

HO 734, Gray's Water Station,
1829, ca. 1869.
Ellicott City vicinity, public access.
Capsule Summary, page 1.

Description:

The remains of eleven structures survive at Gray's Water Station, here designated A through K. Structure A is a brick in-ground cistern, thirty-six feet in diameter, built into the slope above the former Baltimore and Ohio Railroad right-of-way. A stone revetment of large, rough-faced ashlar granite blocks supports the cistern at the railroad's edge. In the center of the water tank, now filled with debris, is an iron pole originally supporting a low conical roof, shingled in slate. Buildings B to F are partially intact rough-cut granite and concrete block foundations of dwellings. Structures G and H are rough-cut granite foundations largely destroyed by a modern underground utility line, probably dwelling sites. Building I is the surviving Charles H. Thomas House, separately inventoried on form HO 735. Structure J is an ashlar granite culvert built over a stream for the original road bed of the Baltimore and Ohio Railroad, and is thus the earliest structure on the site, dating to 1829. Structure K is a stone revetment and concrete footing probably related to railroad sidings now removed.

HO 734, Gray's Water Station,
1829, ca. 1869.
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Capsule Summary, page 2.

Significance:

Gray's Water Station developed around the brick water tank constructed by Nathan and William Cavey for the Baltimore and Ohio Railroad about 1869. The tank, dwelling ruins, and road bed structures are significant as evidence of the role of steam power in the nation's railroads. The need for installations supplying water, wood, and coal at crucial points along the lines increased as the Baltimore and Ohio Railroad's early experiments with steam developed into a fully proven mode of locomotion, and the railroad became the nation's dominant mode of overland transportation. Communities developed around these supply points to house the staff required for service operations. If the Thomas House (HO 735) may be taken as an example, these dwellings began as one- or two-room single-story frame structures, with board and batten siding, shed roofs, and unfinished interiors--spare mid-nineteenth-century workers dwellings of a type which rarely survives today.

Gray's Water Station and neighboring Williams Run Water Station (HO 736) were two such railroad facilities in use from the

HO 734, Gray's Water Station,
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mid-nineteenth to the mid-twentieth centuries, and were eventually put out of service by the development of diesel power after World War Two. Residents at Grays and Williams Run worked also at neighboring factories, and their communities remained until the early 1960s, when the State of Maryland purchased the land for Patapsco State Park.

**Maryland Historical Trust
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. HO 734

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Gray's Water Station

and/or common

2. Location

street & number One mile SE of Ellicott City along CSX Railroad line not for publication

city, town Ellicott City vicinity of congressional district sixth

state Maryland county 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 type="checkbox"/> park
<input checked="" 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 checked="" type="checkbox"/> other:

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

name State of Maryland

street & number Natural Resources/Dept of Forests and Parks

city, town Annapolis state and zip code Maryland 20701

5. Location of Legal Description

courthouse, registry of deeds, etc. Please see continuation sheet. 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 734

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.

Contributing Resource Count: 11

The remains of eleven structures survive at Gray's Water Station--here designated A through K.

Structure A is the cistern or water tank itself, built into the slope above the former Baltimore and Ohio Railroad tracks. The tank is a perfect cylinder thirty-six feet in diameter, of brick laid up in even courses forming a wall one foot and one inch thick. A cylindrical iron post rises in the center of the tank to a point just above the height of the encircling wall, on which the remains of an array of heavy timber framing was focused. A few of these circular-sawn beams survive in situ, spanning the distance between the outer wall and the center post, and clearly formed the framework of a very low conical roof structure for the tank. Evidence on the ground suggests this covering was shingled in slate. Debris fills the bottom of the tank, and from the surface of this rubble layer to the top of the wall is approximately twelve feet; the actual depth of the tank cannot now be determined without excavation. Immediately to the northwest side of the brick tank, facing the railroad as the slope falls away, a stone revetment built of large, rough-faced ashlar granite blocks supports the installation.

Buildings B through F survive as rough-cut granite and concrete block foundations of dwellings. These are more fully illustrated in a series of plats filed with the Howard County Circuit Court in the early 1960s, when the State purchased the lots to augment Patapsco State Park. Their general architectural character may be inferred from the extant Charles H. Thomas House (here designated Building I, and separately recorded on inventory form HO 735). In its initial configuration, the Thomas house was a single-cell frame dwelling clad in board and batten, unfinished on the interior, sheltered probably by a shed roof. This was shortly given a second room of identical character, and much later substantially renovated and expanded as a six-room, two-story frame dwelling with two porches and a poured concrete foundation.

Building B stood in 1962 on property belonging to Flora E. Marcus; the surveyor noted that a shed stood behind, and that the dwelling was abandoned (Howard 388/13).

[Please see continuation sheet.]

8. Significance

Survey No. HO 734

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/humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1829 ca. 1869 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.

Gray's Water Station

Please see the historical background for the Charles H. Thomas House, inventory number HO 735, and Williams Run Water Station, inventory number HO 736. The basic historical background for Gray's and Williams Run Water Stations is identical.

Over its first quarter-century of operation, the Baltimore and Ohio Railroad grew from an experimental to a fully proven mode of transportation, based on steam-driven locomotion. The need for installations supplying water, wood, and coal at crucial points along the route likewise increased over this time. Communities developed around these points to house the staff required for service operations. In the Patapsco valley, the residents of Grays and Williams Run Water Stations worked also at neighboring factories, maintaining a community at these locations after the closure of the closest factory, the Gray Manufacturing Company, in 1888. The transformation of the railroad from steam to diesel power after World War Two rendered obsolete these nineteenth and twentieth-century installations supporting steam power, but the communities remained until the early 1960s. State purchases then for the expansion of Patapsco State Park reveal an evolving view of the river valley from a primarily private, industrial resource to a public, recreational one.

At the time of the construction of the Baltimore and Ohio railroad, the region between Ellicott City and Ilchester, south and west of the Patapsco, was largely undeveloped woodland. Trustees for the estate of John Ellicott, Jr. (1769-1820) advertised this land for sale in 1828 as 250 acres of timberland (Dorsey v.

[Please see continuation sheet.]

Inventory Number HO 734
Gray's Water Station
Section 5.1

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

Howard County Tax Map 25

Parcel 163: liber 370, folio 498;

Parcel 164: liber 370, folio 503;

Parcel 184: liber 388, folio 9;

Parcel 186: liber 373, folio 341;

Parcel 188: liber 375, folio 565; liber 372, folio 217;

Parcel 240: liber 1576, folio 695.

Inventory Number HO 734
Gray's Water Station
Section 7.1

Building C also stood on the Marcus tract in 1962; it was noted as a two-story dwelling.

Building D, on the Marcus tract in 1962, was a frame dwelling.

Building E, the property of Betty Mae Duckworth in 1961, was a two-story dwelling (Howard 373/344).

Building F, the property of John B. Lilly and wife in 1961, was a two-story frame dwelling with an outhouse, two garages, and two sheds adjacent. Two spring houses stood farther to the south (Howard 370/501).

Structures G and H are rough-cut granite foundations largely destroyed by the installation of a modern underground utility line. They stand on a tract belonging to the Miller family in 1962, though no plat survives with the land records. Their identification as dwelling foundations is uncertain.

Building I is the above-noted Charles H. Thomas House. Please see inventory form HO 735.

Structure J is an ashlar granite culvert built over a stream for the original roadbed of the Baltimore and Ohio Railroad.

Structure K is a rough-cut and ashlar granite revetment and a poured concrete footing with six bolts set in its surface. The function of structure K is unknown, though by its position relative to the former and existing railroad lines, the revetment appears to have accommodated a railroad right-of-way. The footing may have secured a signal tower to regulate traffic between the water-station sidings and the main line.

Inventory Number HO 734
Gray's Water Station
Section 8.1

Ellicott, Baltimore City Circuit Court Equity Papers). Subsequent deaths in the Ellicott family, and legal and financial settlements lead to partitions and sales of the substantial Ellicott land holdings in the Patapsco valley over the 1830s and early 1840s (Anne Arundel WSG 15/516--524--531; Howard 2/1-91). No longer under the control of a single family, more land consequently opened up for development. Robert Mickle, a trustee for members of the Ellicott family, sold small tracts of land on the Howard-County side of the Patapsco to Edward Gray, owner of the Gray Manufacturing Company in 1841 and 1848 (Howard 3/113, and 8/128). Perhaps these small parcels allowed for the construction of a bridge across the Patapsco, directly opposite Grays Factory. Such a link is depicted in the Schofield lithograph of the Patapsco dating from the early 1860s, where it is labeled "The New Bridge," perhaps replacing an earlier bridge. At any event, a link to the factory would have encouraged growth on the opposite shore, and a plat of the estate of George Ellicott (1760-1832) recorded 1 May 1840 illustrates in fact twelve lots laid out between the river and the railroad, east of land held on the Howard-County side of the river by the Patapsco Cotton Mill (Gray Manufacturing Company) (Howard 2/1-91, plat 5). A next logical step for development would have been the lands to the southwest just across the railroad, and it is here that the Grays and Williams Run Water Stations are found.

The George Ellicott (1760-1832) estate land partition of 1840 allotted this parcel southwest of the railroad (comprising 54.5 acres) to his daughter Elizabeth (Ellicott) Lea. Her husband Edward Lea and brother-in-law Nathan Tyson, acting as trustees on her behalf, sold a parcel sixty-six feet square to the railroad at Williams Run in 1854. This was the origin of the Williams Run Water Station. By 1868, the remaining portion of Lea's allotment had been conveyed to Samuel Ellicott, who that year sold a part of it to Nathan and William Cavey (Howard 28/440).

The Caveys paid 600 dollars for eight acres, and in 1870 sold to the railroad for 300 dollars a lot fifty feet square called "Grays Water Station" (Howard 30/105). The price differential suggests that the water tank on the lot at Grays was built during the time intervening, about 1869. The substantial in-ground cistern survives--thirty-six feet in diameter, revetted on its lower side by an ashlar granite retaining wall. The brick walls of the cistern carried a slate roof, now collapsed. The Caveys evidently also constructed a number of small, frame dwellings around the water station, though it is not clear from the property records whether this work was accomplished at the behest of the Railroad, or at the initiative of the builders. The 1878 Hopkins *Atlas of Howard County* does identify members of the Cavey family and others as owners of

Inventory Number HO 734
Gray's Water Station
Section 8.2

several dwellings situated around the tank.

As in any industrial community, these dwellings had been placed near the site of work, in the case of Grays and the neighboring Williams Run Water Station to the east, these were arrayed on the slope above the railroad tracks, adjacent the cisterns and ancillary work shops for servicing the rolling stock. If the example of the surviving Charles H. Thomas house holds, they all reflected the builders' principal concern for neat but spare accommodation--one or two room single-story dwellings of painted board and batten. The residents here worked not only for the railroad, but also at local factories--Grays Cotton Mill, directly across the river, the mills at Ilchester, and at Ellicott City. These nearby sources of employment accounted for the survival of the community at Grays as the Railroad first modernized and consolidated operations at Williams Run, next door, and then abandoned both facilities with the advent of diesel power. The Maryland Department of Forests and Parks purchased these dwellings in 1961 and 1962.

Inventory Number HO 734
Gray's Water Station, 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:

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

Resource Type:

Category: Site

Historic Environment: Village

Historic Functions and Uses: Water supply structure for the Baltimore and Ohio Railroad; residences for railroad and factory laborers.

Known Design Sources: None

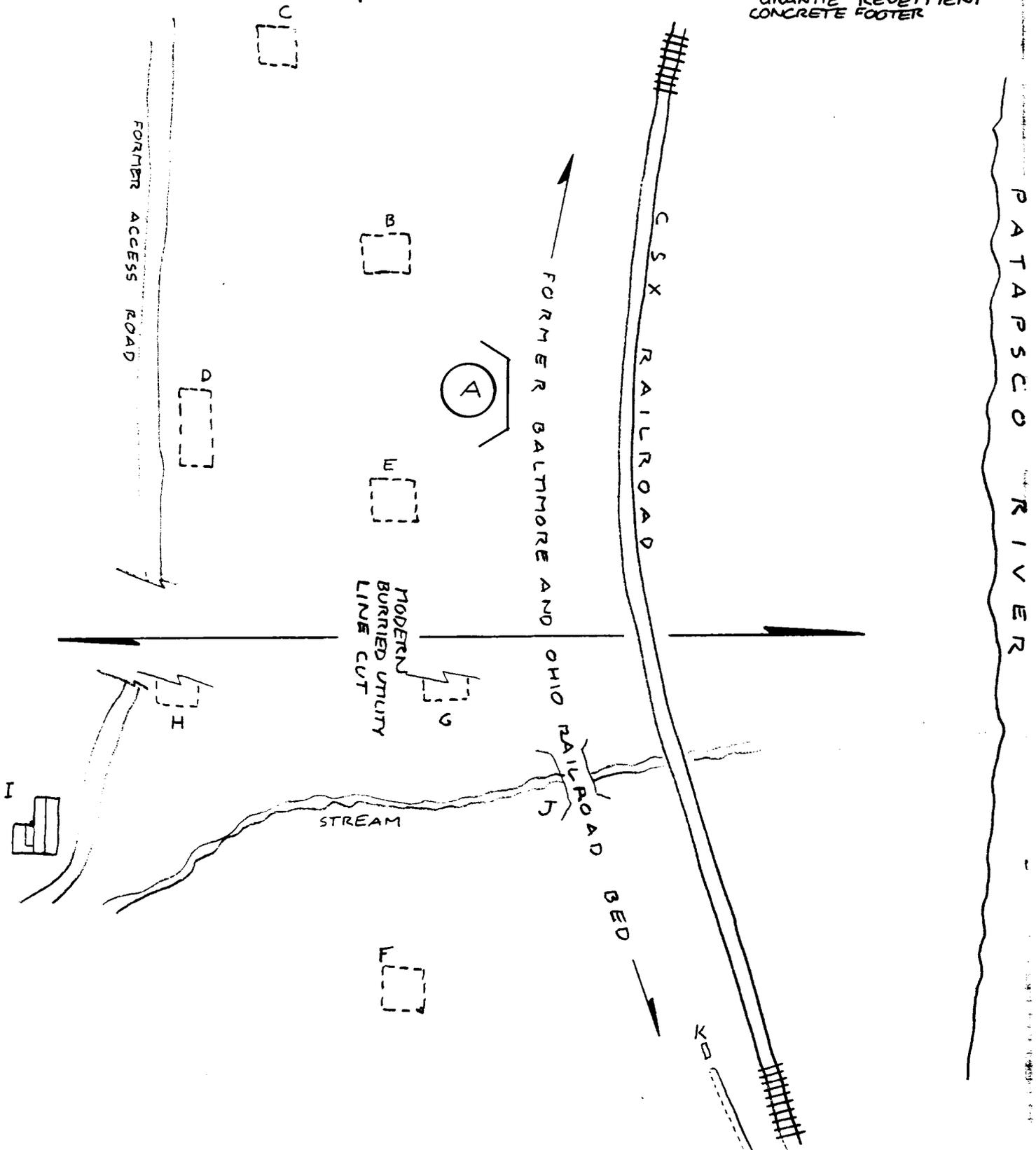
Inventory Number HO 734
 Gray's Water Station
 Maps.2

Resource Site Plan



NOT TO SCALE
 1998
 H. K. SHARP

- A BRICK CISTERN
- B-F DWELLING SITES
- G-H POSSIBLE DWELLING SITES
- I CHARLES H. THOMAS HOUSE
SEE HO 735
- J ASHLAR GRANITE RAILROAD CULVERT - BYPASSED
- K ROUGH-CUT & ASHLAR GRANITE REVETMENT CONCRETE FOOTER



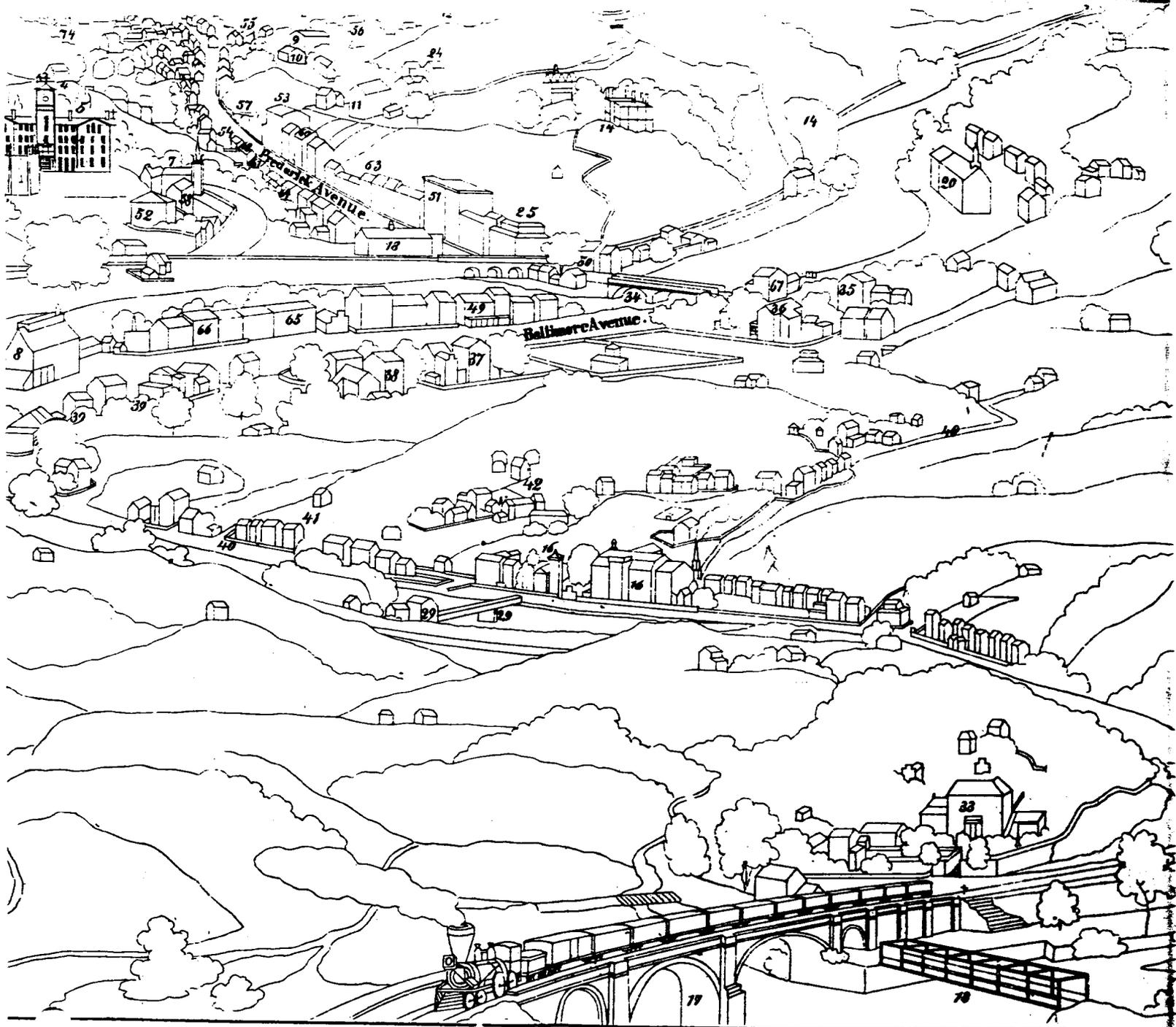
Inventory Number HO 734
Gray's Water Station
Maps.3

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



Inventory Number HO 734
 Gray's Water Station
 Maps.4

John Schofield, *Panoramic View of the Scenery on the Patapsco, Ellicotts Mills, Md.* [key], Howard County Historical Society Library, Ellicott City, Maryland.

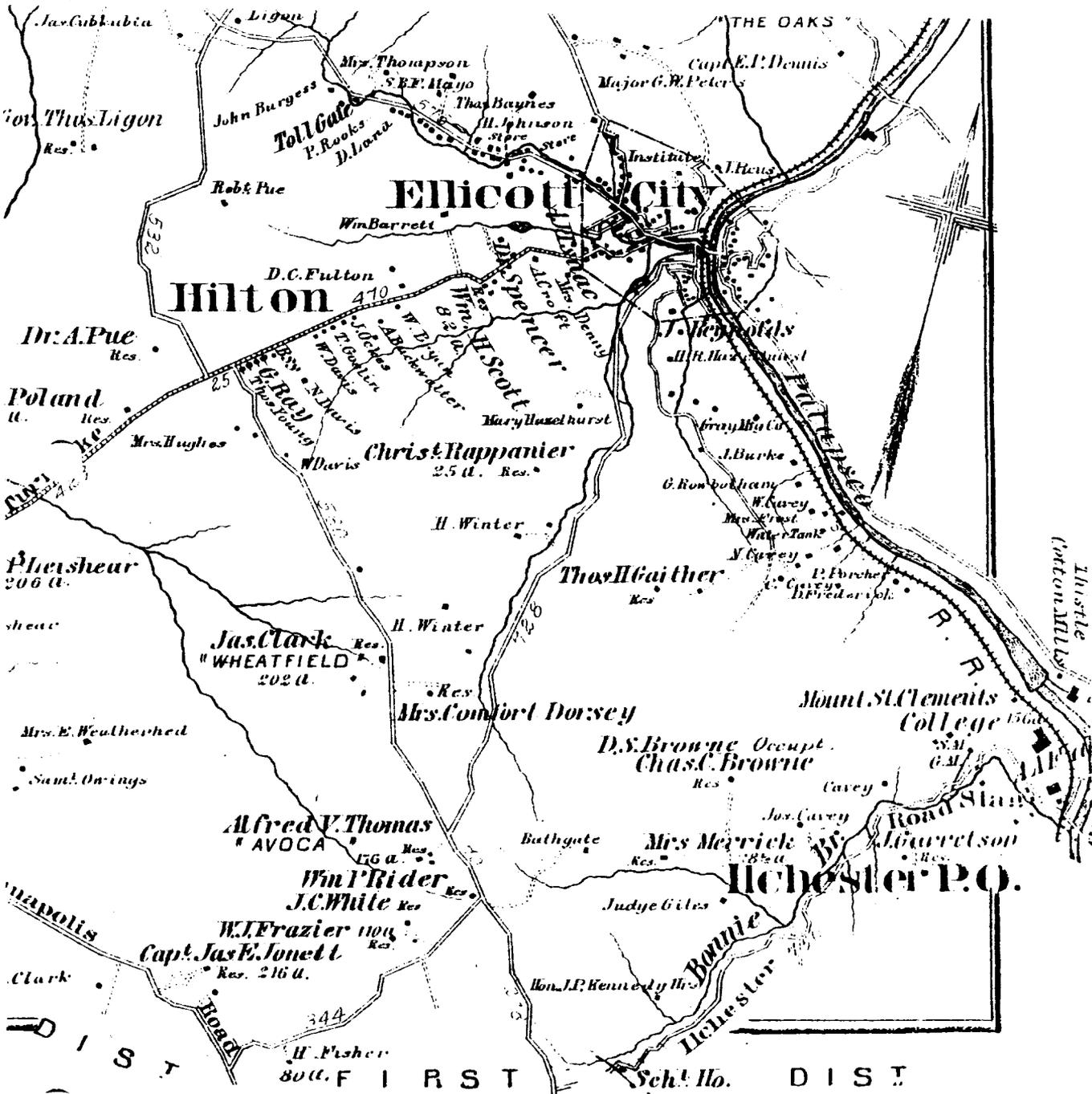


PANORAMIC VIEW OF THE SCENERY ON THE PATAPSCO RIVER ABOVE AND BELOW

- | | | | |
|--|---|--|--|
| <p>built 1844. Rev. Cyrus Church, built 1837. Wm. Ellicott, residence of</p> | <p>19. UNION MANUFACTURING COMPANY'S WORKS, built 1809, and Railroad Bridge across Patapsco, built 1856. President, D. B. Banks, Esq.
 20. GRANITE FACTORY. Foundry and Machine Shop.</p> | <p>29. Residence of Hugh Bone, Esq., Manager of Patapsco Factory. The New Bridge and Patapsco Falls.
 30. Union Company's Store and School and Meeting</p> | <p>41. Patapsco Store.
 42. Residence and Farm of P. W.
 43. Residence of Mrs. Palmer
 44. Residence and Farm of Mr.</p> |
|--|---|--|--|

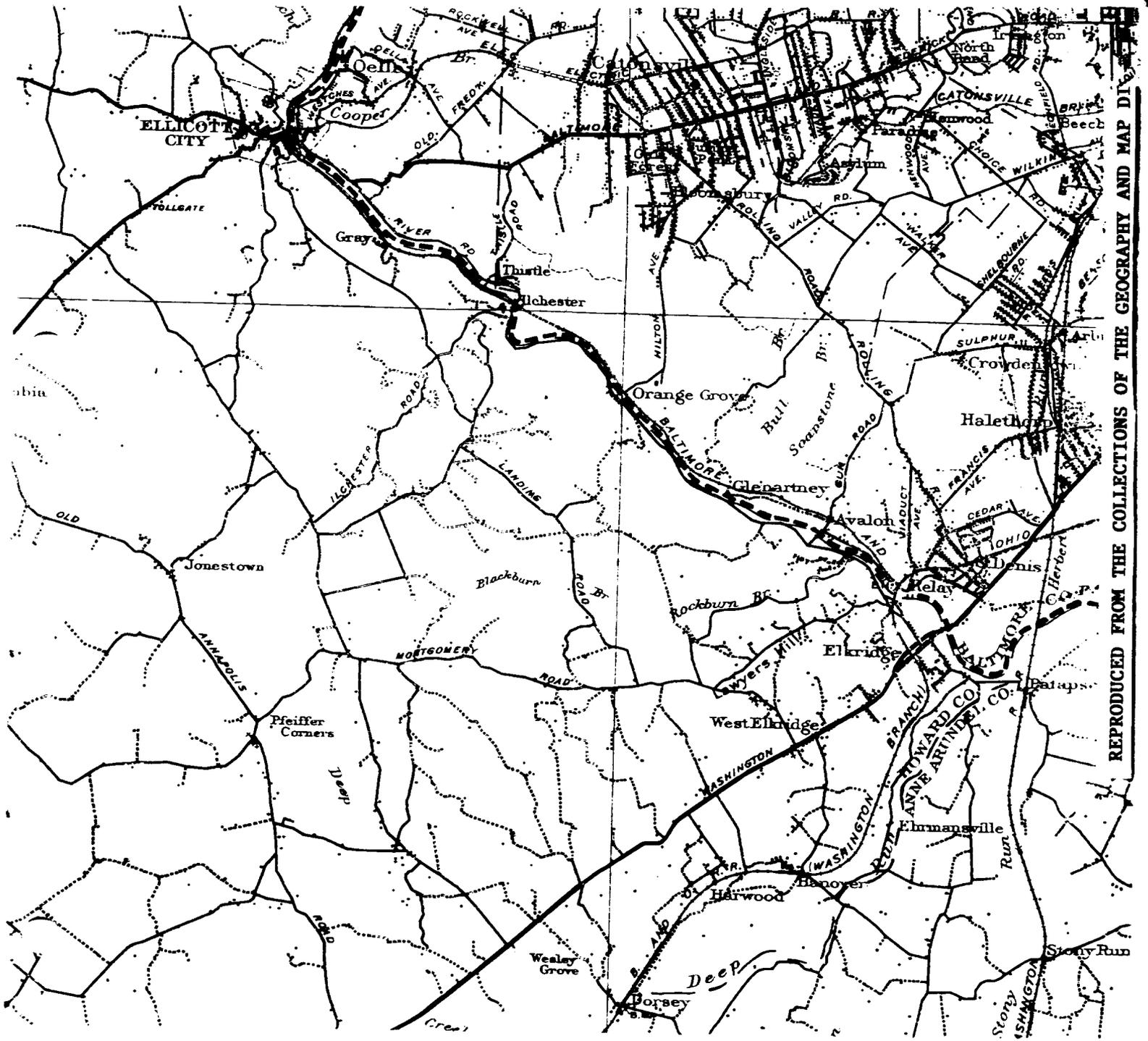
Inventory Number HO 734
Gray's Water Station
Maps.5

G. M. Hopkins, *Atlas of Howard County Maryland* (Philadelphia: F. Bourquin's Steam Lithographic Press, 1878), p. 15.



Inventory Number HO 734
Gray's Water Station
Map.6

Road System of Baltimore County, [ca. 1925-50], Library of Congress,
Washington, D.C., Geography and Maps Division: G 3843 .B3P2 19-- .M3.



Inventory Number HO 734
 Gray's Water Station
 Plat. 1

Composite image, assembled from Howard County land records Liber 370, folios 501, 505; Liber 373, folio 344; and Liber 388, folio 13.

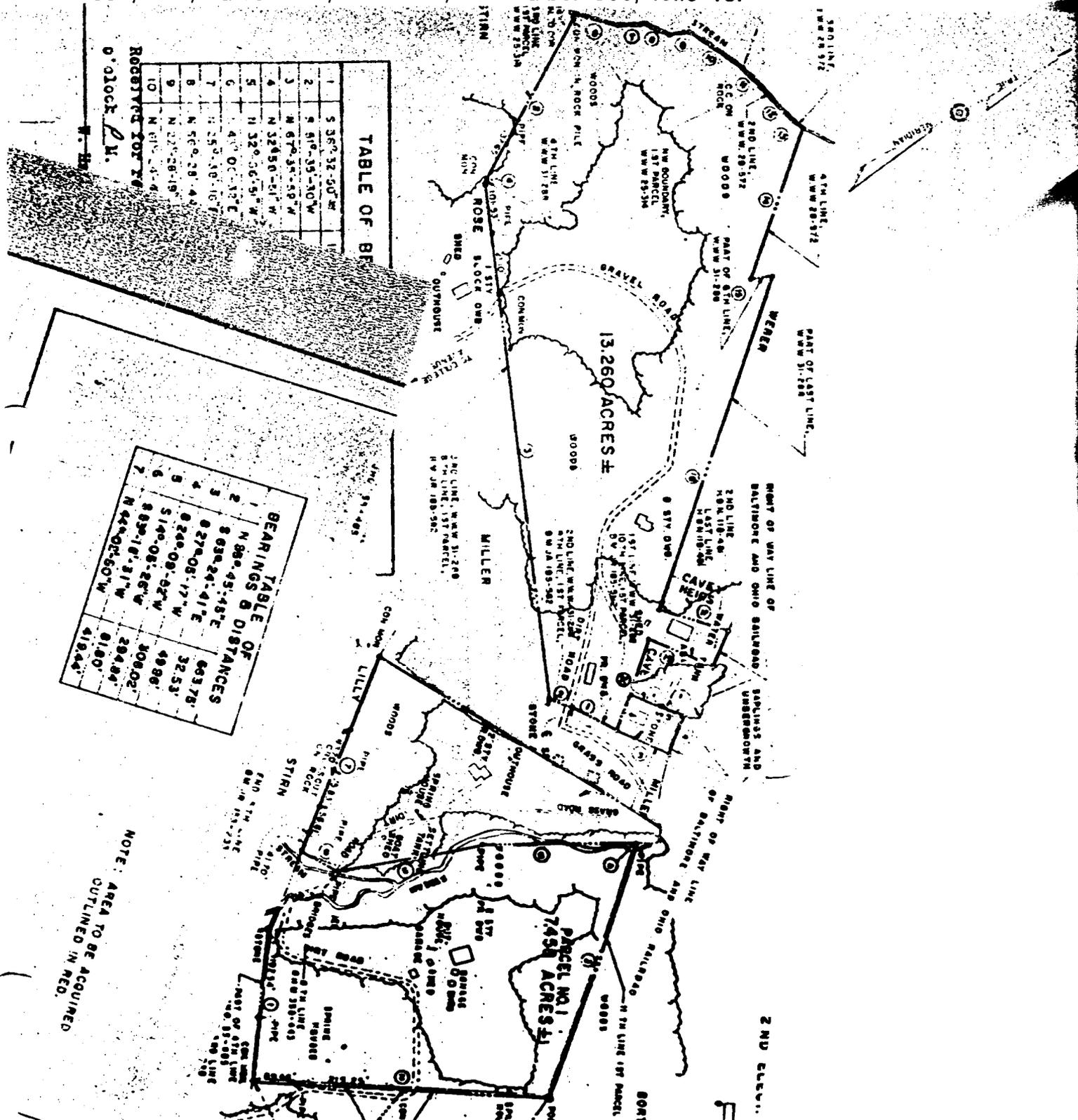


TABLE OF BEARINGS & DISTANCES

1	S 35° 32' 50" W	15
2	S 81° 35' 10" W	15
3	N 67° 34' 55" W	15
4	N 32° 50' 00" W	15
5	N 32° 56' 51" W	15
6	N 00° 15' E	15
7	N 25° 30' 10" E	15
8	N 56° 28' 44" E	15
9	N 27° 28' 18" E	15
10	N 31° 44' 46" E	15

ROOSTYARD FOR THE
 0° 10' 00" N.

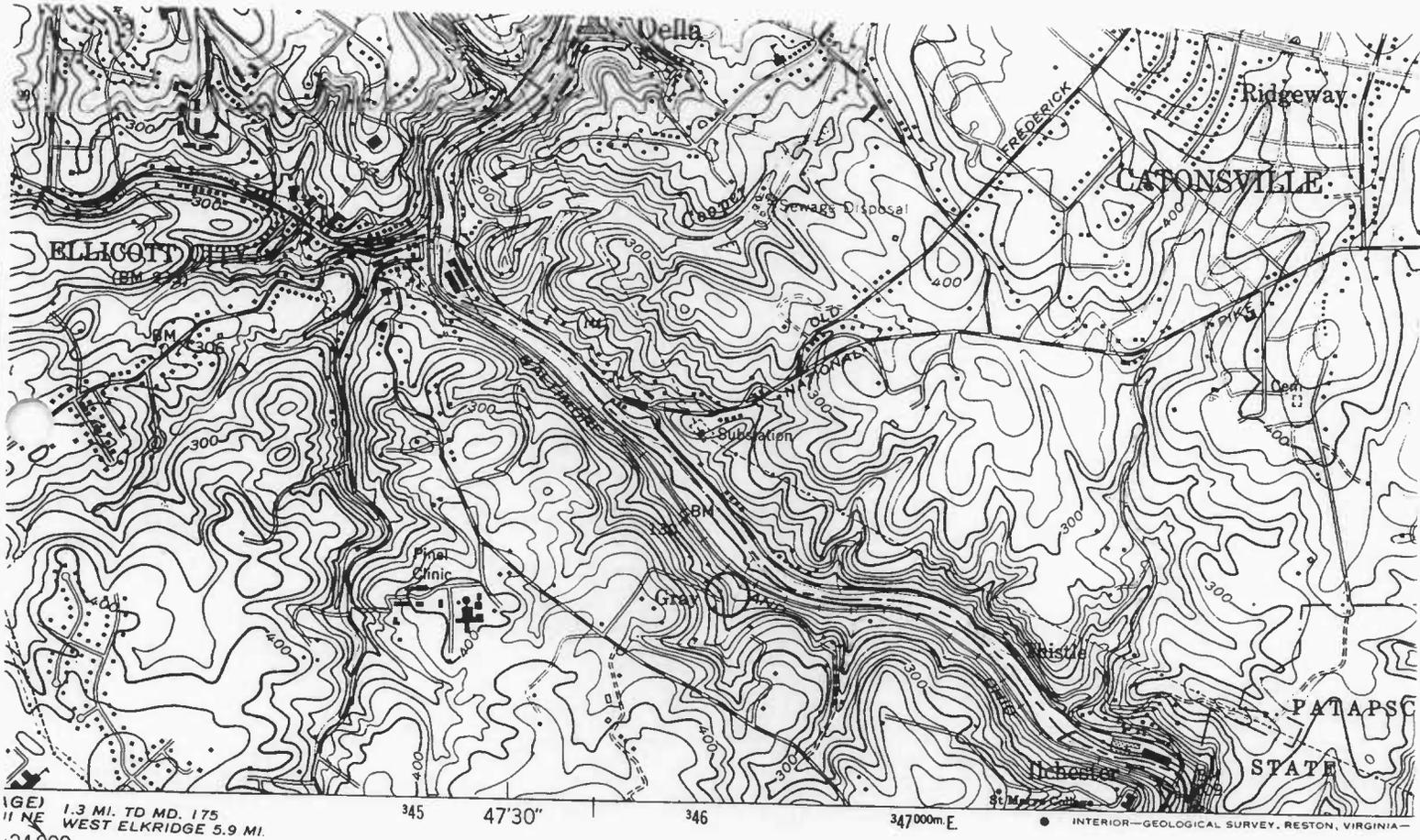
BEARINGS & DISTANCES

1	N 88° 45' 48" E	693.78
2	S 83° 24' 41" E	32.53
3	S 24° 08' 17" W	49.86
4	S 14° 08' 26" W	308.02
5	S 82° 18' 31" W	81.80
6	N 44° 02' 50" W	418.44

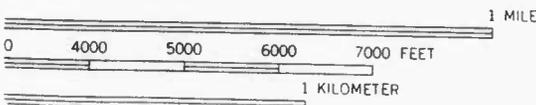
NOTE: AREA TO BE ACQUIRED
 OUTLINED IN RED.

Inventory Number HO 734
 Gray's Water Station
 Maps.1

U.S. Geological Survey
 Ellicott City 7.5 Quadrangle



1.3 MI. TO MD. 175
 WEST ELKRIDGE 5.9 MI.
 :24000



ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	

● INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—



HO 734

GRAY'S WATER STATION

HOWARD COUNTY MARYLAND

HENRY K. SHARP

MARCH 1997

MARYLAND SHPO

STRUCTURE A, VIEW NORTH

1/11



HO 734

GRAFF'S WATER STATION

HOWARD COUNTY, MARYLAND

HENRY K SHARP

MARCH 1997

MARYLAND SHPO

STRUCTURE A, VIEW NORTH

2/11



NO 12/17

City of Howard County, MD

HOWARD COUNTY MARKETING

MARKETING DEPARTMENT

12/17/2014

The following items

will be purchased by the County

3/1



41-252

WATER TOWER STATION

HOWARD COUNTY MARYLAND

HENRY & SWARTZ

MARCH 1995

MARYLAND SUPD

BUILDING C VIEW NORTHWEST

41-



10-22-04

1000 S. W. 100th St. (100th St.)

1000th St. COUNTY PARKWAY

HEATING & AIR COND.

1000th St.

MIR, JUNE 2005

1000th St. 100th St

5/10



-0 734

GRAY'S WATER STATION

HOWARD COUNTY MURFLETT

HEBERT & CLARK

MARCH 1943

MARYLAND SURF

MURPHY, W. & CLARK, W.

51



HO 734

GRAY'S WATER STATION

LOWLAND COUNTY, PENNSYLVANIA

HENRY W. SHARP

MARCH 1925

PARALLEL 540

STRONG S. 1/2 W. 1/2 R. - EAST

7/11



20734

GRAY'S WATER STATION

HOWARD COUNTY MARYLAND

ROUTE 10

16.12 - 1962

MARYLAND GEOLOGICAL SURVEY

STRUCTURE & MAP SHEET

1/11



HO 2134

SHARP'S WATER STATION

HOWARD COUNTY, MARYLAND

HENRY K. SHARP

MARCH 1997

MARYLAND SFPD

STRUCTURE 3 VIEW NORTH

2 11



LD 334

JOHN'S WATER STATION

HOWARD COUNTY, MARYLAND

1968 - 1972

MARYLAND SUPD

STRUCTURE K VIEW EAST

101.



MO 734

GRAY'S WATER STATION

HOWARD COUNTY, MARYLAND

HENRI & SEAR

MARCH 1943

MARYLAND JARD (FILED WITH HOWARD)

316 ROUTE 8, VIEW EAST

11