HO 733, Patapsco Quarry Company,
ca. 1828, ca. 1890, ca. 1900.
Ellicott City vicinity, public access.
Capsule Summary, page 1.

Description:

The Patapsco Quarry Company sites extend 3000 feet east of Mulligan's Hill Lane, Ellicott City, on a wooded slope above the CSX railroad tracks. In addition to five granite quarries, the ruins of five structures remain, here designated A - E. Building A, and Structures B and C comprise one group, located about 1000 feet east of the lane; Buildings D and E comprise the second group, located about 3000 feet east of the same point. Building A survives as a masonry wall built into the hillside at the south edge of the CSX railroad, and probably sheltered a cooper's or machine shop. Structure B is a single stone wall set into the steep slope above Building A. Structure C is an enclosure of stone walls built against the face of a quarry cut above Structure B. The function of these two structures is unknown. Building D is a large, complex, masonry building erected in three successive phases to the south of the railroad. It most likely accommodated stone cutting equipment, engines, and machinery to load railroad cars. Building E is a stone structure at the edge of a branch 200 feet west of Building D. It

was evidently a shop.

Significance:

The earliest documented reference to the site as a quarry occurs in a deed of 1875, though it is certain quarrying operations began here before then, probably as early as 1828 and 1829. In these years, the nation's first railroad line was built along the Patapsco's banks and occupied essentially the same right-of-way as exists today. The Baltimore and Ohio Railroad thus opened up this previously undeveloped land to commercial uses and at the same time quickly raised the demand for cut stone and gravel. Quarries in Ellicott City did supply stone for the road and it is likely these quarries provided building materials for the Carroll, Patterson, and Oliver Viaducts, as well as numerous other smaller bridges and culverts, and ashlar revetments. Stone building materials were shipped farther afield, but also continued to be used locally, as the characteristic appearance of Ellicott City attests. In 1906, the Patapsco Quarry Company gave its name to the site, which included coopers' shops, a residence, and a railroad switch room, all

described in an 1893 lease. Building A, and Structures B and C probably date from the period before the 1893 lease. The large complex at Buildings D and E likely dates from the years afterward, as the functions they probably accommodated were mentioned prospectively in 1893.

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Survey No. HO 733

Magi No.

DOE __yes __no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic: Patapsco Quarry Company; Quarry Lots 1 and 2

and/or common:

2. Location

street & number: S side CSX Railroad, extending 1/2 mile E of Mulligans Hill Lane ___ not for publication

city, town: Ellicott City x ___ vicinity of congressional district: sixth

state: Maryland county: Howard

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
_ building(s)	_ private	_ unoccupied	___ commercial	___ park
_ structure	_ both	___ work in progress	___ educational	___ private residence
_ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	_ yes: restricted	___ government	___ scientific
	___ being considered	_ yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	_ other:

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

Please see continuation sheet.

name:

street & number: telephone no.:

city, town: state and zip code

5. Location of Legal Description

Please see continuation sheet.

courthouse, registry of deeds, etc.: liber

street & number: folio

city, town: state

6. Representation in Existing Historical Surveys

title: None

date: ___ federal ___ state ___ county ___ local

depository for survey records:

city, town: state

7. Description

Survey No. HO 733

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
___ good	_X_ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

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

Resource Count: 10

Five quarry sites are evident along a road trace running above the CSX railroad tracks east from Mulligan's Hill Lane, Ellicott City. The ruins of five structures--here designated A through E-- are also present on the property. Structures A, B, and C comprise one group, located about 1000 feet east of the east end of Mulligan's Hill Lane; structures D and E comprise the second group, located about 3000 feet east of the same point.

Building A, possibly the ruins of a cooper's or machine shop, survives as a masonry wall built into the hillside at the south edge of the CSX railroad tracks. Extending some 83 feet in length, the remains include three distinct componants. First are two battered concrete piers, rising to about fifteen feet in height, each with iron bolts set into the top surface to secure machinery no longer extant. Directly adjacent these concrete piers to the east is the masonry wall itself, built of rough-cut granite and set back into the hillside in four distinct sections, perhaps to accommodate four rooms at this level. Third is a brick pier, evidently a base to a chimney or conduit, set into the hillside and abutting the stone wall 28 feet east of the concrete piers. In plan this element is four feet square and contains in its center an iron pipe three feet in diameter; this pipe makes a ninety-degree turn within the pier and opens to the north side--to the interior of the building. Its function is unknown.

Structure B is a single rough-cut granite wall two feet in width and seventeen feet long, over ten feet high. Its eastern end is set into the steep slope of the hill above Building A, and its top and western end are clearly finished and squared-off. No evidence of other walls or attached construction survives, so this wall appears to be a complete entity in itself. Its function is not clear.

Structure C, higher still on the same steep slope as Structure B, is an enclosure of stone walls built against the north face of a quarry cut. The character of the walls is identical to that of Structure B--rough-cut granite, two feet thick, raised over ten feet, and squared-off at the top. Here, though, the

[Please see continuation sheet.]

8. Significance

Survey No. HO 733

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	X archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music		
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater	
X 1900–	___ communications	X industry	___ politics/government	X transportation	
		___ invention		___ other (specify)	

Specific dates ca. 1828, ca. 1890, ca. 1900 **Builder/Architect** unknown

check: Applicable Criteria: X A __B __C X D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national X state __local

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

Patapsco Quarry Company; Quarry Lots 1 and 2

The characteristic appearance of many of the surviving eighteenth- and nineteenth-century buildings in Ellicott City attests to the abundant, nearby supplies of stone. The Patapsco Quarry Company site was probably opened in 1828 and 1829, a consequence of the large demand for ashlar masonry and gravel in the construction of the Baltimore and Ohio Railroad. Its location along the railroad provided easy access to a rapidly growing and wide-spread transportation network, and no doubt encouraged development of the quarries not only for local use but also for shipments farther afield. With the harnessing of water power and the production of iron from local ore deposits, the opening of stone quarries marked a third important type of industrial development based on the exploitation of natural resources found in the Patapsco valley.

In the late summer of 1906, the Patapsco Quarry Company gave its name to this site, in operation as a series of quarries for perhaps as long as three quarters of a century. The earliest documented reference to these parcels as a quarry, however, occurs only in 1875, when the Farmers National Bank of Annapolis transferred "Quarry Lots 1 & 2" to Andrew J. Isaacs and Charles O. Isaacs, in company as A. J. Isaacs and Son (Howard 35/255). The designation, of course, indicates that the parcels were already in use as quarries. Long held titles to the property by non-resident owners likely obscures the chronology of quarrying activities. If leases were not recorded in public records, as they seem not to have been in all but one case, they very likely have been lost with the passing years.

Joseph (1732-1780), Andrew (1734-1789), Nathaniel (1736-1797), and John Ellicott (1739-1795) purchased land on the Anne-Arundel side of the Patapsco

[Please see continuation sheet.]

9. Major Bibliographical References

Survey No. HO 733

Please see continuation sheet.

10. Geographical Data

Acreage of nominated property twenty

Quadrangle name Ellicott City

Quadrangle scale 1 : 24,000 — 7.5 Series

UTM References do NOT complete UTM references

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

The boundaries form a narrow rectangle, with the NW corner at the east end of Mulligans Hill Lane, running east along the CSX Railroad 3000 feet, then south 300 feet to the SE corner.

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	Henry K. Sharp
organization	none
date	23 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

PS-2746

Inventory Number HO 733
Patapsco Quarry Company, Howard County
Section 4.1

Howard County Tax Map 25, Parcel 254, western quarry sites:
Richard D. Plenge
3819 Mulligans Hill Lane
Ellicott City, Maryland
21043

Howard County Tax Map 25, no parcel number given, eastern quarry sites and ruins:
State of Maryland
Natural Resources, Department of Forests and Parks
Annapolis, Maryland 20701

Inventory Number HO 733
Patapsco Quarry Company, Howard County
Section 5.1

Howard County Circuit Court
8360 Court House Drive
Ellicott City, Maryland 21043

Howard County Tax Map 25

Parcel 254, western quarry sites, property of Richard D. Plenge:
Liber 530 Folio 105.

No Parcel Number, eastern quarry sites and ruins:
This parcel is not indexed in the Howard County property tax system. Tax Map 25 shows the caption "State of Maryland," indicating the parcel's removal from the tax roles. The tract was probably conveyed by Weber heirs to the State; see plat for adjacent property Howard liber 388, folio 13, showing "Weber" as owner on 25 January 1962.

three joined walls--25, 24, and 12 feet in length respectively--contain a trapeziodal space in front of the quarry face, which itself forms the fourth wall. No evidence of other walls or attached construction survives, either, so this structure also appears to be a complete entity in itself, with an unknown function.

Building D, located at the eastern end of the site, is also built into the hillside facing the CSX railroad tracks to the north. This complex structure accommodated at least four different levels of work surfaces, and shows evidence of three phases of construction.

Phase one included a rough-cut granite structure approximately 36 feet square in plan and over two stories in height. This was divided on the interior into two spaces, occupying the front (or north) and rear (or south) halves of the building. The north room appears to have risen to the height of two full stories. No joist holes are evident in either side wall, and the north wall is no longer extant. At the center rear of this room a poured concrete staircase climbs some ten feet to the floor level of the south room, so raised in elevation because the structure here is cut into the steep slope of the hillside. No wall separated this south room from the north, indicating that whatever functional distinction existed between the two spaces had to have depended on the change in level and not on two discrete, self-contained rooms. A tall brick chimney, four feet square in plan, rises from the northeast corner of this south room, just at the edge of the upper floor level, and two low, poured-concrete piers occupy the center of the room. Iron bolts set in the surface of these secured machinery no longer extant.

At the center of the west wall of the south room is an opening five feet in width leading to the spaces comprised in phases two and three. These extend along the hillside for 48.5 feet, on an open terrace about the width of the south room. The phase two construction comprises a rough-cut granite wall which abuts the former southwest corner of the phase one building, maintaining the direction and elevation of the phase one south wall. This south wall extension continues for 19.5 feet, makes a right-angle turn to the north for nearly three feet, then resumes its western course for 29 feet, and serves as a revetment for the hillside above. This long open terrace evidently was intended to remain uncovered, since there is no evidence for a north wall above the existing floor surface. The floor here is three feet higher than that in the phase one south room, and where the phase two revetment wall makes its short turn to the north,

a yet higher second terrace was built four feet above the first terrace level. This narrow upper terrace is eight feet wide and extends to the west 29 feet to the end of the revetment wall. Directly to the north of this uppermost terrace are two rough-cut granite piers, parallel to each other and to the terrace. Both piers are approximately three feet wide at the base by 25.25 feet long; the first stands twenty feet north of the terrace and the second twenty feet north of the first. They rise to the height of the lower terrace. The whole phase two construction of piers and terraces seems intended to have supported a superstructure of machinery designed to hoist heavy materials. Though no trace of a railroad siding or sidings survives on the ground, the disposition of the piers relative to the terraces and to the phase one building could easily have accommodated gondolas and flatbed railroad cars, clearly essential to hauling gravel and quarry blocks.

The phase three construction includes poured-concrete alterations to the existing facilities. Here the uppermost of the phase two terraces was extended to the north wall, making this platform 13.5 feet wide instead of eight. In addition, the staircase in the north room of the phase one building, and the low piers in the south room of the same building are of similar poured concrete--all show the marks of plank shuttering--and may also date from this period of renovations.

Building E stands less than 200 feet west of Building D, on the west bank of a small branch. The rough-cut granite walls of this single-story structure are now ruinous, but reveal the building to have been rectangular in plan, 21 feet 8 inches by 32 feet 8 inches, with the same orientation as Building D. The short sides face north and south. In the north wall is a doorway 7 feet 8 inches wide, and imbedded in this same wall is a small flue for a stove. Two window openings of indeterminate width survive in the east wall. Evidently the building was a heated shop.

in 1774 (Anne Arundel IB 5/134). Although Nathaniel and Joseph rather quickly left the partnership, turning over their shares in 1777 and 1778, Andrew and John continued to augment their Anne-Arundel holdings with purchases of large tracts of land throughout the remainder of the century (Anne Arundel NH 2/590). These they patented in 1802, along with Baltimore-County holdings, as Ilchester and West Ilchester (Anne Arundel Patented Certificates 779 and 1673). The second generation of Ellicotts partitioned many parcels of this and other lands in 1812, though some large tracts remained commonly held (Anne Arundel WSG 2/119). The early death of John Ellicott, Jr. (1769-1820), of this second generation of owners, prompted more legal maneuvers so that lands could be divided and sold to settle debts against his estate (Anne Arundel deeds: WSG 9/365-375; 10/81; 15/516--524--531; and Baltimore City Circuit Court Equity Papers, Dorsey v. Ellicott). Among lands advertised for sale in 1828 were 250 acres of timberland on the west side of the Patapsco, in Anne Arundel County. John Ellicott, Jr. had in his 1820 will left fifteen to twenty acres of this woodland "lying nearly opposite to the Patapsco Cotton factory Dam on the South side of Patapsco falls" to his daughter Rachel Ellicott. Although the bequest could not be honored directly, trustees transferred the 19.5 acres of land to Rachel and her brother Samuel in 1823 (Anne Arundel 10/81). This parcel became part of the quarry lots (Howard 68/378).

Three other adjacent parcels also comprise the quarry lots. The land conveyed by the Farmers National Bank of Annapolis to A. J. Isaacs & Son in 1875, mentioned above, had been acquired by the bank at the continued dissolution of Ellicott family holdings in the Patapsco valley in the late 1830s and early 1840s (Howard 4/295). The bank held this land for thirty-two years and either initiated or continued quarrying operations. This lot passed through several hands to Anton Textor in 1888 (Howard 52/620; 53/594); a lease of Textor to Albert Weber in 1893 describes buildings and quarrying operations on the site (Howard 59/378). Weber bought an adjacent lot above the Baltimore and Ohio Railroad in 1893; this lot contained a road which provided access to additional quarries (Howard 59/470). Anton Textor purchased Rachael Ellicott's land and an additional lot in 1898 (Howard 68/378), and he sold the whole establishment to Weber in 1900 (Howard 71/540). Weber, in turn, conveyed the assembled lots to the Patapsco Quarry Company in 1906 (Howard 82/483).

The date of the commencement of quarrying activities here is unknown. None of the Ellicott family transfers for this property mentions a quarry on the site. Quarrying operations did take place in the eighteenth century, but the evidence shows that these were on the Baltimore-County side of the river, directly

adjacent the turnpike road (Baltimore County Patented Certificate 245, 14 July 1796 [1794], Addition to the Quarry). The Anne-Arundel sites, in comparison, would have been relatively inaccessible before the advent of the railroad. This almost certainly is the key. The Carroll, Patterson, and Oliver Viaducts, and numerous other smaller bridges and culverts, as well as ashlar revetments, were required for the railroad. Martha Ellicott Tyson, recalled in 1866 that ". . . all the rocks which could be made useful . . . were blasted by gunpowder for railroad purposes in 1828 and 1829 . . ." (Tyson, p. 38). James Dilts' thorough study of the founding of the Baltimore and Ohio Railroad confirms that quarries in Ellicott City supplied stone for construction, though the location of these is not specified (Dilts, pp. 74, 148).

Of the five unidentified structural ruins on the site--designated here A through D--building A was probably a cooper's or machine shop, and building D was probably a machine house for cutting and crushing stone (please see resource site maps 2, 3, and 4, in this inventory). Structures A, B, and C fall on a lot conveyed by the heirs of Rachel Ellicott to the firm of Lesher and Haight in 1892, who subsequently sold it to Anton Textor in 1898. The lot's convenience to the railroad made it a valuable site for commercial or industrial operations, though on this site only for an enterprise not requiring water power for its equipment.

In fact, a number of coopers' shops and other structures were in existence elsewhere on the tract, as the 1893 lease of Anton Textor to Albert Weber indicates. Weber agreed "not [to] interfere with any part of said premises used for coopering, switch room, and dwelling house as they now are or have heretofore been used." Textor also granted Weber permission to use a smith's shop, including the right to remove it. Weber could "use the vacant space between the two upper coopers shops . . . for the purpose of cutting stone, also the right to use a one story shed attached to the most northerly cooper shop," also use of a switch at the railroad, land above the quarry for a garden, and "the right to erect all buildings and machinery required for carrying on said stone business." Weber was to produce from the quarry "crushed or small rough stone . . . [and] derrick and cut and dimension stone" (Howard 59/378).

Perhaps after Weber purchased the property from Textor in 1900, or after the Patapsco Quarry Company began operations in 1906, the large structure here designated Building D was constructed to house stone-cutting machinery and engines. This part of the site afforded a greater area of level ground next to the railroad than the narrow and steep lot at building A, as well as a ready source of

water in a nearby branch. Building E stands at the west bank of this branch; its wide doorway suggests a shop, warehousing, or maintenance function rather than domestic use. Structures B and C, built into the steep hillside above the building A, appear not to have enclosed work spaces or rooms, but may have been erected as supports for machinery or may have served to control water runoff from the quarry sites above.

Inventory Number HO 733
Patapsco Quarry Company, Howard County
Section 9.1

Deeds as mentioned in text.

Dilts, James D. *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853.* Stanford, CA.: Stanford University Press, 1993.

Dorsey v. Ellicott, Baltimore City Circuit Court Equity Papers, Maryland State Archives, Special Collections, C186-3, MdHR 40,191-2-1/10, loc 3/3/14/21.

Tyson, Martha Ellicott. *A Brief Account of the Settlement of Ellicott's Mills.* Baltimore: J. Murphy, 1871.

Inventory Number HO 733
Patapsco Quarry Company, Howard County
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:

3) Economic
8) Transportation

Resource Type:

Category: Site (Ruins and landscape features)

Historic Environment: Rural/Village

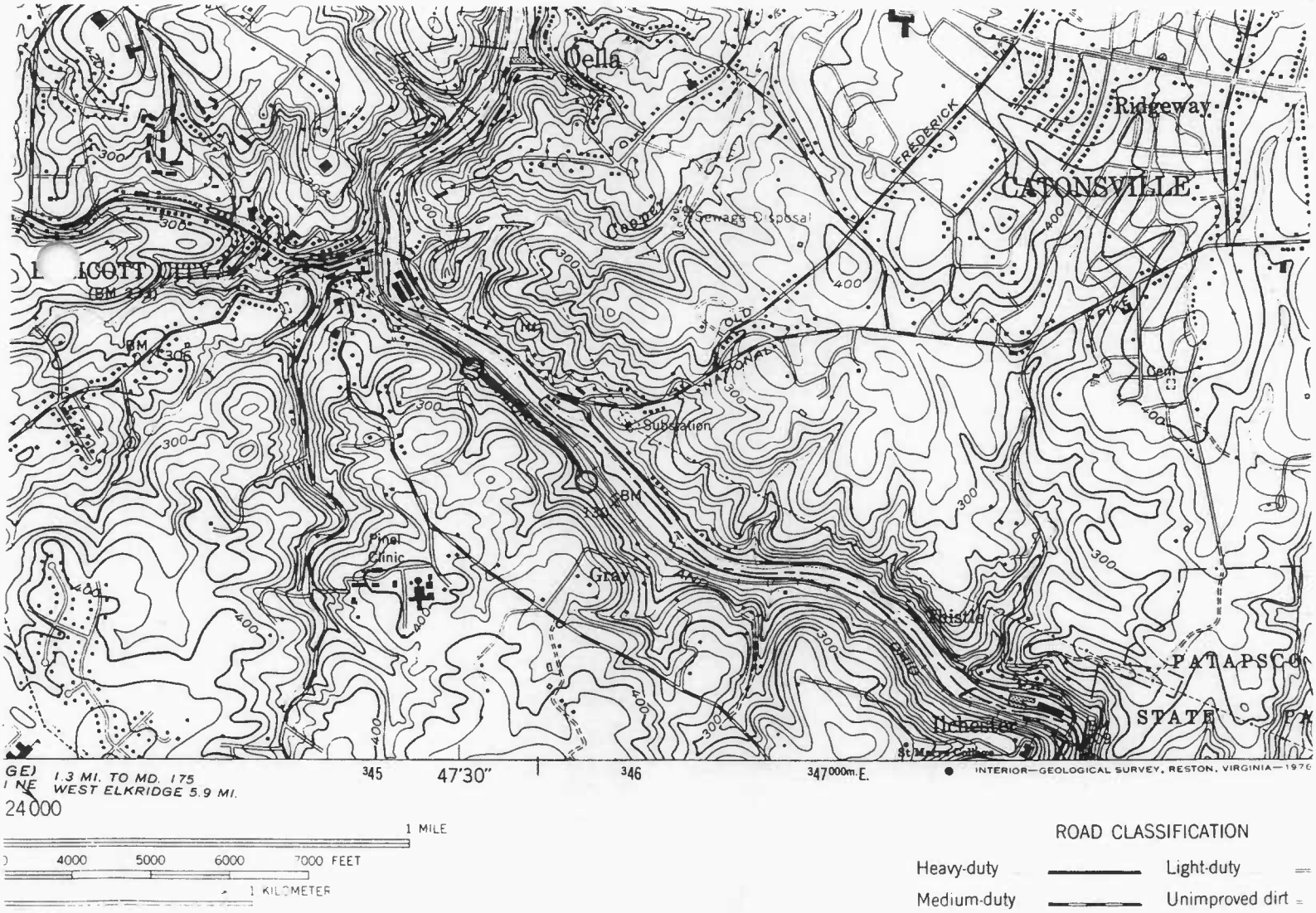
Historic Functions and Uses: Granite Quarries, Production Building, Coopers' Shops, ancillary structures.

Known Design Sources: None

Inventory Number HO 733
Patapsco Quarry Company, Howard County

Maps.1

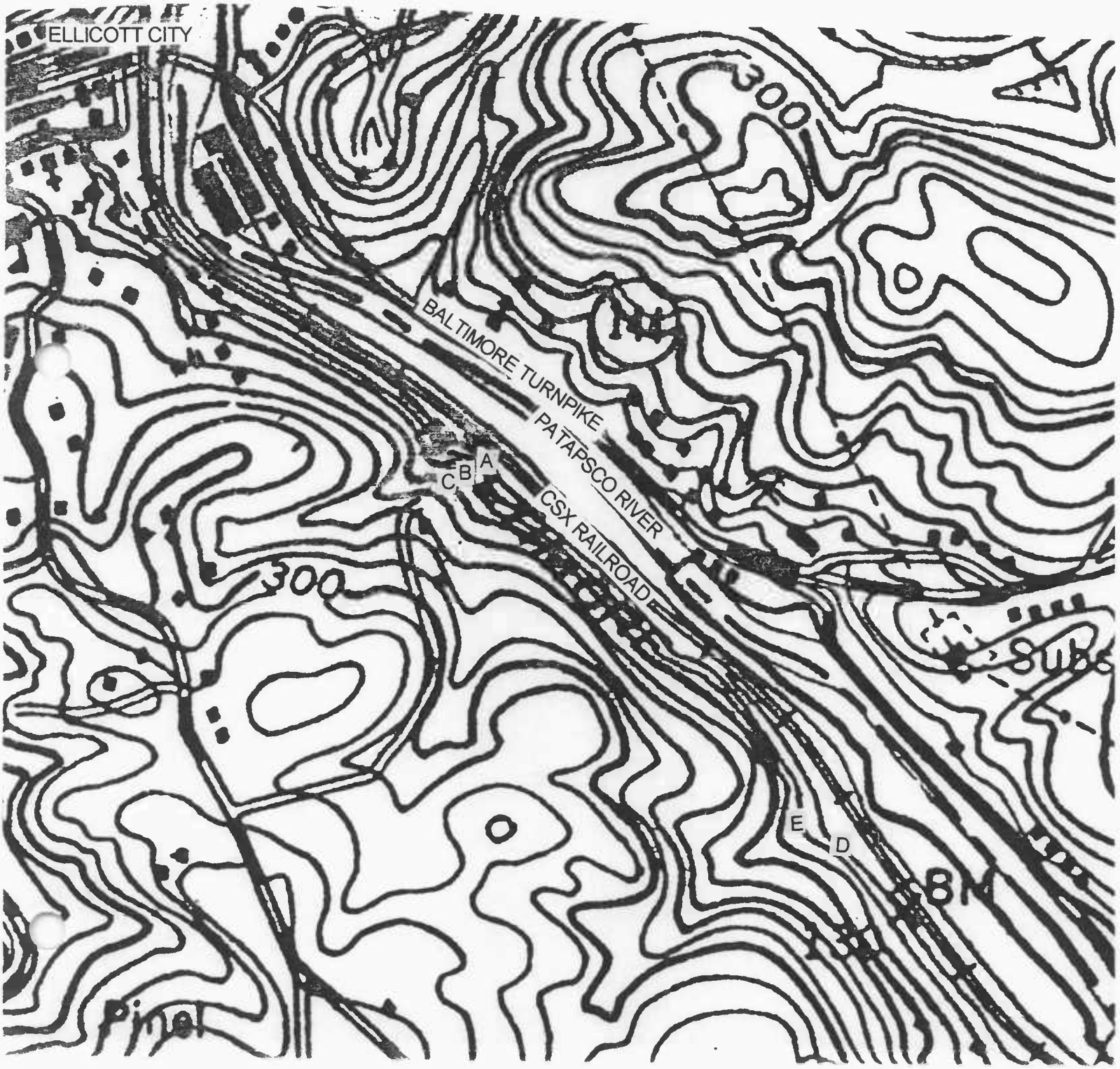
U.S. Geological Survey
Ellicott City 7.5 Quadrangle



Inventory Number HO 733
Patapsco Quarry Company, Howard County
Maps.2

Resource Site Plan

Enlarged from the U.S. Geological Survey Ellicott City 7.5 Quadrangle.
Not to scale.

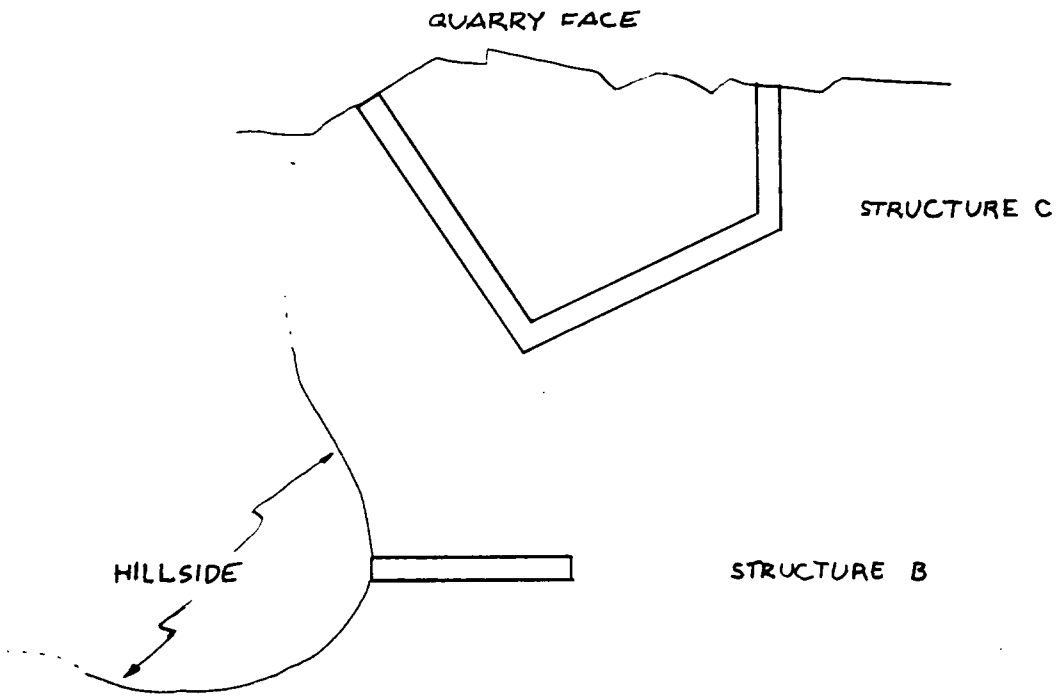


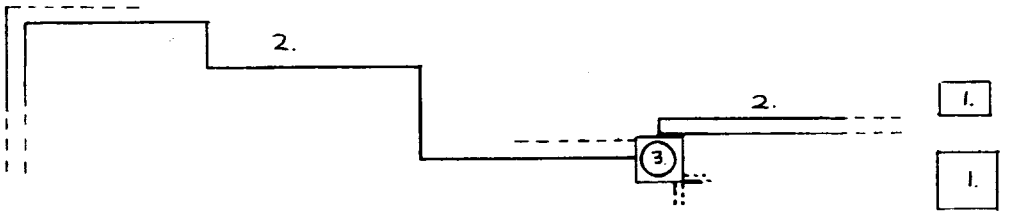
Inventory Number HO 733
Patapsco Quarry Company, Howard County
Maps.3

Resource Site Plan, Structures A, B, and C.
Western Site.

SCALE 1:16
1998
H. K. SHARP

* RELATIVE POSITIONS OF STRUCTURES A, B, & C NOT EXACT

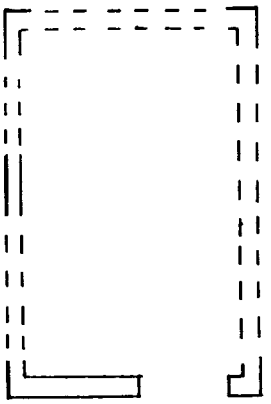




BUILDING A
1. POURED CONCRETE PIERS
2. ROUGH-CUT GRANITE WALL
3. BRICK PIER & WALL

Inventory Number HO 733
Patapsco Quarry Company, Howard County
Maps.4

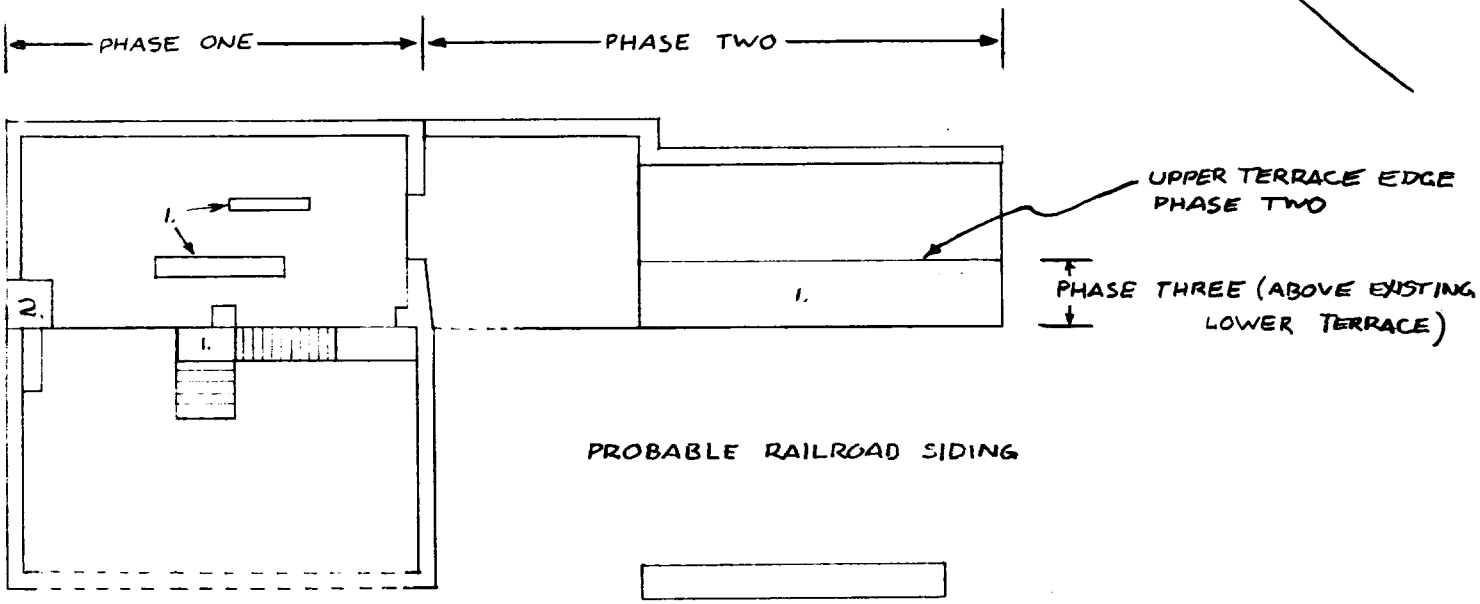
Resource Site Plan, Structures D and E.
Eastern Site.



BUILDING E

SCALE 1:16
1998
H. K. SHARP

* RELATIVE POSITIONS OF STRUCTURES D & E NOT TO SCALE



BUILDING D

1. POURED CONCRETE, PLANK SHUTTERING VISIBLE
2. BRICK CHIMNEY

ALL ELSE ROUGH-CUT GRANITE

HO 733
PATAPSCO QUARRY COMPANY
HOWARD COUNTY, MARYLAND
HENRY K. SHARP
MARCH 1997
MARYLAND SHPO
ACCESS ROAD TO QUARRIES, VIEW SOUTHEAST
1/17

HO 733
PATAPSCO QUARRY COMPANY
HOWARD COUNTY MARYLAND
HENRY K. SHARP
MARCH 1997
MARYLAND SHPO
WESTERNMOST QUARRY OF FIVE, VIEW WEST
2/17

HOWARD COUNTY MARYLAND
HENRY K SHARP

[illegible]
[illegible] QUARRY COMPANY
HOWARD COUNTY, MARYLAND
HENRY K. SHARP
MARCH 1992
MARYLAND [illegible]
BUILDING [illegible] DETAIL, VIEW NORTHWEST
11 [illegible]