

History – Far Side of Park (Hollins station, Railroads)

Majority of this area was a patent of 1694 for 300 acres called Hector's Hopyard by Hector McClane.

1801 – In March, 1801, Michael Young transferred 14 acres to BGW.

Bellona Gunpowder Works – in full operation by 1801 and had the first of several explosions. Took over the Young Grist Mill. By 1810 was providing 1/5 of the gunpowder used in the nation and was giving serious competition to the DuPont family. Explosion in 1817 even rocked downtown Baltimore. Another explosion in November 1846 said “James Beatty's powder mill six miles out on Falls Road blew up completely destroying that building and killing five men.” The sound was heard in downtown Baltimore. BGW also had a mill on the Towson Run which continued to operate after the Jones Falls mill area was sold to Baltimore City.

1831 – 7/4/1831, the first run of the Baltimore & Susquehanna, Belvidere to Relay house reached York, PA in 1838, horse drawn. Due to delay in getting charter from Pennsylvania, a second line was started to the west from Relay House to go to Westminster and

possibly Hagerstown. Known as the Green Spring Line. Horse cars were placed into service and by 1845 had amassed a great debt and fell into disuse. The line was bought by the Western Maryland RR in 1857 and totally rebuilt replacing the wooden stringers with steel rails and a substantial road bed. However the formal opening to Owings Mills did not come until 1859 and to Westminster by the Civil War. The road finally reached Hagerstown in 1872. Under the terms of the original bill of sale, in 1874 the Green Spring Line returned to its original owner, now the Northern Central.

1832 – or late 1831 Relay House, a “Public House” opened – property owned by Robert Hollins (Tavern and Hotel) under the charge of Mr Thomas of The Globe Inn.
5/26/1832 – line completed to Reisterstown – 6/14 regular passenger service began
7/28/1832 Niles Register – Locomotive from Liverpool for Baltimore and Susquehanna arrived and will soon be in use.

8/8/1832 – The first experimental trial of the Locomotive Engine “Herald” was made on the Susquehanna Rail Road, yesterday for a few miles, and the result was highly gratifying – Gazette. Usual top speed 20 mph. Herald sold in 1857 with four other locomotives. Van Horn.)

an October 8, 1832 (Balto Am?) article (Monday) “On Saturday afternoon last an experiment was made on the Baltimore and Susquehanna Rail-road with the locomotive engine “Herald” as recently improved by the engineers of the company. This machine when received from England was intended to run on four large wheels, but on account of the very short curves in the road it could not be used with safety. To obviate this difficulty, the front wheels were removed and a small frame, upon four wheels of th customary size, placed under the forepart of the engine, making the whole rest upon six wheels, which are now so arranged that they accommodate themselves to the curvatures LOOK FOR ARTICLE AT PRATT

- 10/20/1832 – The B&SRR is now traveled twice a day by the steam car “Herald” with a train of cars attached. Over certain descending parts of the road, the speed of a mile a minute has been reached. The whole length of the road traveled is about 16 miles, through a beautiful and picturesque country.
It was built by Stephenson and named Herald after the ship it came in on.
- 1833 Green Spring Accommodation
– After 1833 the branch was neglected by B&S as they could now concentrate on going to PA. Freight was only handled in summer as horse cars could not go through the snow and B&S could not financially clean the tracks. Little maintenance was done over ensuing years and it fell into disrepair. This was still a horse car route as locomotives were too heavy and tore up the iron track capping on the wooden stringers and it would go through the floor of the cars causing injuries.
- 1838 - Aug 22, 1838: Susquehanna Railroad –
This road is to be opened as far as York tomorrow,
- 1851 – 2/1/1851 Cockeysville Baltimore County Advocate – Relay House –“This public house, which has been unoccupied for some time, has been taken by Mr. Thomas King, who contemplates removing there in a short time. This will be quite an Accommodation, particularly to those traveling on the Owings Mills Branch. We Hope Mr. King will meet with sufficient encouragement to justify his remaining.”
- 1852 – Rates: Baltimore to Rockland .25; Baltimore to Owings Mills .45
- 1853-57 – City purchases land for lake from Bellona Gunpowder Works.
- 1854 – Post office at Relay House. Buchanan Post Office discontinued 1862 (he had bought property from Josias Pennington Trustee for Hollins in 1835)
- 1857 – March – Route to Westminster finally chosen using NCR route from Relay.
NCR continued horse car operations until late January 1858 when it was Discontinued so that rails could be removed for regrading of road bed. They did
- 1859 –The NCRC by Martin Van Horn - August 11, 1859 – the Western Maryland had official opening on the new tracks –Baltimore to Owings Mills.
At Relay between the high bluff on the south and the shore of Lake Roland to the north there was room for only three tracks. A turntable and single-stall engine shed behind the Northern Central station completed the picture.
One hundred fifty prominent citizens and a band were on inaugural trip from Calvert station to Relay – they switched onto the new tracks and stopped for half An hour so that the entourage could inspect the new city waterworks, dam and Swann Lake. It took 25 minutes from Calvert to Relay and 25 minutes from Relay Chattolannee, then on to Owings Mills. By December there were two daily round Trips between Relay and Reisterstown.
- 1860 – 5/24/1860 – NCR Water tank at Relay collapsed at 2 am. and NCR had to rebuild there from the deluge. 8/25/1860 Baltimore County Advocate – Railroad constructing a new engine house adjacent to the buildings of the NCR at the junction.
Cars for Western Maryland Railroad came out of Calvert station coupled to Regular NCR trains. At Relay cars for Western Maryland points were switched Over to that line.
- 1861 - Confederate sympathizers destroyed the railroad bridge to prevent Union

troops from moving south. It was replaced and soldiers were stationed there to protect it. (It was replaced again in 1924)
6/15/1861 – Formally opened to Westminster

- 1862 – 4/5/1862 Baltimore County Advocate - Buchanan Post Office at Relay closed because they were unable to find someone to be postmaster, which was an inconvenience to residents and soldiers protecting the NCR bridge
- 1863 – 1/1/1863 – Contractors finished track contract and turned live over to WMRR with 3 locomotives (Western Maryland, Green Spring or Canary(?) and Patapsco.)
June 3 the Pipe Creek was added.
Engine house at Relay was needed.(what happened to 1860 one?)
Water Board applied to for permission to erect such structure between the Turntable and water station of the NCR.
Proposal made that all station houses have small dwellings attached that could Be rented to section hands of RR and who would keep from room comfortable For passengers.
July 2-7 military possession was taken of WMR from Baltimore to Westminster
As line of supply for General Meade at Gettysburg.
- 1864 – Talk of an independent line to be built from Owings Mills to Baltimore and fear that the Green Spring Valley Branch would be torn up.
According to legal agreement between Buchanan and the railroad, he had built a portico on the hotel that overhung the NCC property and the agreement gave him permission to leave it there until such time as the railroad wanted it removed.

2/1/1866 – The Baltimore Sun – Mr. Mules has reported a bill to incorporate the “Union Railroad Company of Baltimore.” Jesse Tyson is listed among the appointed commissioners to open books and receive subscriptions to the capital stock of the company. The company is to be invested with all the rights and power necessary to the construction dn repair of a railroad from the point known as the Relay House on the Northern Central Railroad by way of the Stony river route, to tide water at Canton, together with any lateral roads to the city of Baltimore, connecting therewith, with as many sets of tracks as may be deemed necessary.

- 1869 – September 23, Relay House destroyed by fire (Tavern and hotel?) – occupied by Roebuck Russell who kept a tavern in it. (the 1863 Civil War Draft Registration lists him as a hotel keeper in the 8th district. The 1870 census (9/21) Also lists him as a hotel keeper, age 51 (b 1819). In all likelihood, Relay House Was more than a tavern under him.
- 1869 – Property leased to George W. Smoot by Charles Buchanan, then owner, with the proviso that he build within one year a substantial building costing not less than \$2,000..
EHA/64/156 (11/1/1869) is a lease from Buchanan to Smoot – “being all that lot of ground and premises on which the “Relay House” recently destroyed stood supposed to contain about one-half acre of ground,” being part of the tract granted and conveyed to Charles Buchanan by Josias Pennington Trustee 3/28/1835, TK 246/453. “. . . that the said George Smoot . . . shall and will erect and build or

cause to be built and erected at his own cost and charge within one year of the date of this lease a good and substantial building on said lot or parcel of ground the actual cost of which shall not be less than two thousand dollars and also that the said George Smoot . . .” shall carry insurance against fire . .

- 1871 - Lake Roland Post Office 1871, revived 1876-1896
60 feet added to length of engine house at Relay
- 1872 – 6/6/1872 railroad opens to Hagerstown
Nature forced construction of a new office and also demanded repairs to scales at Relay after installation was struck by lightning and burned the night of August 21.
By this time the mainline had been completed along Gwynns Falls.
- 1874 – 7/15/1874 – the WMRR president deeded back the GSVB to NCR as had been provided for in the 1857 deed. The track scale at Relay was not to be reconveyed.
12/8/1874 – Pennsylvania Railroad took over the NCR through reorganization.
Length of the single track on Green Spring Valley Branch was 9.8 miles, including sidings.
- 1875 – Turntable and pit at Green Spring Junction were repaired, a turnout was installed to connect the turntable to the mainline.
- 1876 – 5/30/1876 Northern Central Railroad purchases “Smoots” Hotel formerly known as Relay House and “makes considerable improvements, sodding the ground at the side and front and are making the station very attractive.” It will later be called Hollins Station.
a 2 storey frame building of Italianate design.
NCR Annual Reports – 1876 (issued 1877) p 46 A new station house was provided at Green Spring Junction, by the purchase and remodeling of a hotel property, in a convenient location.
- 1878 – a new 440 foot siding was installed on Green Spring Branch (where?)
Between 1876 and 1881 Relay/Green Spring Junction was changed to Hollins
And the name Green Spring Junction was given to the western junction of The Western Maryland mainline.
- 1892 – Ads for a development called Sorrento placed in the Sun. Initially lots were to be given for free to induce buying of other lots. One hundred ninety lots were laid out. This development covered the area of the old Bellona Gunpowder Works, south of the Green Spring Valley Railroad. Ads were again placed in 1893 but I find nothing after that. William Stork, the “developer” did have financial Problems in 1890’s which may have contributed to its failure. However, the Sorrento station was established, a platform of either 100 or 200 feet by 8 feet.

- 1898 – Bromley Atlas shows Sorrento planned development. Also on the 1915 map
- 1903 – Tax list, listed Hollins Tool House – frame 14’x18’
- 1905 – July 7 Balto Sun – Water overflowed Lake Roland at Hollins Station to a depth of three feet. Mr. Frank Burnham, the station master, was much alarmed at the seriousness of the situation
- 1907 – Telephone located at North end Hollins siding and other stations for use by

