orange Grove site, opting instead to rebuild at Ellicott City, where they opened Mill D in a former warehouse adjacent their existing operations. The community of Orange Grove survived for some years after the fire, and was listed with Ilchester in Polk's Gazetteer of 1906-1907 and 1909-1911. By 1920, though still privately held, the land had been incorporated into the Patapsco Forest Reserve, a forerunner of the Patapsco State Park (Patapsco Forest Reserve Map, 1920). The surviving dwellings were eventually destroyed in favor of Park developments.

9. Major Bibliographical References

Survey No. BA 2808

Please see continuation sheet.

10. Geographical Data

Acreeage of nominated property Six

1 : 24,000

Quadrangle name Relay

Quadrangle scale 7.5 Series

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

Verbal boundary description and justification: The boundary consists of a right rectangle with its northeast corner at a point on the CSX Railroad 200 feet east of the swinging bridge, running west along the railroad 800 feet, then south across the river 600 feet to the southwest corner.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
		Baltimore	
ate	code	county	code
		Howard	

11. Form Prepared By

name/title	Henry K. Sharp		
organization	none	date	20 November 1998
street & number	100 South Street West	telephone	804/295-0140
city or town	Charlottesville	state	Virginia 22902

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
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

MARYLAND HISTORICAL TRUST
 DHCP/DHCD
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032-2023

Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Section 9.1

Hopkins, G. M. *Atlas of Howard County Maryland*. Philadelphia: F. Bourquin's
Steam Lithographic Press, 1878.

McGrain, John W. " 'Good Bye Old Burr': The Roller Mill Revolution in
Maryland, 1882." *Maryland Historical Magazine* 77 (Summer 1982) 2: 154-
171.

Phillips, Thomas Leroy. *The Orange Grove Story; a view of Maryland Americana
in 1900*. Washington(?): [self-published], 1972.

Polk, R. L. *Maryland and District of Columbia Gazetteer and Business Directory*.
Baltimore: R. L. Polk and Company, 1906-7; 1909-11.

Library of Congress, Geography and Maps Division:

Martenet's Map of Howard County, 1860, G3843 .H6 1860 .M3;

Pfeiffer. *Patapsco Forest Reserve*, 1920, G 3842 .P355 1920 .P4;

Raynolds' Military Map, Baltimore County, Maryland, 1863, G3843 .B3 1863 .R3;

Taylor's Map of the City and County of Baltimore, 1857, G3843 .B3 1857 .T3;

Sanborn Fire Insurance Map sets; Ellicott City, Maryland; 1894, Map 4; 1910,
Map 5; catalogue number 3599.

Inventory Number BA 2808
Orange Grove Flour Mill, Baltimore and Howard Counties
Maryland Comprehensive State Historic Preservation Plan
Statewide Historic Contexts

Geographic Organization:

Piedmont

Chronological Development/Periods:

- | | | |
|--|------|-----------|
| 10) Agricultural-Industrial Transition | A.D. | 1815-1870 |
| 11) Industrial/Urban Dominance | A.D. | 1870-1930 |

Historic Period Themes:

- 1) Agriculture
- 2) Community Planning
- 3) Economic
- 8) Transportation

Resource Type:

Category: Site

Historic Environment: Village

Historic Functions and Uses: Flour Mill, Managers' and Laborers' Residences, ancillary structures.

Known Design Sources: None

Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.1

U.S. Geological Survey
Savage 7.5 Quadrangle
Relay 7.5 Quadrangle

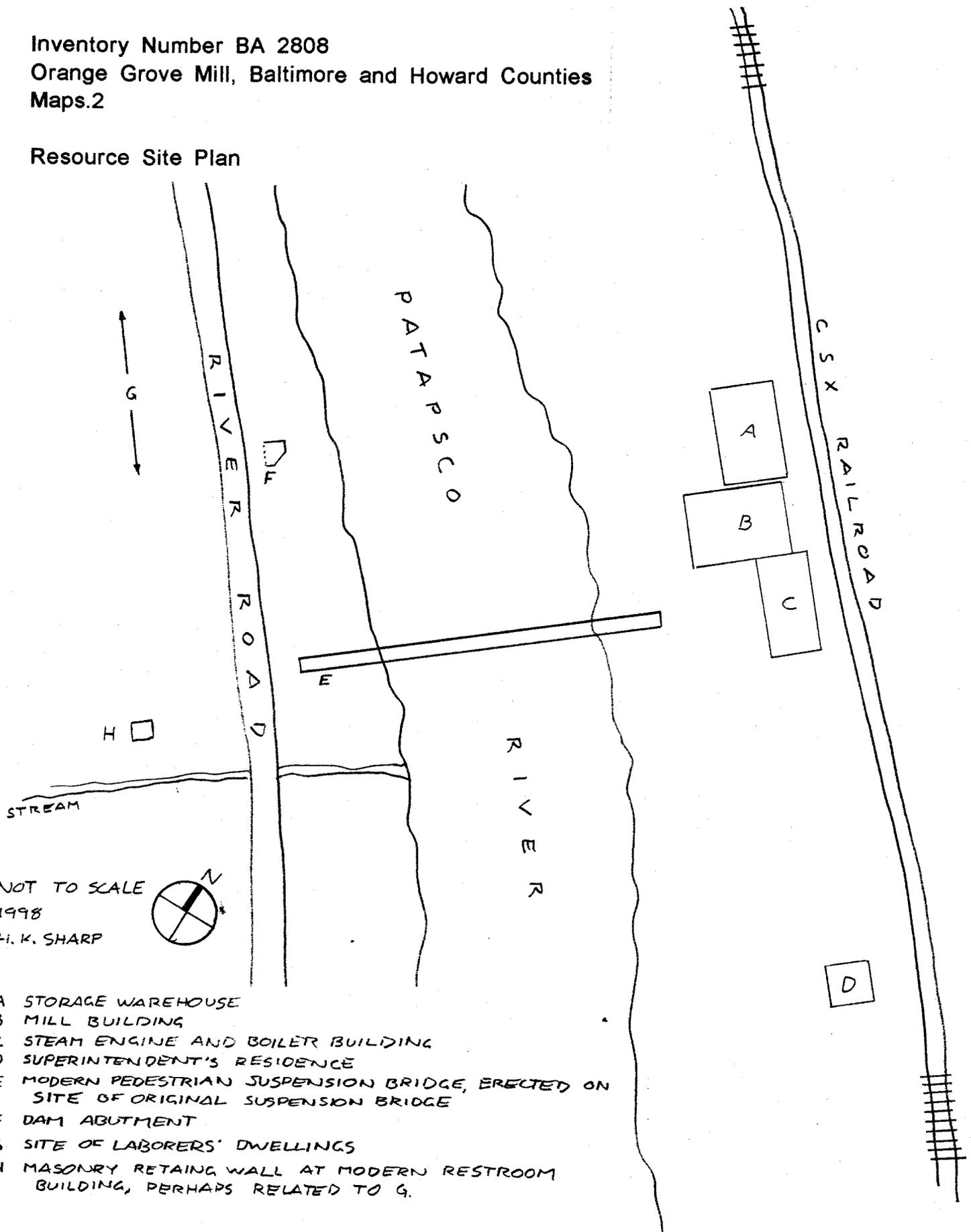
MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE 1/4 LAUREL 15' QUADRANGLE

347 2.9 MI. TO U.S. 40 348 870 000 FEET 76°45' 350000m.E 351 CATONSVILLE (L)



Inventory Number BA 2808
 Orange Grove Mill, Baltimore and Howard Counties
 Maps.2

Resource Site Plan



- A STORAGE WAREHOUSE
- B MILL BUILDING
- C STEAM ENGINE AND BOILER BUILDING
- D SUPERINTENDENT'S RESIDENCE
- E MODERN PEDESTRIAN SUSPENSION BRIDGE, ERECTED ON SITE OF ORIGINAL SUSPENSION BRIDGE
- F DAM ABUTMENT
- G SITE OF LABORERS' DWELLINGS
- H MASONRY RETAINING WALL AT MODERN RESTROOM BUILDING, PERHAPS RELATED TO G.

Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.3

Resource Site Plan, Detail, West

SCALE 1:16

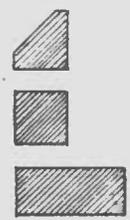
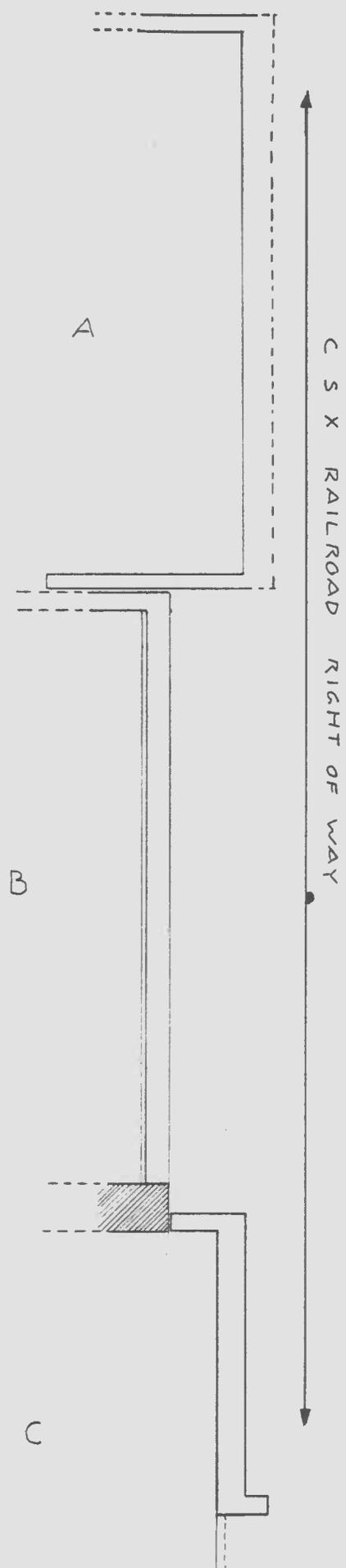
1998

H. K. SHARP



SHADED WALLS BRICK
ALL OTHERS ROUGH-CUT GRANITE

- A STORAGE WAREHOUSE
- B MILL BUILDING
- C STEAM ENGINE AND BOILER BUILDING



Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.4

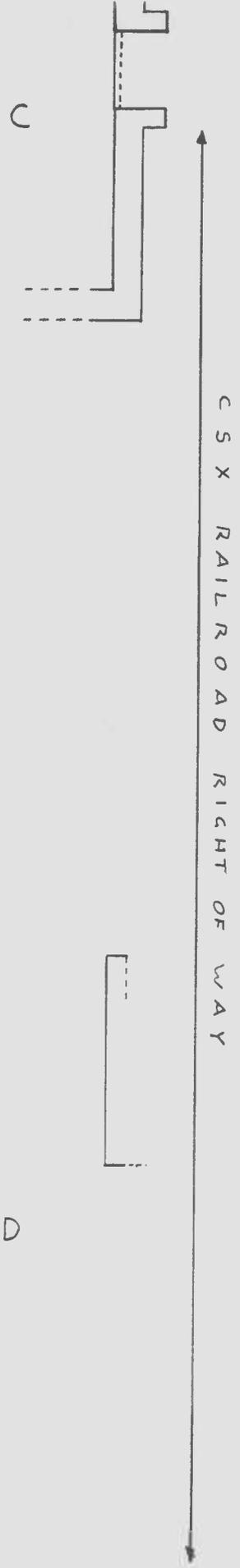
Resource Site Plan, Detail, East

SCALE 1:16
1998
H. K. SHARP



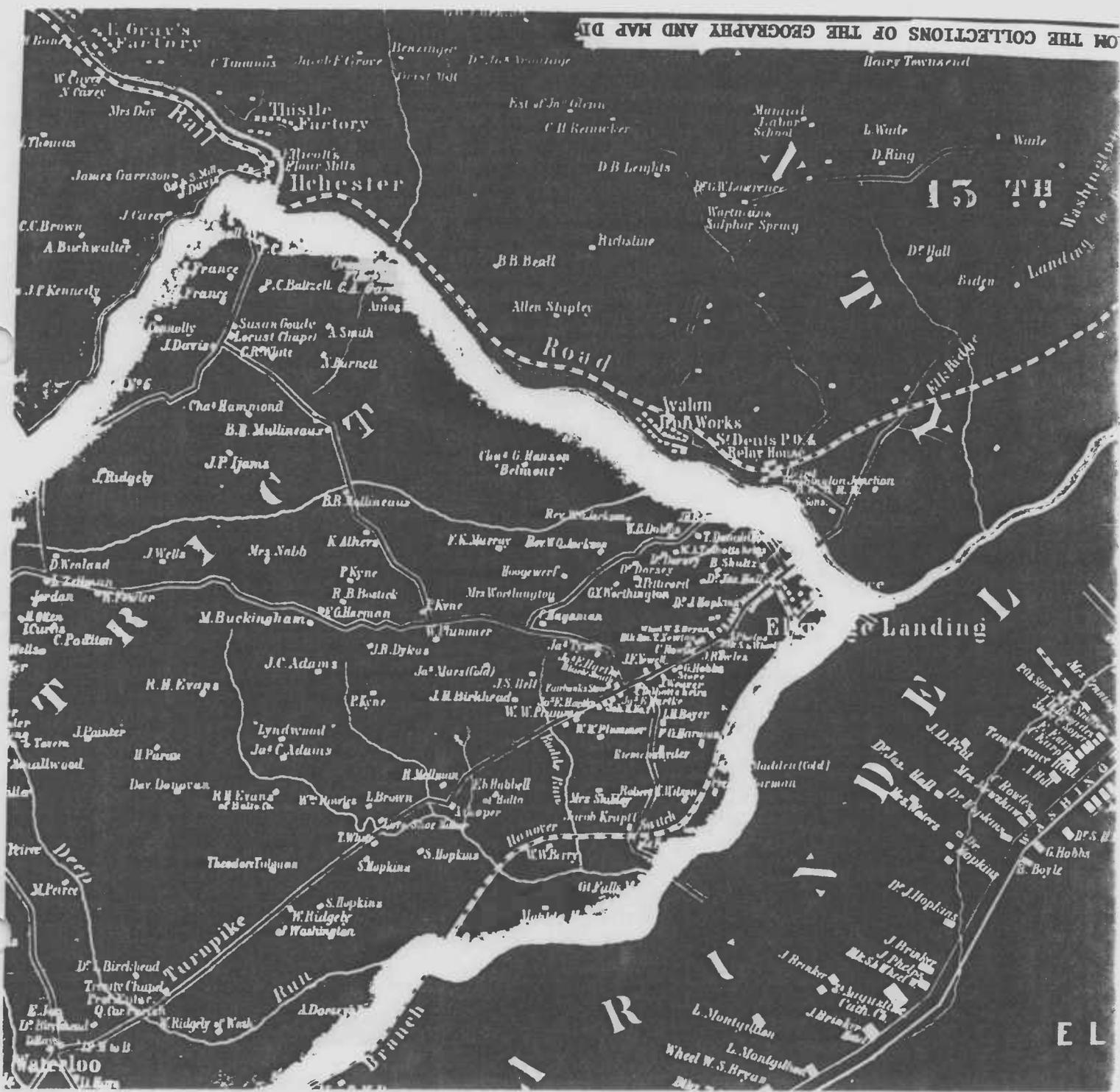
SHADED WALLS BRICK
ALL OTHERS ROUGH-CUT GRANITE

- C STEAM ENGINE AND BOILER BUILDING
 - D SUPERINTENDENT'S RESIDENCE
- (COMPASS ORIENTATION OF BUILDING D NOT EXACT)



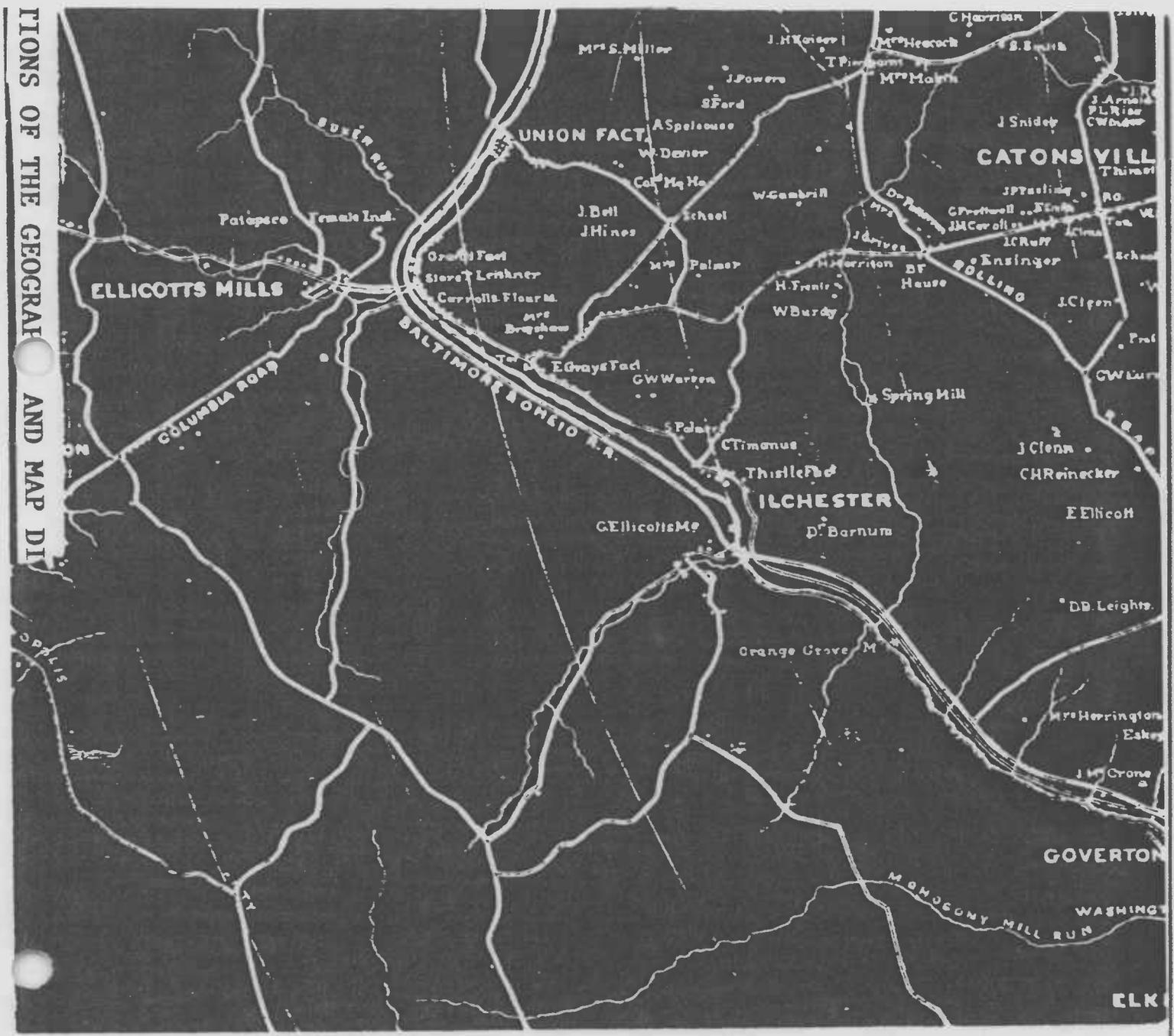
Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.5

Martenet's Map of Howard County, 1860,
Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .H6
1860 .M3.



Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.6

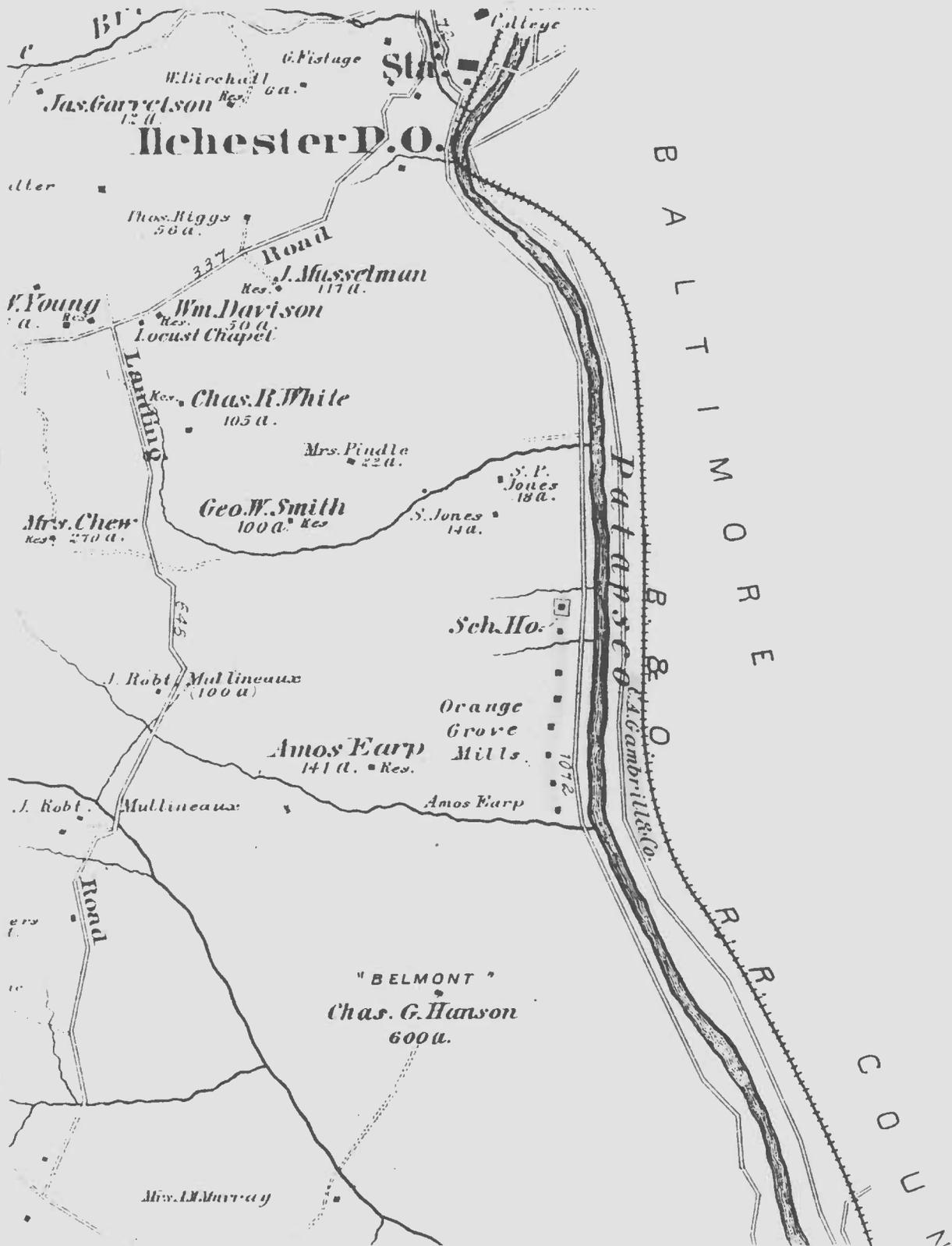
Raynolds' Military Map of Baltimore County, Maryland, 1863,
Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .B3
1863 .R3.



Inventory Number BA 2808

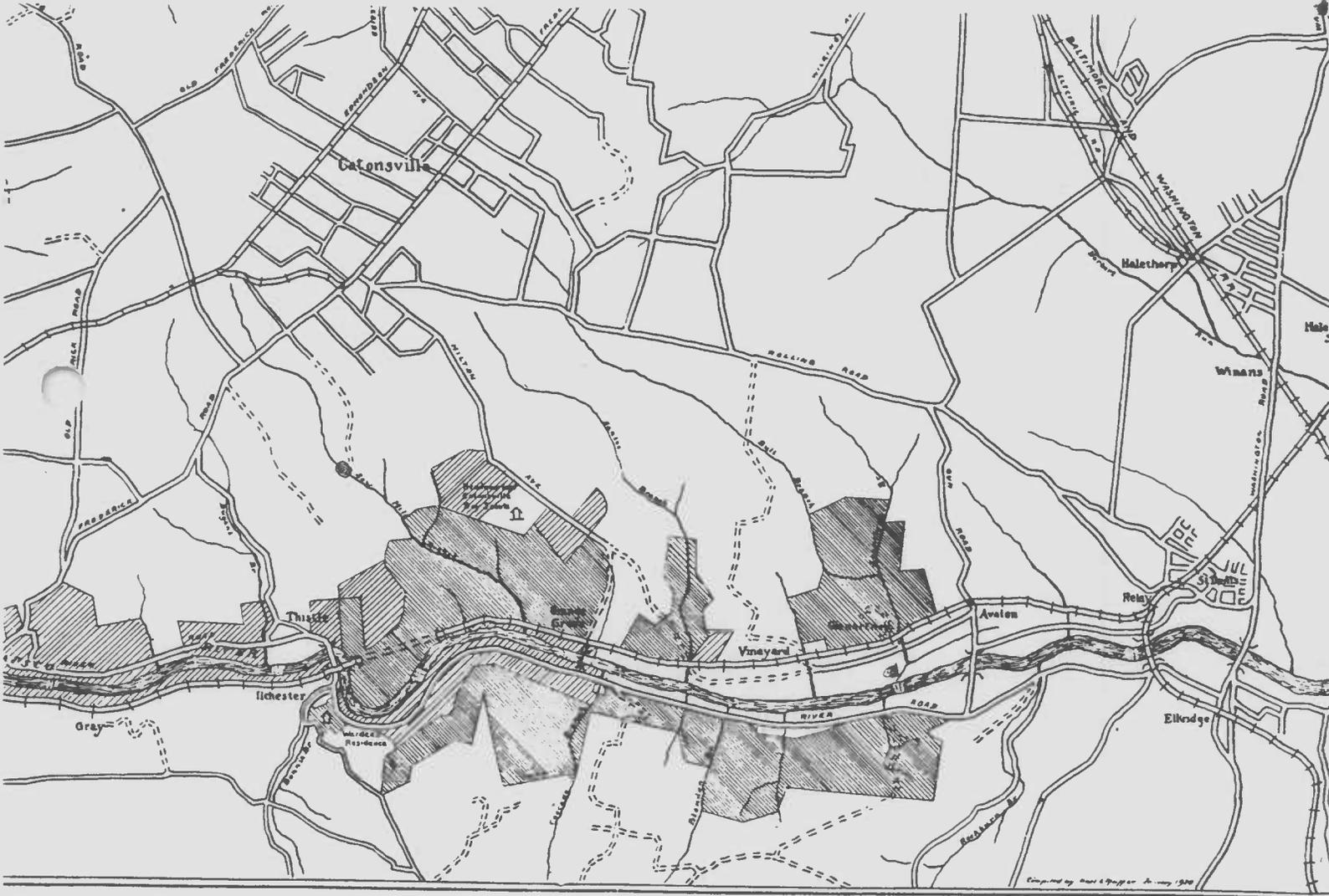
Orange Grove Mill, Baltimore and Howard Counties
Maps.7

G. M. Hopkins, *Atlas of Howard County Maryland* (Philadelphia: F. Bourquin's Steam Lithographic Press, 1878), p. 17.



Inventory Number BA 2808
Orange Grove Mill, Baltimore and Howard Counties
Maps.8

Pfeiffer. *Patapsco Forest Reserve, 1920*, Library of Congress, Washington, D.C.,
Geography and Maps Division: G 3842 .P355 1920 .P4.



Original Map
1920
Library of Congress



BA 2808

ORANGE GROVE HILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPO

BUILDING A, VIEW NORTH

1/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1997

MARYLAND SUPD

BUILDING A, VIEW EAST

2/10



BA 2708

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPO

BUILDING B, VIEW NORTH

3/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHAD

BUILDING B, DETAIL, NORTHEAST CORNER, VIEW

NORTHEAST

4/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY R. SHARP

JUNE 1999

MARYLAND SHPO

BUILDING C, VIEW NORTH

5/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPO

BUILDING C, VIEW NORTH

6/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPO (FILED WITH BA 144)

STRUCTURE F, VIEW WEST

7/10



BA 2407

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPO

STRUCTURE F, DETAIL, VIEW SOUTHWEST

8/10



ONE
WAY
→

BA 2808

GRANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SUPD

SITE 6, VIEW WEST

9/10



BA 2808

ORANGE GROVE MILL

BALTIMORE AND HOWARD COUNTIES, MARYLAND

HENRY K. SHARP

JUNE 1999

MARYLAND SHPS

STRUCTURE E, VIEW SOUTHWEST

10/10