

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Galloway-Dickey House Inventory Number: BA-2997
Address: 5153 Baltimore National Pike Historic district: ___ yes no
City: Catonsville Zip Code: 21229 County: Baltimore County
USGS Quadrangle(s): Baltimore West
Property Owner: Tuck Capital Investments, Inc. Tax Account ID Number: 0122000070
Tax Map Parcel Number(s): 127 Tax Map Number: 95
Project: Red Line Corridor Transit Study Agency: Mass Transit Administration
Agency Prepared By: John Milner Associates, Inc.
Preparer's Name: Katherine Larson Farnham Date Prepared: 1/4/2006

Documentation is presented in: Galloway-Dickey House nomination for Baltimore County Landmarks List; Maryland state real property tax records

Preparer's Eligibility Recommendation: Eligibility recommended ___ Eligibility not recommended

Criteria: ___ A B C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Galloway-Dickey House is a one-and-one-half-story frame gambrel-roofed residence located in Baltimore County immediately west of the Baltimore City line. It faces north across Baltimore National Pike and is set on a large lot with numerous mature trees. It is set on a fieldstone foundation and has a large double-flue exterior fieldstone chimney on its east end. It is sided with German-style gray vinyl siding, and most windows are original twelve-over-one double-hung sash windows, with some casement-style windows seen as well. The side-gabled, steep-pitched gambrel roof is surfaced with slate and has a large center shed dormer with three bays of windows. These windows are paired three-light casement windows. The dormer is sided with German vinyl siding. The first floor façade is five bays wide, and its most prominent feature is a full-width shed-roofed porch with two Doric columns in the center flanked by square hip-roofed pavilions at either end. Each pavilion has a single arched opening with keystone detail on its exterior sides, flanked by paired Tuscan pilasters. The porch wraps around the west end of the house, where it is enclosed as a sunporch with multilight paired casement windows. The porch is set on stone piers. The single-leaf front door is centered with two bays of twelve-over-one wooden sash windows on either side. On the east side of the house, next to the chimney, is a projecting one-story square bay window. The main block of the house is four bays deep, and the rear elevation includes two parallel gambrel-roofed ells, merged to create a small valley between the upper roofs. The ells are two bays deep. The rear of the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended ___

Criteria: ___ A ___ B C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

[Signature]
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

7/25/06
Date

8/7/06
Date

200601766

house is six bays wide and features an inset porch with Doric columns at the southeast corner. At the basement level, at the southwest corner, is a two-car garage with a shared door. Stylistically, the house has elements of both Colonial-Classical Revival and early Craftsman architecture, but the overall appearance is that of an elaborate Colonial Revival suburban "cottage."

In the early twentieth century, the Baltimore City line had not extended to its current point, and this area was part of the developing suburb of Catonsville. The present Baltimore National Pike in this area was part of Old Frederick Road, and the only house in the immediate vicinity was the large house owned by the Schauman family (now the Schauman-Dickey House at 5151 Baltimore National Pike, immediately east of the Galloway-Dickey House). By early 1916, the Schauman property was purchased by a young man named William A. Dickey, Jr. and his new wife, Marguerite Galloway Dickey. William Dickey was the son of the owner of the prominent but struggling W. J. Dickey & Sons textile mill at Oella. In 1908, after persuading his father not to sell the troubled mill, he had been appointed the manager of the mill and company secretary in an attempt to turn it around. He met with success, and the company began to prosper, despite a fire destroying the mill in 1918. The mill was immediately rebuilt and remained in business through the Great Depression and was still operating when William Dickey Jr. died in 1963.

Around 1920, Marguerite Dickey's parents, Charles W. and Margaret Galloway, moved in with their daughter and son-in-law. The reasons for this are unclear, as they were doing well financially. They soon decided to build a new house for themselves on the Dickey property, immediately west of the Dickey home. They lived with the Dickeys while the new house was being constructed next door. Mr. Galloway was a prominent figure in Baltimore. He was a third-generation employee of the B & O Railroad who had risen steadily through the ranks of the company. He began work as a messenger boy at age 14 in 1883, was appointed Trainmaster at only age 29 in 1898, and continued to progress upward throughout his lifetime. In 1920, while residing in the Dickey house, he was appointed vice president in charge of operations and maintenance for the entire B & O system. It is possible that his promotion spurred construction of the new house as a suitably impressive new residence for someone of his position. The Galloways moved next door to their new house within the following year, although the lot was not formally conveyed to them by the Dickeys until 1928. During the 1930s, Mr. Galloway served as Austria's consul in Baltimore while continuing to serve as vice president of operations for the railroad. He was seen as the logical choice to succeed Daniel Willard as President of the B&O, but suffered a fatal heart attack in December 1940, shortly before Willard retired. The Dickeys inherited the property from Mrs. Galloway and sold it to Jose G. Valderas in 1960. Valderas sold it to a business in 1979, and it appears to have been used as offices since then. The Dickeys continued to reside at their home next door into the 1960s. Mr. Dickey died in 1963.

This house has local significance under NRHP Criterion B for its strong association with the Galloway family, prominent citizens of the Baltimore area. Since it was built by the Galloway family and inhabited by them in its early years, it has a far stronger association with them than the neighboring Schauman-Dickey House. It also meets NRHP Criterion C as a distinctive example of an early twentieth century Colonial Revival "suburban cottage" house, which retains most integrity of location, design, setting, feeling, association, and workmanship. It has strong elements of the picturesque in its use of both classical and Craftsman stylistic details and materials, and is a unique and striking design. Though its materials integrity has been somewhat compromised by the use of newer siding, the replacement siding is fairly unobtrusive in style and does not detract from the overall historic appearance of the house. The Galloway-Dickey House was nominated to the Baltimore County Landmarks list, and is recommended eligible for the NRHP.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
 Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

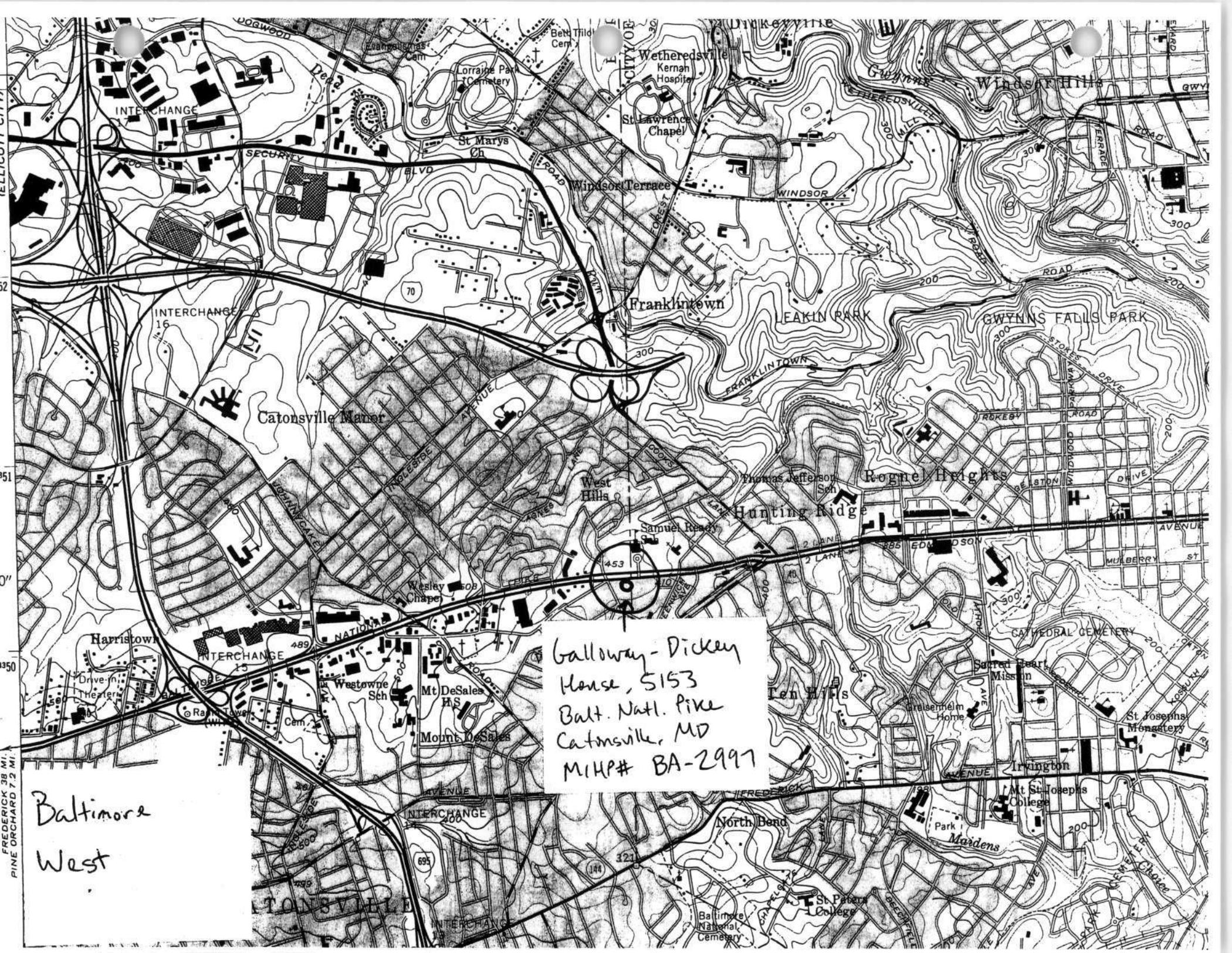
MHT Comments:

 Reviewer, Office of Preservation Services

 Date

 Reviewer, National Register Program

 Date



Galloway-Dickey
House, 5153
Balt. Natl. Pike
Catonsville, MD
MIHP# BA-2997

Baltimore
West



BA-2997

Galloway-Dickey House, 5153 Balt. National Pike

Baltimore County, MD

Lynn Jones, JMA

12/22/2005

MD SHPO

View to SSW

#1 of 2

217

Color Crystal
Pencil



BA-2997

Galloway-Dickey House, 5153 Balt. Nat. Pike
Baltimore County, MD

Lynn Jones, JMA

12/22/2005

MD SHPO

View to SE

#2 of 2⁰⁰⁹

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1. Name (indicate preferred name)

historic Galloway-Dickey House

and/or common

2. Location

street & number 5153 Baltimore National Pike _____ not for publication

city, town Catonsville vicinity of congressional district

state Maryland county Baltimore County

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input 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 type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input 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 checked="" type="checkbox"/> other: (office)

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

name Tuck Capital Investment, Inc.

street & number 5153 Baltimore National Pike telephone no.:

city, town Baltimore state and zip code MD 21229

5. Location of Legal Description

courthouse, registry of deeds, etc. Record Office, County Courts Building liber 9517

street & number 401 Bosley Avenue folio 556

city, town Towson state MD 21204

6. Representation in Existing Historical Surveys NONE

title

date _____ federal _____ state _____ county _____ local

depository for survey records

city, town _____ state _____

7. Description

Survey No. BA-2997

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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

The Craftsman style building at 5153 Baltimore National Pike was constructed in the mid-1920s. This single-family dwelling has a bungalow form augmented by a partially enclosed wrap-around porch, shed roof dormers, and basement level garage [photos 6, 10, 12]. The wood frame structure stands one and a half stories in height on a random laid stone foundation. The building is clad with German vinyl siding edged by cornerboards. The main block, extending five bays along Baltimore National Pike, is covered by an imposing side gambrel roof. A valley-shaped gambrel roof extends to the south over the rear block of the building, which is two bays deep [photo12]. Detailed by overhanging eaves and a continuous molded entablature, the roof is clad with multi-colored square-butt slate tiles. An exterior end stone chimney, capped by two ceramic pots, pierces the roof from the east elevation [photo 10].

After the turn of the 20th century, traditional domestic forms continued to be interpreted for economy and convenience. The resulting bungalow mimicked the plan and massing traditionally associated with the fashionable Queen Anne style; yet, the bungalow form was invariably one to one-and-a-half stories in height. Overwhelmingly known as a style rather than a form, the bungalow is covered by a low-pitched, intersecting gable roof that encompassed the often wrapping porch. The irregular plan allowed for additional window openings and direct access to the porch from various secondary rooms. The modest arrangement of the wood frame buildings made them one of the most popular low- to middle-income domestic forms in growing suburban communities across the United States. The modest bungalow erected in the 1920s and 1930s were often trimmed with stone and brick, half-timbering, exposed rafter ends, multi-light fixed windows, and massive porch supports, thus, melding the bungalow form with the Craftsman style perpetually. The modest dwelling at 5153 Baltimore National Pike is an excellent example of the bungalow form and ornamental Craftsman style.

EXTERIOR DESCRIPTION

The façade, facing north on Baltimore National Pike, measures five bays wide [photo 7]. A full-width porch that wraps around the northwest corner shelters the first story. Constructed of wood frame with weatherboard siding, the porch is set on random laid stone piers. It is accessed from the east side by stone steps. Influenced by the Classical Revival style, the porch has pavilions that anchor it at either end. The structure of the pavilions visually projects to the north, although they are flush with the face of the porch. The open pavilions, which are covered by hipped roofs, have semi-circular arched openings on three sides. These openings are flanked by paired Tuscan pilasters and topped by small keystones. Tuscan pilasters mark the pavilions on the plane of the building's façade. Two tapered Tuscan columns with fluted shafts support the center section of

Section 7, page 2 (continuation sheet 1) – Galloway-Dickey House

the porch. The northwest corner of the porch, set on a solid stone foundation, is enclosed with three sets of six-light paired wood casement windows [photo 6]. Covered by a shallow pitched half-hipped roof, the enclosed section of the wood frame porch has recessed panels set under the expansive window openings. A wide entablature is supported by Tuscan pilasters that act as mullions. It is accessed from the north elevation, via a single-leaf multi-light wood door topped by a multi-light transom.

The central entry of the façade holds a single-leaf wood door surrounded by narrow square-edged wood casings and topped by a wide molded lintel with a projecting cap. Flanking the entry to each side are two elongated openings, holding Craftsman style 12/1 double-hung, wood sash windows. The openings have narrow square-edged surrounds and wide lintels that abut the bed molding of the porch roof. Like the windows flanking the entry, the outermost bays have 12/1 double-hung, wood sash windows. The two outermost openings, located within the pavilions, are framed with louvered wood shutters. Centrally placed on the roof is a wide shed dormer that extends from the ridge line. The three bay wide dormer is finished with German vinyl siding on the face and cheeks. It has three small pairs of three-light wood casement windows with lug wood sills and lintels. The lintels abut the bed molding of the molded cornice on the dormer. Louvered wood shutters frame the openings.

The west elevation of the building encompasses the four bay deep main block and two bay deep rear block [photos 5, 11]. Four six-light fixed windows pierce the continuous raised foundation. These square openings have narrow wood frames supported by concrete sills. The first story has five equally spaced elongated openings, each holding 12/1 double-hung, wood sash windows. The openings have narrow square-edged casings, wood sills, and lintels that abut the frieze of the entablature. Within the enclosed tympanum of the gable is a pair of small openings. Framed within a continuous sill and lintel, the openings hold paired four-light casement windows. A rectangular-shaped opening holding a louvered vent is located in the gambrel end. The west side of the valley-shaped gambrel roof on the rear block is pierced by a shed dormer. This vinyl-clad dormer has two paired four-light casement wood windows with lug wood sills and lintels. The lintels abut the bed molding of the molded cornice on the dormer.

The south elevation presents the raised foundation in the westernmost half of the rear block [photos 12, 13]. This above-grade bay holds a paneled garage door of metal. It is framed by a wide molded casing with a projecting entablature. Set directly above the garage opening are two elongated 12/1 double-hung, wood windows. These single openings are framed with narrow square-edged surrounds, wood sills, and lintels that abut the frieze of the entablature. The easternmost half of the rear block is pierced by three openings on the first story that are covered by a shallow porch with a wide entablature [photo 14]. Set on a stone pier foundation, the wood frame porch is three bays wide. The porch has a half-hipped roof supported by four tapered Tuscan columns with fluted shafts. Square balusters and a molded rail separate the columns. It is access by a flight of wooden replacement steps with wood rails. The eastern bay of the rear block has a paneled wood door capped by a three-light transom. The center bay has an elongated 12/1 double-hung, wood sash window. The western bay has a paired 9/1 double-hung, wood

Section 7, page 3 (continuation sheet 2) – Galloway-Dickey House

sash window. All of the openings have square-edged casings, wood sills, and wood lintels that abut the bed molding adorning the porch roof. Within the gambrel end of the valley-shaped roof are three equally spaced openings [photos 13,14]. Square-edged casings and wood sills frame these small openings. Two of the openings hold paired four-light wood casement windows, while the center opening holds a 6/6 double-hung, wood sash window.

The east elevation of the building encompasses the four bay deep main block and two bay deep rear block [photo 10]. Like the west elevation, four six-light fixed windows pierce the continuous raised foundation. These square openings have narrow wood frames supported by concrete sills. The first story has a single narrow opening in the northernmost bay. To the immediate south of the opening is the exterior end chimney laid in random stone. A slightly projecting square bay dominates the southernmost bay of the main block. Covered by a shed roof that projects from the main entablature, the bay is set on a solid stone foundation. It is clad with German vinyl siding and has three elongated window openings. The abutting openings have 12/1 double-hung, wood sash windows. The east wall of the rear block has two openings, a single 12/1 double-hung, wood sash window and a paired 12/1 double-hung, wood sash window. All of these openings have narrow square-edged casings, wood sills, and lintels that abut the frieze of the entablature. Within the enclosed tympanum of the gable is a pair of small openings. Framed within a continuous sill and lintel, the openings hold paired four-light casement windows. A rectangular-shaped opening holding a louvered vent is located in the gambrel end. The east side of the valley-shaped gambrel roof is pierced by a shed dormer. This vinyl-clad dormer has two paired four-light wood casement windows with lug wood sills and lintels. The lintels abut the bed molding of the molded cornice on the dormer.

8. Significance

Survey No. BA-2997

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input 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 checked="" 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify (prominent occupant))
<input type="checkbox"/> invention				

Specific dates	Builder/Architect
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D and/or Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G	
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input checked="" type="checkbox"/> local	

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

The historic significance of the Galloway-Dickey House lies in its architectural value (County criterion # 2), in its role as the residence built for one of the Baltimore region's and the railroad industry's prominent business leaders (criterion # 1), and in its potential for helping to illustrate the evolution of preferences for architectural styles in the emerging suburbs (County criteria 1 and 5).

The house currently having the address of 5153 Baltimore National Pike was originally on Old Frederick Road, this segment of which was upgraded to dual highway in 1935-1940. No house was shown here in the 1915 Bromley atlas except the house owned by A. Schauman that is now in use by the Greene Funeral Service, the first structure east of # 5153.¹ Charles William Galloway's association with both of these dwellings traces back to another prominent Baltimore area businessman, William A. Dickey, Jr.

In 1907, the famous textile manufacturers W.J. Dickey & Sons, Inc., had received a very low price in response to their attempt at selling the then-troubled mill in Oella by auction. William A. Dickey, Jr., having graduated from Johns Hopkins University and joined the company the previous year, persuaded his father "not to sell but let him try to run it."²

¹George W. Bromley, *Atlas of Baltimore County, Maryland* (Philadelphia, 1915), Plate 5.

²Untitled obituary on William A. Dickey, Jr., *Ellicott City Times*, 4/24/1963; copy, with nearly identical copies of the obituaries from the *Baltimore Sun*, 4/22/1963 and the *Evening Sun*, 4/22/1963, is in

Section 8., page 2 (continuation sheet 3) — Galloway-Dickey House

In 1908, at the age of 23, the younger Mr. Dickey was appointed secretary of the company and became manager of the Oella mill. Seven years later, on December 7, 1915, he married Marguerite, the only child of Mr. and Mrs. Charles W. Galloway, and purchased the Schauman house and property on Old Frederick Road shortly thereafter.³

At some unknown time later, the Galloways took up residence with their daughter and son-in-law. They were all recorded there in the U.S. Census of Population on January 10, 1920, as two separate families in the same dwelling on Old Frederick Road. Mr. Dickey is identified as the head of the household, with the Galloways listed as his father-in-law and mother-in-law.⁴ The 1920 edition of the city directory also was the first to list Mr. Galloway as residing at Old Frederick Road and Elsinore (now Charing Cross) Road.⁵ The city directory states that its entries are current to September 30th of that year, but gives no street number for Mr Galloway's address. Thus, the corner address could indicate a continuing residence with the Dickeys (Elsinore being the nearest cross-street) or could indicate the Galloways' new home just completed during the 1920 construction season.

The 1926 Polk directory listed both Charles Galloway and William A. Dickey at this corner.⁶ The 1930 Polk directory listed Charles W. Galloway at the corner, his profession vice president of the B & O, "in charge of operation and maintenance." William A. Dickey, Jr., was described as living at 5215 Old Frederick Road; his profession was vice president of L.S. Carter Company.⁷ A deed made in 1968 proves that 5215 Old Frederick Road was the same as the renumbered 5151 Baltimore National Pike, thus confirming that the present Greene funeral home was the Dickey

the vertical file at the Maryland Historical Society. Information on Mr. Dickey is from these sources unless otherwise credited.

³Baltimore County Deeds, WPC 591:389

⁴U.S. Census of Population, 1920, Maryland, Baltimore City, Enumeration District 467, Sheet 9, Lines 9 through 14 (Census Microfilm Publication T 625, Roll 667). The portion of the Schauman property including the dwelling, but not including the future site of the Galloway house, had been included within the enlarged City boundaries effective on January 1, 1919.

⁵*Polk's Baltimore Directory for 1920*, p. 883.. Galloway was missing from the directories of 1917-1919. The 1916 directory listed him as general manager of the railroad, residence at 2318 Eutaw Place, Baltimore City.

⁶*Polk's Baltimore Directory for 1926*, pp. 613, 761.

⁷*Polk's Baltimore Directory for 1930*, p. 506.

Section 8., page 3 (continuation sheet 4) — Galloway-Dickey House

residence, and the house nearest Charing Cross Road was the Galloway residence.⁸

The year of construction for the Galloway house has not yet been verified, but the circumstantial evidence strongly suggests 1920. Mr. Dickey's fortunes had been rising, figuratively and it may be presumed, literally. Although the Oella mill had been completely destroyed by fire in 1918 it had immediately been rebuilt. The company had continued to prosper, surviving the Great Depression and continuing beyond Mr. Dickey's death in 1963.

Mr. Galloway's career had also continued its progress. As America mobilized to enter World War I, the financial and competitive condition of the nation's hundreds of railroads caused near-paralysis in the movement of essential freight traffic. The crisis was so severe that Congress took the radical step of establishing a new Federal agency, the United States Railway Administration. The railroads remained legally in private ownership, but the USRA was empowered and ordered to re-organize the systems and to take complete control of all the railroads' operations. Mr. Galloway was one of two regional managers appointed by the USRA within the B & O, in June 1918, with responsibility initially for the company's western region.⁹ His ability was recognized with appointments to increasingly responsible positions in 1919 and again on January 15, 1920.¹⁰

With the end of Federal control on March 1, 1920, Charles Galloway was appointed vice president in charge of operations and maintenance for the B & O's entire 13-state, 5200-mile system.¹¹ This promotion could not have been a surprise to him.¹² Whatever may have caused his earlier decision to reside temporarily with the Dickey's, it was now time for Mr. Galloway to have a residence befitting a person of his rank. It was time to stop living in the home of his 16-years-younger son-in-law. Thus, it seems most likely that the Galloway house was built during the

⁸Baltimore County Deeds, OTG 4869:351. Charles L. Wagandt 2d, William A. Dickey, Jr.'s nephew, also recalled that the Dickey house is the present funeral home, in a personal communication to John McGrain, August 23, 2000.

⁹David M. Vrooman, *Daniel Willard and Progressive Management on the Baltimore & Ohio Railroad* (Columbus: Ohio State University Press, 1991), p. 28.; see also Shawn Cunningham, *The B & O Railroad Museum; A Visitor's Guide* (Baltimore: the Museum, 1994), pp 57-59; John F. Stover, *History of the Baltimore and Ohio Railroad* (West Lafayette, Indiana: Purdue University Press, 1987), Chapter XIII.

¹⁰Obituary, "C.W. Galloway, Executive of B. & O. Is Dead..." *Baltimore Sun*, December 15, 1940. See also the death notice and evidently incomplete obituary, uncredited, in the Dielman-Hayward card file at the Maryland Historical Society.

¹¹Obituary, "C.W. Galloway," *Sun*, December 15, 1940; David M. Vrooman, *op cit.*, p. 38; John F. Stover, *op cit.*, pp. 243, 248.

¹²Vrooman, *op. cit.*, p. 29.

Section 8., page 4 (continuation sheet 5) — Galloway-Dickey House

transitional year 1920, although the transfer of the corner lot containing the house from the Dickeys to the Galloways was not recorded until 1928.¹³

Mr. Galloway and his wife Margaret lived in the house at 5153 Old Frederick Road until the time of his death on December 14, 1940, two days after his 72nd birthday. The lengthy (41 column-inches) obituary published the next day in the *Sun* is the source (while research continues) for most of what currently is known about Charles Galloway's family origins,¹⁴ personal development, career advancement and social affiliations. Because its wealth of biographical details confirms the assertion that Mr. Galloway was significant in his industry and in the community (including service as Austria's consul in Baltimore during the 1930s), it is reproduced in full at the end of this section of the report¹⁵.

Besides being in the third generation of his family prominent in the history of the B & O, Charles Galloway evidently rose to his own high corporate rank by dint of his industrious diligence and native talent. He was only 29 when appointed Trainmaster of the B & O's intensely busy Baltimore Division in 1897. A mere 20 years later, he had risen to be in charge of operations and maintenance for the whole railroad. One lighter item, however, is disclosed in John Stover's history, recounting an incident where B & O president Daniel Willard and Charles Galloway were looking over some vacant land at Laurel as a site for the B & O 1927 centennial "Fair of the Iron Horse." Willard found two loose spikes in the cross-ties, picked them up, and handed them to the v. p. for maintenance with the facetious remark, "My compliments, Mr. Galloway."¹⁶

The culmination of Mr. Galloway's career is recorded by another scholar. By 1940, Daniel Willard had been the President of the B & O for nearly 32 consecutive years, and was approaching his 80th birthday. Although beloved within the company and esteemed in the industry,

¹³Baltimore County Deeds, WPC 591:389 (1928).

¹⁴Mr. Galloway's obituary notes that both of his grandfathers and an uncle were important in the railroad's history. In preparation for its elaborate centennial celebration in 1927, the B & O constructed an exact replica (still operable in 2000) of one of its earliest (1837) locomotives. It was first named *Lafayette*, after the original engine, but later was re-named *William Galloway* in honor of Charles' grandfather. (*The Catalogue of the Centenary Exhibition of the Baltimore & Ohio Railroad 1827-1927*, (Baltimore: the Railroad, 1927), pp. 158, 162; *Short History of the Baltimore & Ohio Railroad ... Since 1827* (Baltimore: the Railroad, 1937), pp. 18, 19); see also J. Snowden Bell, *The Early Motive Power of the Baltimore and Ohio Railroad* (Fenton, Cal.: Glenwood Publishers, 1975, reprint of the original 1912 edition), p. 33).

¹⁵That such a large amount of detail was immediately available for publication on the morning after his death suggests, in itself, his prominence in the community.

¹⁶John F. Stover, *op. cit.*, pp. 266-267 (quoting from Edward Hungerford, *Daniel Willard Rides the Line* (New York, 1938), p. 260).

Section 8., page 5 (continuation sheet 6) — Galloway-Dickey House

“Uncle Dan” (and the Board of Directors) recognized the inevitability and immanence of his retirement.

Ultimately, Daniel Willard did “retire,” in his own way, to the newly-created position of Chairman of the Board, on June 1, 1941. In Professor Vrooman’s words:

The logical internal successor to Willard [as President], the person with the broadest experience and responsibility within the company, would have been operations vice president Charles Galloway, but Galloway had suffered a fatal heart attack in December 1940, at the age of seventy-two.¹⁷

When Charles W. Galloway died, the *Sun* described him as the oldest employee of the railroad in point of service, 57 years, having started as a messenger at age 14 in 1883 shortly after his engineer father was killed in a scalding accident on a passenger train. As a mark of respect for his longevity and accomplishments, “[a]ll trains operating on the Baltimore and Ohio Railroad system were stopped for one minute at 2.30 P. M.” on the afternoon of his funeral, and “[e]mployees of the company also suspended work for a minute as the trains halted.”¹⁸

To conclude the history of ownership of the Galloway home, the Dickeyes inherited the property from Mrs. Galloway,¹⁹ and sold it in 1960 to Jose G. Valderas.²⁰ In 1979, Mr. Valderas sold to Medical Management Sciences, Inc.²¹ That corporation sold in 1982 to Financial Enterprises.²² In 1987, James F. Thacker, a principal investor in the Financial Enterprises partnership, took title himself.²³ Then in 1992, Thacker sold to Tuck Capital Investments, the current owner.²⁴

* * * * *

¹⁷Vrooman, *op. cit.*, p. 164.

¹⁸“B. & O. Suspends Activities in Tribute To C. W. Galloway,” *Baltimore Sun*, December 1, 1940.

¹⁹Baltimore County Wills, JPC 60:389 (1959).

²⁰Baltimore County Deeds, WJR 3735:625 (1960).

²¹Baltimore County Deeds, EHK JR 6091:243 (1979).

²²Baltimore County Deeds, EHK JR 6408:577 (1982).

²³Baltimore County Deeds, SM 8923:89 (1987).

²⁴Baltimore County Deeds, SM 9517:556 (1992).

Section 8., page 6 (continuation sheet 7) — Galloway-Dickey House

Turning next to the architectural significance of the Galloway-Dickey House, although research has not yet disclosed the identity of a specific architect, the building's well-proportioned, richly-detailed appearance gives a convincing overall impression of having been designed by a professional, or at least by a master builder. Section 7 of this Inventory form provides a complete architectural description, as illustrated in the accompanying photographs. Besides its obvious architectural merit, the house is instructive for what appears to reveal about the factors motivating and influencing its design.

As described above, it is most likely that the house was built for Mr. Galloway in 1920, when he was 52 years old. On March 1st of that year, the United States Railway Administration relinquished control of the nation's railroads to their corporate owners, Charles Galloway was appointed vice president in charge of operations of the B & O's entire 13-state system.²⁵ This senior executive position was a place of prominence both in his company and in the industry.²⁶ The social responsibilities entailed by Mr. Galloway's high position are not specifically known, other than the affiliations mentioned in his obituary, but are likely to have been comparable to those of other men at his level in any major corporation.²⁷ The B & O, of course, was one of the giants in the region's business community.

In short, Mr. Galloway needed a home suitable for the needs of his family, and appropriate to his social level. The railroad industry, however, was an intensely conservative enterprise. Through his long career in the B & O, Mr. Galloway would have been immersed in this corporate culture. It is most unlikely that he could have risen to such heights without sharing its values, even under Daniel Willard's enlightened leadership.²⁸ Thus, Mr. Galloway could have understood that the design of his new home should express a sense of its resident's importance but without being ostentatious. The era of the railroad Robber Barons being well past, a railroad executive's home should be fashionable but dignified.

Were there already examples in the neighborhood, appropriate for Mr. Galloway to emulate? In 1920, there were only four large and three smaller dwellings existing on Charing Cross (then called Elsinore) Road and Frederick Road.

The two nearest, on abutting properties east and south of the Galloway lot, are large, 2-1/2 story,

²⁵Vrooman, *op. cit.*, p. 38

²⁶The February 2, 1924 issue of the Catonsville *Argus* reports, for example, that Mr. Galloway had addressed the Traffic Club of Baltimore (a shippers' group) about legislation pending in Congress.

²⁷Mr. Galloway was, for example, the master of ceremonies for the Rolling Road Country Club's Fourth of July festivities, as reported in the Catonsville *Times* on July 6, 1983 (citing the July 7, 1933 *Argus*).

²⁸Vrooman, *op. cit.*, pp. 91, 92, 103-4.

Section 8., page 7 (continuation sheet 8) — Galloway-Dickey House

hip-roofed dwellings in the Colonial Revival/American Four-square style, each with a single dormer in each roof slope. The oldest, built sometime before 1915, was the then residence of the Dickey and Galloway families (originally the Schauman house and now occupied by the funeral home) at 5151 Baltimore National Pike. [photos 1 and 15]. This is also by far the largest in the neighborhood, with more than 8,500 sq. ft. of enclosed space (some of which may be in more-recent additions or enclosures).²⁹

Abutting the Galloway lot on the south is # 601 Charing Cross Road, built in 1913 and with 3,078 sq. ft. of enclosed area [photo 17]. It is similar in overall character to # 5151 but much smaller in mass and simpler in detailing. It has a full pyramidal roof, not the truncated style on the Schauman house, and simple, one-window hip-roofed dormers instead of gable-ended six-window units. It is labeled on the 1915 Atlas map as the property of Jos. E. Cook. Further to the southeast is # 509 Charing Cross, built in 1915 and located in the City since the 1919 annexation. This is another 2-1/2 story building in Colonial Revival style. Its truncated hip-roof and gabled dormer in each slope are notably similar to those in the Schauman house but at a much reduced scale (compare photos 15 and 19). It is also similar in overall character to # 601 Charing Cross (compare photos 17 and 19), but has only about three-quarters of # 601's enclosed area. This was probably the home occupied in 1920 by the Herbert L. Byrd family; he was a salesman in the butter and egg business.³⁰

The lot at the southwest corner of Charing Cross and Old Frederick Roads is # 606 Charing Cross [photo 16]. The dwelling here dates at least in part to 1911 and currently has 1,788 sq. ft.; specifically which of its varied architectural elements were present in 1924 is unclear but it is modest on overall scale and detail. It was most likely inhabited in 1920 by the family of Dudley Williams, whom the Census lists as a physician employed in the "railroad" industry.³¹

The three smaller dwellings are each 1-1/2 story, side gable bungalows, each with a single multi-window front dormer, built at # 510, 508, and 512 Charing Cross Road in 1918, 1920, and 1920, respectively. They are typical of the style, with modest interior space (1,252, 2,041 and 1,405 sq. ft., respectively).

Mr. Galloway, in fact, did not chose any of these homes as a model. The Williams residence [photo 16] has neither the size nor the distinctive architectural look he obviously was seeking. The three bungalows also would have been too small for a man of his position. The Schauman house, his then-current home, would have been much too large for just Mr. and Mrs. Galloway

²⁹Data regarding year built and amount of enclosed area are as recorded in the Real Property System records of the Maryland Department of Assessments and Taxation.

³⁰U.S. Census of Population, *op. cit.*, lines 19 through 21.

³¹*Ibid*, lines 15 through 18.

Section 8., page 8 (continuation Sheet 9) — Galloway-Dickey House

(although they probably had a domestic servant such as a cook³²). Besides, the design of his son-in-law's home harkened back to the late Victorian era (ca. 1890's?) rather than looking forward to the '20s. Likewise for the Cook and Byrd homes, commodious as they might be.

As a working hypothesis, it is reasonable to conclude that Mr. Galloway may have sought, through his architectural choice, to express a progressive spirit. His choice was solidly contemporary, not *avant garde*, but impressive in scale and detail.

As noted in the beginning of Sec. 7 in this report, the bungalow style had become fashionable in the early twentieth century, and one of its variations was selected for the new Galloway residence.³³ Its design, however, is in marked contrast to the similarly 1-1/2 story but diminutive bungalow built in 1918 at # 510 Charing Cross Road [photo 18], and similar ones at # 508 and 512. Although 5153 and 510 each prominently feature a shed-roofed, three-bay dormer on the front roof slope and an exterior chimney, the similarities essentially end there; compare photos 18 and 10.

The Galloway house presents several readily-apparent, distinguishing features giving it a strong presence of its own: the craftsmanship in the stone-masonry of its elegant chimney [photo 10]; the dramatic pavilions at each end of its Tuscan-columned front porch [photos 6, 7, 9]; the sun room, asymmetrically placed, but skillfully-integrated at the northwest corner [photos 6, 7, 11].

Probably the most impressive and distinctive architectural feature of the Galloway house is its use of three separate gambrel roof segments. The front of the house, facing Baltimore National Pike (originally Old Frederick Road) presents a side-gabled gambrel [photos 6, 7].³⁴ Seen from the southwest corner, at Charing Cross Road [photo 11], or more clearly from the rear yard of the adjoining property [photos 12, 13, 14] the house displays its two additional gambrel portions. They lie in parallel as they intersect at right angles with the rear slope of the main roof across the

³²*Ibid*, line 14.

³³ For additional information on the Colonial Revival, Craftsman, and Bungalow architectural styles evident in this neighborhood, see Virginia & Lee McAlester, *A Field Guide to American Homes* (New York: Alfred A. Knopf, 1984), pp. 321-353, 452-463; Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York: Henry Holt and Co., 1994, 1997), pp. 206, 212-214, 216, 219; and Lester Walker, *American Shelter, An Illustrated Encyclopedia of the American Home* (Woodstock, NY: The Overlook Press, 1997), pp. 172-173, 180-181, 186-188, 200-201. For evidence that gambrel-roofed residences were popular but comparatively rare during the period (comprising only 25 of the approximately 500 homes illustrated, with none featuring a multiple-gambrel roof), see Henry Atterbury Smith, comp., *500 Small Houses of the Twenties* (New York: Dover Publications, Inc., 1990; a republication of a 1923 original), and the McAlesters, op. cit., p. ("about 10%").

³⁴According to the McAlesters (op. cit., p. 325) the side-gambrel form succeeded the front-gambrel in popularity beginning about 1920.

Section 8., page 9 (continuation sheet 10) — Galloway-Dickey House

front portion of the house; they also intersect each other, forming a valley midway down their interior slopes [photo 12].

This rare triple-gambrel configuration, along with the overall richness and balance in its architectural features, make the Galloway house noteworthy. Less evident, perhaps because of the prominence of the porch and its pavilions, is the impressive volume of the house. The specific amount of its enclosed area is not recorded in the state's property records, but the building's 'footprint' (scaled from County base maps) is approximately 3,350 sq. ft.

In contrast, the footprint of # 601 Charing Cross Road [photo 17], including its front porch, is only 2,150 sq. ft., but its enclosed area is 3,078 sq. ft. (not including the porch). The smaller # 509 Charing Cross Road [photo 19] has an enclosed area of only 2,328 sq. ft. Neither the interior measurements nor the floor plan of the Galloway house are currently available, but it is known that it contains at least five bedrooms upstairs, and a guest bedroom, den, breakfast room and sunporch downstairs.³⁵

In conclusion, the Galloway house, with its many distinctive features, is a distinguished piece of domestic architecture, ably suggesting the importance of the industrial leader for whom it was designed. It served the Galloway family and their descendants as a residence for 35 years, despite the increase in traffic after the bucolic Old Frederick Road was converted to the multi-lane Baltimore National Pike and became an arterial highway for entry to Baltimore from the west. The meticulously maintained park-like setting of the Galloway house renders the entire property a continuing asset to its residential neighborhood [photos 1, 4, 5, 8, 11, 17].

³⁵ Interview with a former owner of the house, Mrs. Valderis (who bought it from Mrs. Dickey, the daughter of Mr. Galloway), August 2000.

C. W. GALLOWAY, EXECUTIVE OF B. & O., IS DEAD

Railroad Veteran Victim Of Heart Ailment At Age Of 72

Suffers Relapse At Bon Secours Hospital, Which He Entered Nov. 26

Charles W. Galloway, vice-president in charge of operation and maintenance of the Baltimore and Ohio Railroad, died yesterday at Bon Secours Hospital.

Death came from a heart ailment. Mr. Galloway, who was 72 on Wednesday, had entered the hospital November 26. He had rallied slightly after he was admitted to the hospital, but then suffered a relapse. He died about 12.30 P. M.

Charles William Galloway was the eldest of six children of Charles Barton Galloway and Susan Jane Smith Galloway. He was born in Baltimore December 11, 1868.

Railroading was in his blood. Both his grandfathers and his father were railroad men. His paternal grandfather, William Galloway, had been with the B. & O. since it was founded, and had enjoyed the distinction of being one of the first men to drive a horse car on the line from old Mount Clare Station to Ellicott's Mills, now Ellicott City.

Grandfather Drove Locomotive

When the road switched to steam, William Galloway went along with the times and started driving a locomotive. He drove one for fifty years, with never an accident to mar his record, and finally was honorably retired by the road.

The maternal grandfather, John R. Smith, was supervisor of machinery on the First Division, B. & O., and of the Washington branch. A maternal great-uncle, Christian Smith, is credited with having been the originator of the sandbox for locomotives.

Father Started In Shops

Charles W. Galloway's father, who started his career at the Mount Clare shops as a machinist and later became an engineer of crack B. & O. passenger trains, gave his life to railroading. He was scalded fatally in 1883 when a patch blew off the boiler of his engine.

His only surviving son, Wilbur Galloway, C. W. Galloway's brother, at present is a B. & O. man, serving as curator of the road's historical equipment.

With persons like this in his family, who talked railroading always and who took him when he was 5 into shops and yards, it was no wonder C. W. Galloway grew into a man who often told his friends this:

"My greatest pride is in the success of my railroad; in trying to help make it a safe road, a good neighbor and a law-abiding citizen, for that is what a railroad ought to be. . . . Yes, I am proud of our railroad. When you see me leaving it, I am fired."

Attended Public Schools

Young C. W. Galloway never had much opportunity for formal schooling. Life in the large family of a railroad engineer in those days was none too easy, and the boy's education had to compete with the necessity for helping out on the family finances.

Nevertheless, he did manage to attend the public schools in Baltimore. He rose at 2 A. M., awakened by the rapping of a friendly policeman on the walls of his West Lombard street home, and hurried to the offices of the old Baltimore American.

There he folded newspapers and then delivered them to a route in West Baltimore. After that, he went to school, or, in later years, went to his job.

Becomes Messenger Boy

This job had to be found after the death of his father, who was only 36 at the time. Naturally, the boy turned to the B. & O. At the age of 14½ he landed a job as messenger boy, making the lordly salary of \$12 a month.

William M. Clements, master of transportation, noticed and liked the boy's "inquisitiveness," as he put it, and his capacity for work. He took him into his office. Urged on by Clements and other early officers of the company, young Galloway worked all hours and learned all sorts of railroad jobs.

He went at night to Carroll tower, where he helped the operator throw the switches. In return for this, the operator taught him telegraphy. For a reward, he was made clerk in a B. & O. telegraph office.

Learns Stenography

While the other employes of his age were using their lunch hours for eating, he learned shorthand. He tried at first to learn it by himself, but admitted he bogged down and had to call in a teacher. He had to scrimp and save to pay the teacher, but he learned shorthand. In 1888, he was promoted to the job of stenographer.

He was secretary to a number of officials at various times. Among them was Thomas Fitzgerald, a railroad pioneer who taught the youth a great deal.

His Advance Rapid

In 1897, came young Galloway's first big chance. He was picked for the job of trainmaster of the Baltimore division of the road. From the time he was given this chance, his advance was rapid. Here is the chronology of his rise to the post he held at the time of his death:

- 1897—Trainmaster, Baltimore division.
- 1899—Assistant superintendent, first division of the main line; headquarters at Cumberland.
- 1901—Superintendent, Cumberland division.
- 1903—Superintendent, Baltimore division.
- 1906—Superintendent of transportation, B. & O. system, headquarters at Baltimore.
- 1910—General superintendent of transportation, B. & O. system.
- 1912—General manager, B. & O. system.
- 1916—Vice-president and general manager, B. & O. Southwestern and B. & O. Western lines, headquarters at Cincinnati.
- 1919—Federal manager, B. & O. Eastern lines, the Coal and Coke R. R., Morgantown and Kingwood, Western Maryland, Cumberland Valley and Cumberland and Pennsylvania Railroads.
- 1920 (January 15 to March 1)—Federal manager, B. & O. system, the Staten Island Rapid Transit

the Baltimore and New York R. R., Coal and Coke, Morgantown and Kingwood, Dayton Union and Dayton and Union Railroads.

1920 (March 1)—Vice-president in charge of operation and maintenance, B. & O. system, headquarters in Baltimore.

In the course of his long years with the road, Mr. Galloway came to know the B. & O. system probably better than any other employe, and was said to have been able to call more railroad employes by their first names than anyone else.

Knew His Railroad

Always in the operating department.

he knew every curve, every grade, every flag stop and every way station on the 6,000 miles of the system. First as a young employe travelling on passes he begged wherever he could and later as a high official rolling along in the luxury of a private car, he had traveled a total distance of nearly 1,500,000 miles on B. & O. tracks, friends estimated.

He and his family, of course, received many honors from the road. For instance, an old locomotive of the vintage of 1837, called the Lafayette, was renamed "William Galloway" in honor of his grandfather and is preserved by the road. A railroad ferry boat was named "Charles W. Galloway."

Other roads have called on him to aid railroading in general. He was a member of an employers' group that conferred with labor officials during the early days of railroad unionism.

Fought Onerous Laws

Before legislative groups and other bodies, he pleaded for respite from onerous legislation that was plaguing the roads. In 1925, he advised the railroads they could do well in the bus business themselves, instead of sitting by while that new form of transportation cut into their revenues. He lived to see successful railroad operation of bus lines.

For years, he preached to motorists the gospel of care at grade crossings. He became one of former Automobile Commissioner E. Austin Baughman's unpaid special deputies, with badge and the power to arrest erring drivers.

Kept Up With Progress

Even as he grew older, Mr. Galloway kept up with the pace of railroad progress—in all except one respect. He opposed the practice of streamlining locomotives, asserting it was not really progress in that it helped nothing, but simply was "putting petticoats on a beautiful piece of machinery."

At the same time, he favored the streamlining of Diesel locomotives, the adoption of air-conditioning and other modern gadgets, particularly those that made railroading safer.

Busy as he was at his work, he had no time for hobbies, although he took an interest in golf and belonged to the Rolling Road Golf Club near Catonsville. The Austrian Government in 1930 named him its consul at Baltimore.

He was the only consul Austria ever had here. In 1937 he was decorated with the first class of the Knight's Cross of the Austrian Order of Merit. The next year, as Germany took over Austria, he was relieved of his duties.

At one time he was president of the Austria-American Society in New

York. The Cincinnati Union Terminal Company elected him president in 1933, 1938 and 1939—but this was an activity allied closely to his railroading.

Federal Labor Relations officials made him a member of a labor dispute arbitration board here in 1934. Former Governor Nice named him to a Maryland Committee for the New York World's Fair in 1939 and the members of the committee elected him chairman.

Affiliated With G. O. P.

Politically, he was a Republican. He was a member of the Methodist Church. He served on the board of directors of the Maryland Institute.

He was a Thirty-second-degree Mason in the Ancient and Accepted

Scottish Rite; a member of the Beau-seant Commandery, Knights Templar, and past potentate of Bournv Temple of the Shrine here. He also was a member of the Royal Order of Jesters, and of the Masonic Veterans' Association.

He was one of the comparatively few men to be admitted on sight to the Tall Cedars of Lebanon. He was a member of the Maryland Club, the Baltimore Country Club, the Rolling Road Club and the Traffic Club, all of Baltimore; the Union League and the Saddle and Sirlain Club, of Chicago; the Railroad Machinery Club and the Railway Guild, New York; Queen City (Cincinnati), and the Duquesne Club at Pittsburgh.

Married in 1890

He was married in 1890 to Margaret B. Leiritz, of Baltimore. There is one daughter, Mrs. William (Marguerite Jane) Dickey, and two grandchildren. The only other surviving member of his immediate family is his brother Wilbur.

Mr. Galloway made his home at Old Frederick road and Charing Cross.

Source: Baltimore Sun, December 15, 1940

9. Major Bibliographical References

Survey No. BA-2997

Please see the footnotes in Section 8.

10. Geographical Data

Acreage of nominated property 1.83Quadrangle name Baltimore WestQuadrangle scale 1:24,000

UTM References do NOT complete UTM references

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Verbal boundary description and justification

Because the mixture of trees and open lawns is integral to the property's residential character, the full current land area included.

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

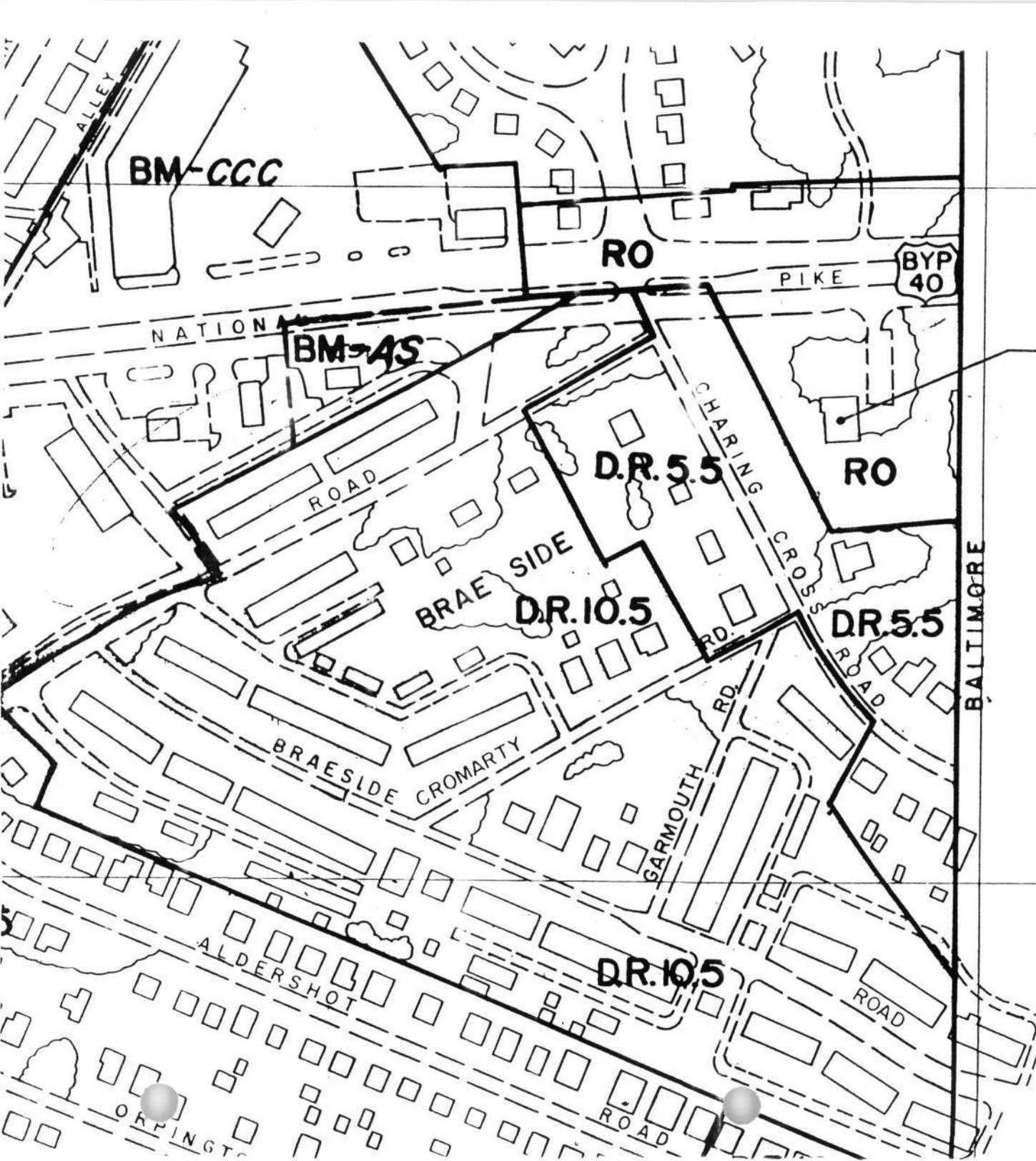
state	code	county	code
state	code	county	code

11. Form Prepared By

name/title John W. McGrain, Laura Trieschmann (Sec. 7), Tim Duganorganization Baltimore County Office of Planning date October 4, 2000street & number 401 Bosley Avenue telephone 410-887-3495city or town Towson state MD 21204



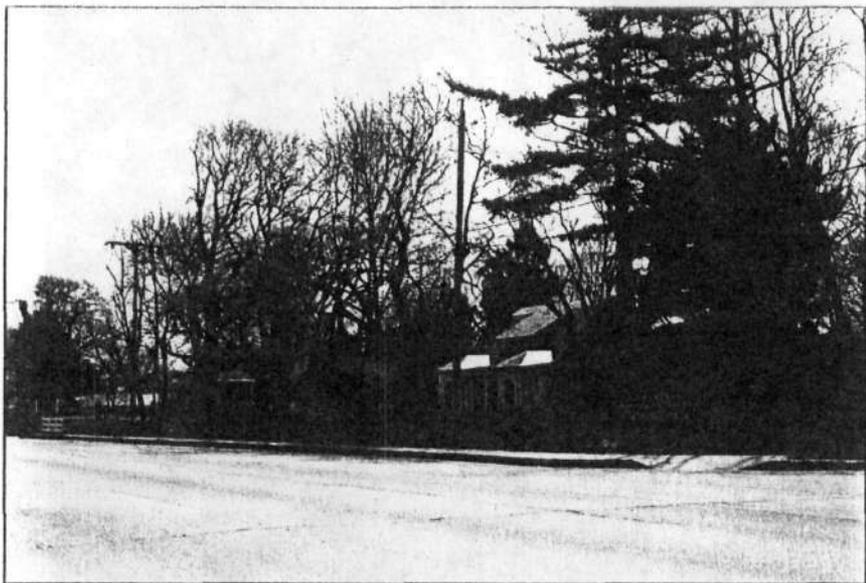
BA-2997
Galloway - Dickey House
5153 Baltimore National Pike
Baltimore West Quadrangle



BA-2997

GALLOWAY-DICKEY HOUSE
5153 Baltimore National Pike

Scale: 1" = 200'



[1] 5151 and 5153 Baltimore National Pike, view from northwest



[2] Developer's sign on 5153



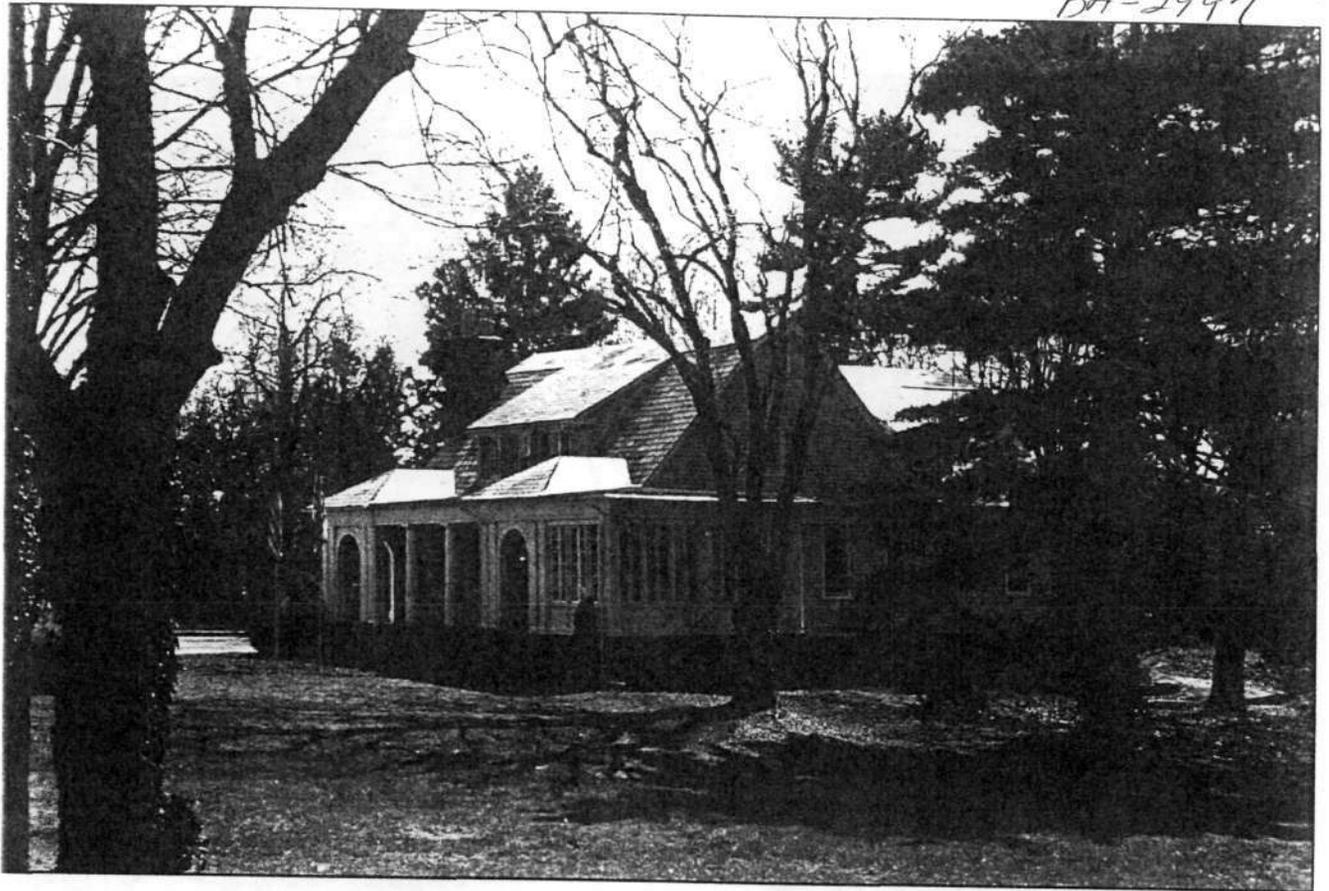
[3] 5153, wooded setting



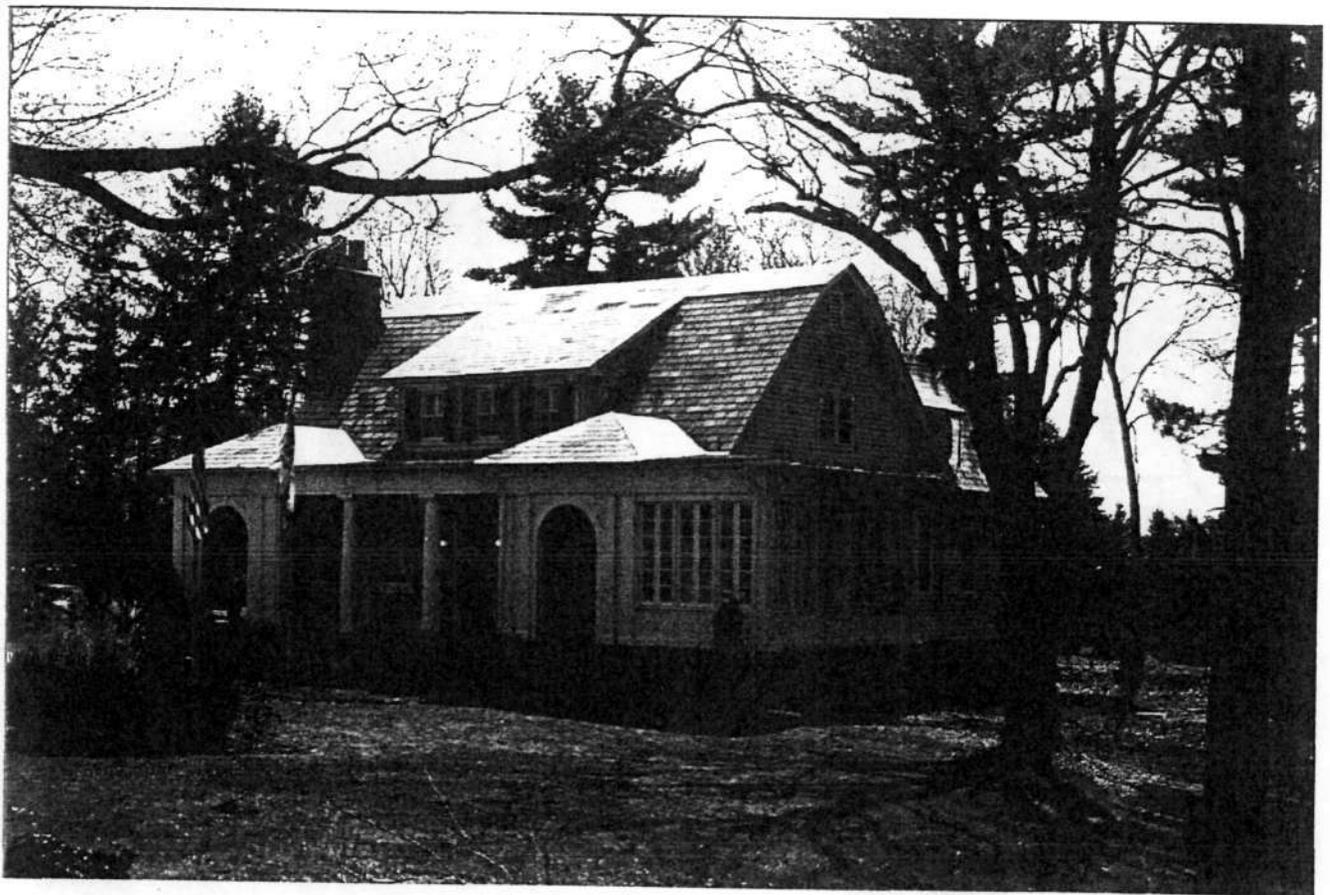
[4] 5153, north and west lawn areas

BA-2997

BA-2997



[5] 5153, setting



[6] 5153, north and west elevations

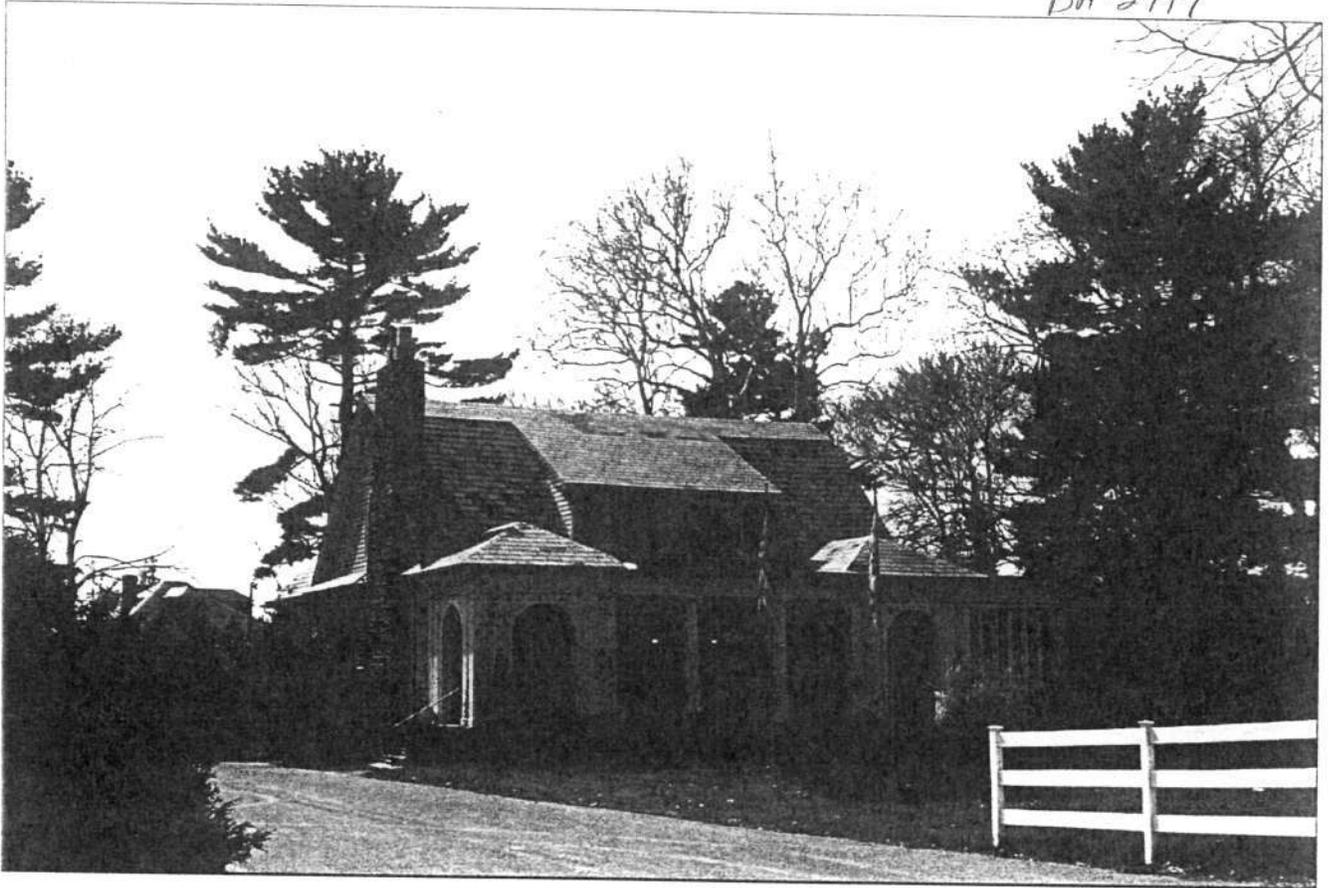


[7] 5153, north elevation



[8] 5153 Baltimore National Pike, view from northeast, with 606 Charing Cross Road at right rear

BA-2997



[9] 5153, north and east elevations



[10] 5153, east and north elevations



[11] 5153, view from southwest



[12] 5153, south and west elevations

BA-2997



[13] 5153, south elevation



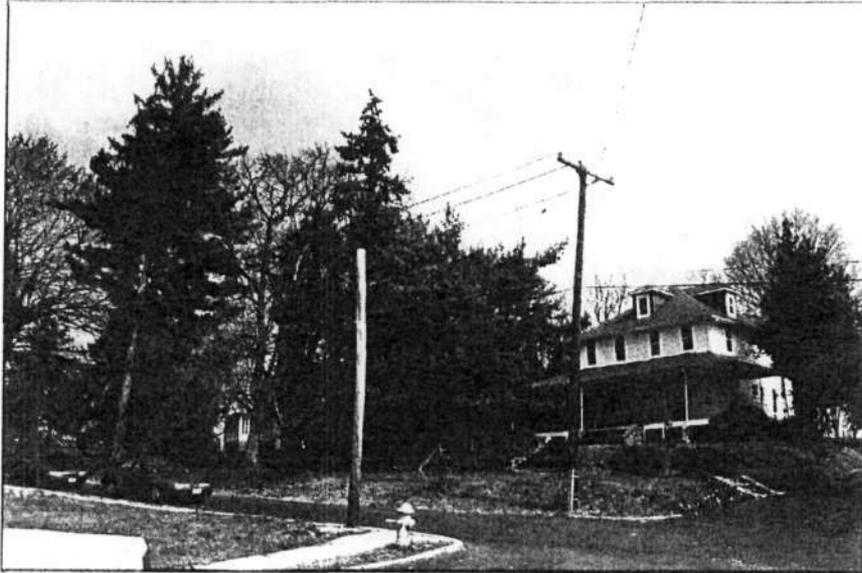
[14] 5153 south and east elevations



[15] 5151 Baltimore National Pike



[16] 606 Charing Cross Road



[17] 601 Charing Cross Road, with 5153 Baltimore National Pike
at left rear



[18] 510, 512 Charing Cross Road



[19] 509 Charing Cross Road

BA-2997