

A HERITAGE LIKE NONE OTHER

And so, serious work started on Baltimore's newest railway. But it was hardly new. When the electric cars first ran in 1992, they were merely the latest vehicles on a rail line which had been in continuous service for 161 years. Indeed, virtually the entire Timonium-Glen Burnie route was a trip on top of transportation history—a history long, rich, and varied. More than 20 of the light rail line's initial 22 miles were to be laid directly on the bed of some form of older rail carrier.

There had been many forms, too. One section, in fact, was one of the country's earliest railroad projects; over its life it had been powered by horses, steam locomotives (including some early English products), and diesels. It grew into a strategic, intensely busy main line; presidents, royalty, and lesser dignitaries saw much of the route out of their private car windows. Four presidents including Lincoln rode it to their last resting places. Another section started as a steam-powered short line, metamorphosed into a high-speed electric interurban, then retrogressed to a diesel short line. City streetcars of every variety ran over still another part—horse cars, cable cars, and electric trolleys. Briefly mixed in that stew, too, was even an experimental steam dummy.

Oddities, ironies, and recyclings came with construction too. One part of the route had been abandoned and dismantled 56 years before seeing rails again, and had not seen a passenger train in 71 years. Another had been electrified, de-electrified, and now was to be re-electrified again. On the other hand, plans to electrify another section of the route had been made 76 years earlier but never carried out; the new project finally accomplished it. The site chosen for

The intersection of Howard and Lexington Streets was Baltimore's traditional retailing center, and in 1910 was crowded with streetcars. An open car on the No.10-Roland Park line rolls south past the prestigious 1888 Hutzler's department store on the left. It remains, although vacant, as do many of the buildings in the rear.

Hughes collection, University of Md.-Baltimore County

the light rail car shop had done the same kind of work 119 years earlier.

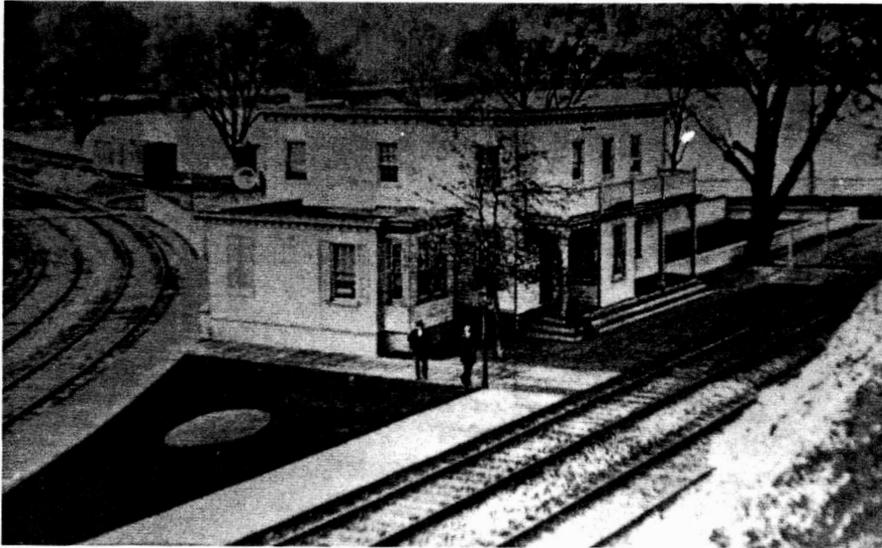
PRIMEVAL ROOTS: THE NORTHERN CENTRAL

The new rapid transit line's birth certificate legitimately can be dated February 13, 1828, when the Baltimore & Susquehanna Rail Road Company was chartered in Maryland. The B&S had followed the pioneering Baltimore & Ohio by only one year, and like the B&O it was created to draw out-of-state trade through the port of Baltimore. The B&S's goal was the vast central Pennsylvania region drained by the Susquehanna River system. To get there it intended to build directly north from Baltimore through York, Pennsylvania, and tap the river at York Haven.

Or so it hoped. But from the start the project looked distinctly unpromising, beset by political, physical, and financial frustrations. First off, the Pennsylvania legislature did not unanimously share the railroad's vision of carrying the state's trade into Baltimore. Reflecting pressures from Philadelphia, Baltimore's chief rival, and several turnpike companies, it delayed granting the Baltimore & Susquehanna a charter within the state.

Locating and building the railroad was no easier, either. Rugged piedmont terrain separated Baltimore from the Susquehanna, with no direct natural pathway for a railroad. To maintain something close to easy grades, the B&S had to follow a succession of streams which twisted tortuously through the hills—first the Jones Falls out of Baltimore, then the Gunpowder Falls and two of its small tributaries, and finally Codorus Creek in Pennsylvania. Ceaseless sharp curves were necessary and, worse, numerous bridges. Eventually 93 bridges were built in the 56 miles between Baltimore and York. Light rail riders see a bit of this legacy today as they wind along the Jones Falls and Roland Run, crossing nine bridges or large culverts within about ten miles.

Optimistic in spite of it all, the railroad started construction August 8, 1829 with a "first stone" ceremony at the spot where its line crossed the northern



R. L. Williams collection

Hollins (Relay House) station at Lake Roland, as it looked in the 1880's. The camera looks northwest from what is now Robert E. Lee Park. The Northern Central main line to York is in the foreground; the Green Spring branch, intended as the Baltimore & Susquehanna's "main line" to Westminster, curves off to the left. The station was built in 1876 and was demolished in the early 1930's; nature has since reclaimed its site.

city boundary, now the site of the North Avenue light rail station. The work went slowly; it was not until July 1831 that the semblance of a regular service started, running only six miles between Baltimore and what was called Relay House station at present-day Lake Roland. At that time, the lake did not exist; the area was a remote woodland occupied by the Bellona gunpowder works, intentionally located there to be away from habitation. Horses pulled the first B&S "trains" and continued to do so for at least another year; Relay House, in fact, was so named because the horses were changed there.

The B&S even got out of Baltimore the hard way, with a steeply graded hump across the city's far north side. Its first Baltimore terminal site, called Belvidere Station, lay in the Jones Falls valley at Eager Street and Guilford Avenue, then called North Street. But rather than following Jones Falls out of town on an easy grade, the line immediately climbed westward out of the valley and followed the high ground roughly northwesterly through what is now called the Mt. Vernon-Belvedere neighborhood. This area was undeveloped then, with few streets; the railroad's private right-of-way sliced diagonally across the grid pattern of future streets. Going northwest from the Belvidere Station, the route crossed the line of Calvert Street at Chase, Charles at Biddle, and present-day Maryland Avenue at Mt. Royal Avenue. It crossed what was then the city line about where the Jones Falls Expressway now passes over North Avenue, then dropped back down into the twisting Jones Falls valley for the remainder of the route to Relay House. (Lest readers puzzle over the schizophrenic spelling of "Belvidere" above and elsewhere, it should be noted that in Baltimore the name originally was spelled with an "i," but at some point the city mysteriously switched to the current "e.")

Having reached Relay House, the infant railroad faced a strategic quandary. The Pennsylvania charter still was not forthcoming, making further construction north a dubious bet. Stymied, the B&S revised its route at Relay House and rather lethargically began building northwest through the Green Spring valley toward Owings Mills, Reisterstown, and Westminster. Its ultimate destination was vague, but apparently it hoped for a less controversial entry into Pennsylvania south of Gettysburg. The rails got as far as Owings Mills, eight miles beyond Relay House, in August 1832. There they stopped.

In the meantime the B&S's dogged political maneuvering in Pennsylvania finally paid off, and in 1832 the coveted state charter was finally approved. The "Westminster" line was abruptly aborted at Owings Mills and work resumed northward from Relay House toward York, following Roland Run and reaching Timonium in September 1832. Still working at low speed, the B&S's builders finished the single-track line as far as Cockeysville in 1835. By then the railroad had received its first steam locomotive, the English-built *Herald*, which arrived in 1832. It and the horses were sufficient for the railroad's modest business until the track finally reached York in 1838.

Also in about 1838 the railroad established a new yard and shop complex on a site on the north side of Baltimore where Mt. Royal Station now stands. The property had been part of a country estate called "Bolton", and the B&S facility became known as "Bolton Depot". To reach the new depot the line was slightly realigned in the area of present-day Cathedral and Preston Streets. Approaching Bolton Depot from the east, it followed the line of Preston Street to Cathedral, crossed Cathedral, then turned north to follow the west side of Cathedral to what is now North Avenue. At that time North Avenue did not exist and

Cathedral Street continued directly north into the Jones Falls valley to become the Falls Turnpike Road.

Once arrived in York, the Baltimore & Susquehanna gradually pushed on toward ever more distant goals. It reached the Susquehanna River at Wrightsville, Pennsylvania, in 1840. By 1851 the B&S was also running trains directly north from York to Harrisburg—where it met the railroad that changed its life. From here a new company called the Pennsylvania Railroad was completing its main line across the state to Pittsburgh, giving the B&S a connection to the west. But Pittsburgh proved to be only the beginning for the PRR; less than 25 years later it was the largest railroad system in the east and the busiest and most powerful in the country—and controlled the B&S's successor as well.

To symbolize its growing stature, the Baltimore & Susquehanna opened a handsome and impressive new Baltimore terminal in 1850, called Calvert Station. Designed by the architects Niernsee and Nielson who later did the B&O's Camden Station, the Italianate structure had twin towers and housed the company's offices along with passenger and freight facilities. The station was located in the Jones Falls valley at Calvert and Franklin Streets (now the Sunpapers' office site), but trains still laboriously climbed in and out of the valley over the Preston Street-Bolton Depot route to reach it.

Eventually the railroad worked its way farther north up the Susquehanna to Sunbury, tapping some eastern Pennsylvania anthracite fields en route; from there it pushed northward to Elmira, New York, and in 1884 reached Lake Ontario at Sodus Point, New York, its final terminal.

But by then much had happened to the company. Growth never equalled health for the B&S, which suffered from chronic financial anemia. In March of 1854 it was reorganized as the Northern Central Railway, although the new company could not actually take over the property immediately. In the meantime the unhappy railroad suffered a disastrous head-on collision on July 4, 1854, south of present-day Ruxton, Maryland. Thirty-five people died, and soon afterward so did the Baltimore & Susquehanna. On January 1, 1855 the ill-starred name disappeared and re-emerged as the Northern Central. Eventually that name, too, disappeared from the locomotives and cars—succeeded in order by the Pennsylvania Railroad, Penn Central, and Conrail. But always afterward the old railroad was, and still is, the "Northern Central" to those along its line.

As an aside, the forgotten "Westminster branch" through the Green Spring valley from Relay House to Owings Mills went its own erratic way. When the old B&S resumed its original course to York in 1832, this appendage became instantly irrelevant and was left to



Ninety-six years after the Baltimore & Susquehanna came through Cockeysville, PRR H-9 No. 3612 paused with its southbound local freight by the 1892 freight station west of York Road. The building still stood in 1993.

languish with little care or attention. Horse-hauled cars provided an erratic service over the deteriorating original wood and strap iron track into the 1850s. Finally, frustrated Carroll County people created what became the Western Maryland Railroad (later *Railway*) to complete the route to Westminster. The B&S and its successor, the Northern Central, were all too happy to help them do it—and to dump their unwanted waif in the process. The Western Maryland arranged to rebuild the branch and use it to enter Baltimore via the Northern Central main line at Relay House. The new railroad re-opened the line to Owings Mills in 1859, reached Westminster in 1861, and by 1872 had crossed the Blue Ridge into Hagerstown. At last, it seemed, the Green Spring branch was part of a real main line—albeit of a local railroad.

But even this modest glory was brief. In 1873 the Western Maryland radically relocated its route into Baltimore, using the newly completed Baltimore & Potomac Railroad tunnels at Fulton Avenue to reach the site of the present Penn Station. The Green Spring branch reverted to Northern Central control and obscurity, serving summer resorts, farms, estates, and not much more. Passenger service ended in 1933 but the hardy little line struggled into the 1950s handling freight. It was abandoned west of Rockland at the end of 1959 and its final remnant expired three years later. The old junction at Relay House, renamed Hollins in 1874, is now buried in a tangle of trees alongside the light rail line at Lake Roland.

Thanks to its Pennsylvania Railroad connection at Harrisburg and its coal feeders, the Northern Central's traffic and strategic importance steadily grew. In 1861 the Pennsy purchased working control, giving it access to Baltimore (and later to Washington and the southeast) while making the Northern Central part of what would become the railroad industry's equivalent of the Roman Empire.

The terrible trauma of the Civil War dramatized the Northern Central's strategic location. Over those four years it was a critical link between the northern industries, the southern battlefields, and the capital in between. Troops and materials funneled over the line and Lincoln rode it to Gettysburg. Later the railroad carried the assassinated president's body on its melancholy trip home to Springfield.

The unaccustomed prosperity permitted rebuilding and double-tracking to cope with the burgeoning business. Over the years the Northern Central's hairpin curves were eased, although certainly not eliminated; its track and bridges were constantly upgraded to the Pennsylvania Railroad's highest standards—which were the highest standards in the railroad business.

As the railroad developed, so did industry along its line north of Baltimore. Indeed, some of it was there

already when the railroad came through. Beginning at Mt. Washington in 1810 with the Washington Cotton Manufacturing Company's mill, whose original building still stands, textile milling proliferated along the Jones Falls valley, first attracted by water power then nurtured by the railroad. By the late 1870s an almost continuous string of cotton duck (sailcloth) mills stretched for well over a mile along the valley floor from north of present-day 29th Street to 41st Street in Woodberry. Together with other mills on the B&O in the Patapsco River valley, they made Maryland the world's largest producer of cotton duck. Woodberry itself had the state's largest single concentration of mills, which included not only the textile producers but the huge Poole & Hunt foundry and machine works, established there in 1853.

Farther north in what is now suburban Baltimore County were extensive stone quarries and lime kilns around Cockeysville, Texas, and Brooklandville. Chrome and then copper were mined at Bare Hills and iron ore at Timonium and in the Green Spring valley. A busy iron works appeared at Ashland, north of Cockeysville, and a cotton mill at Phoenix.

And while the Northern Central's coal, merchandise, and main-line passenger business multiplied, a new type of traffic also appeared—commuters. The railroad's curving route through the hills and along the streams north of Baltimore may have been an operating curse, but it was full of fine sites for summer homes, country estates, and upper-class suburban communities. One of this country's earliest planned "garden" suburbs was created from a wooded tract along the Baltimore & Susquehanna 12 miles north of Baltimore. Here in 1852 a pair of Lutheran ministers bought a large farm and laid out an upper-class suburban and summer resort community to help finance a women's seminary on the same site. Lutherville, as they named it, depended on its rail link to the city to attract property buyers.

Two years later and 4.5 miles down the line, real estate promoter George Gelbach began development of an equally refined and carefully laid-out suburb and summer resort. Gelbach's new community was located on a pleasant hill west of the railroad, overlooking the Jones Falls and the Washington cotton mill; acknowledging the gritty mill but distancing himself above it, he called his development Mount Washington.

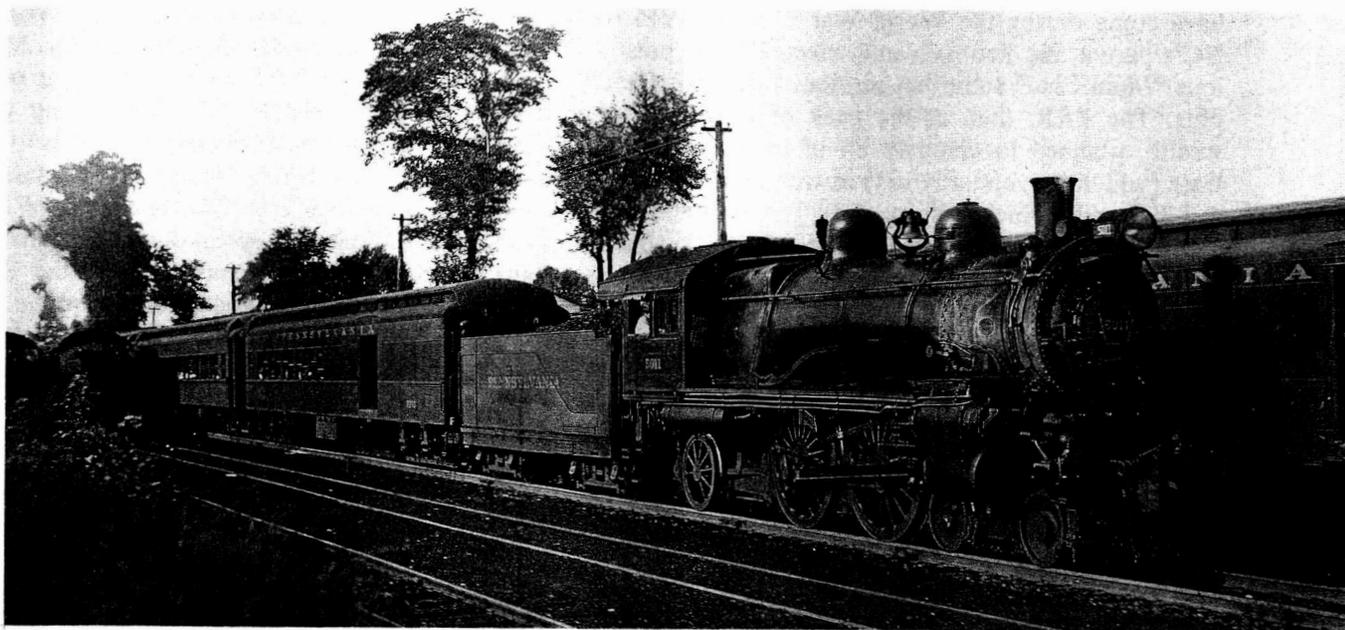
The well-heeled residents of Lutherville and Mount Washington used the railroad to get to and from work. Servants, tradesmen, and salesmen also rode the trains to their jobs both in and outside the city. Local train services between Cockeysville and Baltimore had begun in 1860; in 1865 the Northern Central recognized the needs of commuters and began

a Baltimore institution: the Parkton Local. This train left Parkton, Maryland in the early morning for Baltimore, following the Gunpowder and Jones Falls valleys and stopping at the small mill and farming towns, summer resorts, and newly blossoming suburbs. In late afternoon it chuffed back up the valleys.

By the late 19th Century other upper-class suburbs had appeared along the line as people found how nicely the railroad connected country living with city employment—something almost impossible before. More little garden communities with names like Sherwood Park, Ruxton, Ruxton Heights, Malvern and Riderwood blossomed along the line between Lake Roland and Lutherville. Substantial, attractively designed stations were built for the prosperous patrons and their attendants. Trains were steadily added, many of them terminating at Cockeysville. By 1904 no less than 36 local trains—18 each way—served stations

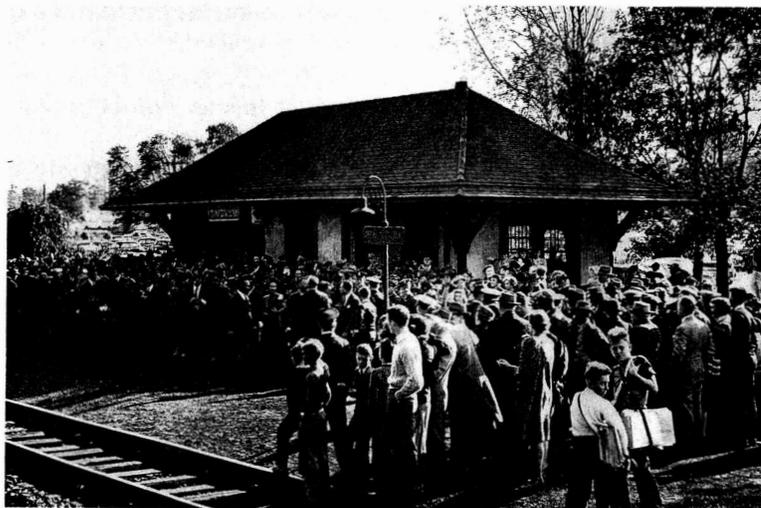
between Calvert Station and Cockeysville; eighteen more traveled the line as far north as Hollins, as Relay House had been renamed in 1874. There they branched off to serve the Green Spring valley line.

And those were merely the trains which stopped at the suburban stations. Also on the 1904 timetables were 14 main-line passenger trains connecting Baltimore with such cities as Chicago, St. Louis, Cincinnati, Buffalo, Pittsburgh, and Rochester. In between everything were the coal trains, empty hopper trains, merchandise freights, and the local “peddler” freights which picked up and delivered cars for businesses along the line. Seasonal excursion trains carried crowds to the Timonium fairgrounds and to more distant attractions such as Niagara Falls and the Finger Lakes region. Everything was steam-powered, of course, often with two locomotives per train to battle the Northern Central’s intractable curves and



C. B. Chaney, Smithsonian Institution collection

M. A. Davis



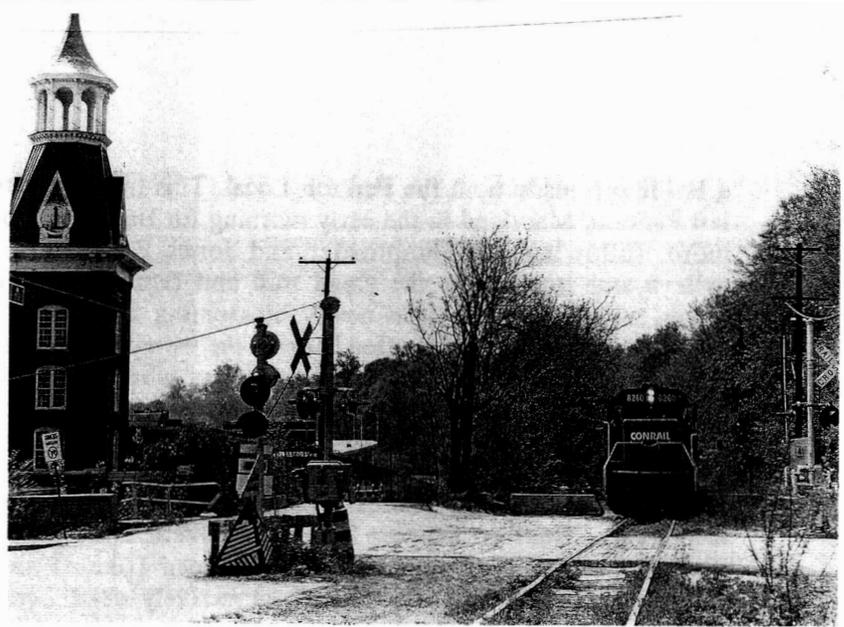
TOP:

The Timonium storage yard was crowded with Labor Day excursion trains in 1938 as a southbound local worked its way through.

LEFT:

Ready for royalty: a crowd engulfs the Timonium station waiting for the special train carrying the Duke and Duchess of Windsor on October 11, 1941.

A northbound Conrail freight creeps cautiously along the decomposed Northern Central line at Union Avenue, Baltimore in April 1990. Earlier at this site the Northern Central's Woodberry station served a booming complex of 19th century textile mills and foundries—a notable example of which was the 1877 Meadow Mill at the left.



grades. It was not a clean or peaceful time for the environment, but the Victorian suburbs flourished, their lives built around the railroad.

Had plans worked out, some smoke relief might have come during the World War I era. In 1915 the NC's parent, the Pennsylvania, electrified its prestigious "Main Line" suburban services west of Philadelphia. The PRR, then at the peak of its power and wealth, planned to electrify all of its major eastern lines (which it eventually did) as well as its main line to Pittsburgh (which it never did). The Northern Central's passenger traffic was heavy enough so that in 1916 it was proposed to electrify the line as far as Cockeysville. The Pennsy's new standard 11,000-volt AC overhead system would be used, with an engine-changing terminal to be built at Ashland, a mile north of Cockeysville at the site of an abandoned iron works. But other priorities—or maybe merely cooler heads—prevailed, and the Northern Central electrification disappeared into the mists of might-have-been—for 70 years, at least.

The Northern Central name disappeared from locomotives and cars in 1914 when the Pennsylvania Railroad ended the NC's last vestiges of independence by leasing the line outright. Traffic continued heavy, but a slow decline started. To avoid the Northern Central's curves and hills, the Pennsy diverted most through freight over a low-grade bypass route through Perryville, Maryland; by the end of the 1920s the NC line was left with only passenger and local freight trains. The passenger business waned through the 1930s, and many on-line industries closed, moved away, or began using trucks. At first the terminal illness was subtle and not too visible. The Pennsy's famous K4 Pacifics and its two heavy K5's still pounded through the suburban towns with premier trains like the Washington-Chicago *Liberty Limited*;

the suburban locals still ran, although in ever-dwindling numbers. Presidents still rode the line, along with Great Britain's royal family in 1939 and the Duke and Duchess of Windsor in 1941.

But following the Indian Summer of World War II the Northern Central disintegrated swiftly. Most of its onetime freight traffic was now moving over other routes or gone entirely; the diminishing passenger business had become a financial albatross to the now-struggling Pennsylvania Railroad. The last Parkton locals died on June 27, 1959, and most of the pretty suburban stations disappeared—those that were not already gone. Only two survived into the 1990s: the picturesque 1903 Riderwood station and the large and unusual stone station at Lutherville built in 1876.

The double-track line was reduced to single track between 1957 and 1959, and maintenance became considerably more casual. The Pennsylvania Railroad itself disappeared into the drab, doomed Penn Central in 1968. The increasingly meager and moth-eaten through passenger services staggered on until April 1971, when they too vanished. Afterwards only local freights used the weedy line, carrying building materials for the rapidly growing northern suburbs and traffic for the huge Campbell (later Genstar) quarry at Texas. Tropical Storm Agnes washed out parts of the line north of Cockeysville in June 1972 and service from there to New Freedom, Pennsylvania was never restored. Most of this section is now a scenic hiking/biking trail.

Conrail succeeded the hopelessly bankrupt Penn Central in 1976 and continued the Northern Central freight operation as far as Cockeysville—although with minimal maintenance and occasional thoughts about giving it up. Train speeds were held to a cautious 10 mph. The railroad, it seemed, was almost back to the horse-powered days of 1832.

was double-tracked in 1908, were replaced by the present Kelly Avenue bridge in 1927. The 1897 streetcar waiting station survives in altered form as an animal hospital at the intersection of Kelly, Sulgrave, and Greeley Avenues.

7.05 (N 6.66) Double track begins.

7.25 (N 6.87) FALLS ROAD STATION

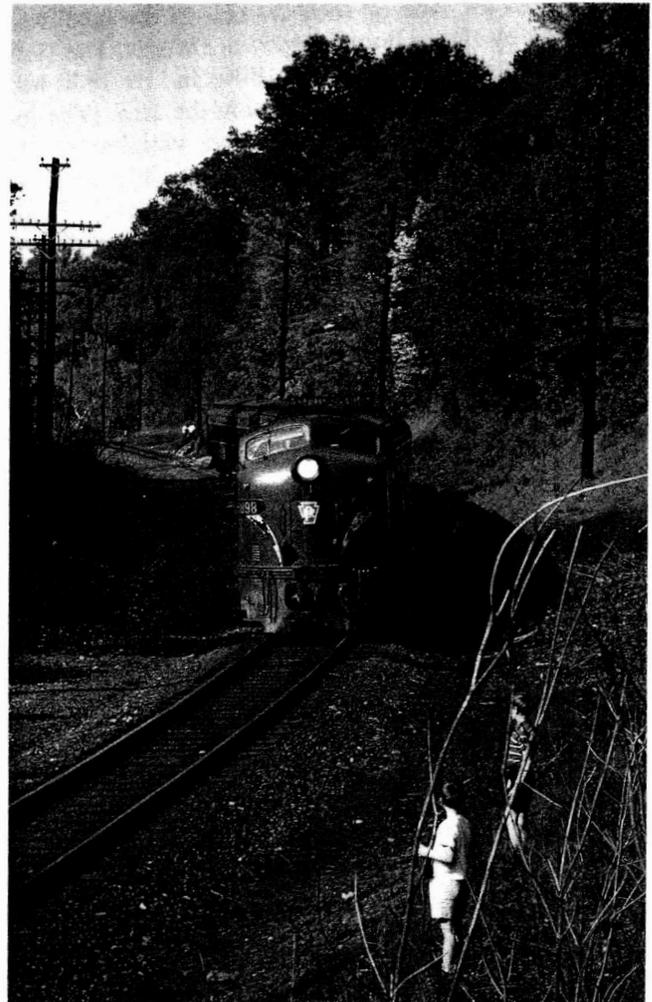
Here in 1831 the Baltimore & Susquehanna met and crossed its first competitor, the Falls Turnpike Road, which had preceded it up the Jones Falls valley 23 years earlier. Eventually a flag stop called Bare Hills was established on the site of the present light rail station; it served a scattering of houses along this section of Falls Road centered at Lake Avenue. Over the hill (W) was Isaac Tyson, Jr.'s Bare Hills chrome mines, the foundation of what was, until 1850, a world chrome monopoly. Chrome mining began there in 1810; copper mining followed after 1860, but had petered out by 1889.

The original Falls Road grade crossing was closed in 1930 when the predecessor of the present overpass was built, but was re-paved during the light rail construction. Several unpretentious mid-1870s frame houses stand on the old road alignment just (W) of the tracks. Despite the bridge and other modern intrusions, the spot still retains some flavor of the rural grade crossing it once was.

7.68 (N 7.29) HOLLINS (RELAY HOUSE) STATION SITE (W)

Just before crossing Lake Roland, the cars pass the site of Relay House station, the Baltimore & Susquehanna's first terminal in 1831. By 1832 the spot had become the junction between the main line northward to York (the present light rail route) and the Green Spring branch to Owings Mills, which turned to the west here. As related in Chapter 2, the Green Spring line had an up-and-down history afterwards. Between 1859 and 1873 it was operated by the Western Maryland Railroad, which routed its Baltimore business through here.

Relay House was renamed Hollins about 1874 and in 1876 a new two-story station was built in the center of the junction. West of it was a turntable. By the early 1900s Hollins was a busy spot indeed, handling a heavy main line traffic and more than 16 trains a day on the Green Spring branch. The station was closed in 1926 and burned in 1932; the last Green Spring branch passenger train died a year later. But the junction functioned, albeit in steadily shrinking form, until 1962, when the remains of the branch were dismantled. Its roadbed is now a park trail, and many relics of the line may be seen along it.



It is May 1966 and Northern Central passenger service is in deep twilight as a southbound run from Harrisburg swings through the cut at Hollins, just south of Lake Roland.

7.78 (N 7.39) LAKE ROLAND BRIDGE

Lake Roland is man-made, created before the Civil War as the City of Baltimore's primary reservoir. The dam across Jones Falls was begun in 1857 and was completed in 1861; substantially rebuilt in 1993, it still exists (E) of the rail line, although not visible from the cars. The resulting reservoir originally was called Swann Lake to honor its promoter, Baltimore Mayor Thomas Swann, but Swann's political enemies had it renamed Lake Roland in 1867. It supplied water for the city until replaced in 1915 by an expansion of Loch Raven reservoir to the north. Afterwards its purpose was strictly recreational and decorative. Always a popular picnic spot, the lake and its surrounding land formally became Robert E. Lee Park in 1944. Oddly the park is located in Baltimore County, but because of its heritage as a reservoir it remains city property.

Before either the lake or the railroad appeared, much of the land on the NW side of the lake was occupied by the Bellona gunpowder works. The Bellona mill was established about 1800, and by 1830 had 60 acres of land and 17 buildings in the area. (The building count at Bellona was always variable as explosions were a routine part of its life.) For a while, in fact, it was a serious competitor for the Du Ponts in Wilmington. The works shut down when work on the reservoir began, but some ruins reportedly remain.

8.06 (N 7.68) BRIGHTSIDE

A gingerbread little wood shelter station stood alongside the lake here until 1938. Named Brightside, it was virtually a private stop serving a large house overlooking the lake (E), now gone. At one time the house was used as an exclusive summer hotel, but after 1890 reverted to a private estate.

8.48 (N 8.10) LAKE STATION

Another little shelter station, also serving country estates and summer homes, stood by the tracks where they curved alongside Bellona Avenue. Called Lake, it was a regular Parkton Local stop until service ended in 1959. Close by, where the railroad crosses Towson Run, work was started on an independent railroad which was to run northeast along Towson Run to Towson and ultimately to Bel Air and beyond. The line along the stream was graded (still visible in the winter), but never finished. Later revived as a narrow-gauge line, the railroad was completed into Baltimore over a different route; eventually it became the Maryland & Pennsylvania Railroad—the beloved “Ma & Pa.”

It was at about this spot that a catastrophic head-on collision occurred on July 4, 1854. A southbound unscheduled picnic excursion train from Rider’s Switch (now Riderwood) met a northbound York passenger

train on the single track. Thirty-five passengers and crewmen died in the fiery tangle of iron and wood or soon after; over 100 people were injured.

A short distance north of Lake station (E) is St. John’s Methodist Church, established in the 1830s to serve free blacks living in Bare Hills and, later, live-in servants in the Ruxton and Riderwood suburbs. Now unused but preserved and restored, the site is considered the home of the earliest black congregation in Baltimore County. The small stone parsonage dates to its founding in 1833, and is one of the oldest surviving buildings in the area; the adjacent carpenter-Gothic chapel was built in 1886 on the site of the original log church which burned in 1876.

9.05 (N 8.67) RUXTON ROAD

Just north of the Ruxton Road bridge stood the Northern Central’s handsome Ruxton suburban station (W), built about 1891 and demolished in 1963. This area was woods and farmland until 1887 when it was first developed as an upper class suburb built around the railroad. The station was the community’s social center and always a major stop for the clubby Parkton locals. Until the late 1920s, a mile-long passing siding extended from Ruxton to Riderwood station. Located between the two main-line railroad tracks, it served to keep local passenger trains and freights clear of the intercity limiteds along what was a heavily congested section of the Northern Central.

9.13 (N 8.75) Single track begins.

9.80 (N 9.42) RIDERWOOD (JOPPA ROAD)

Immediately north of the Joppa Road overpass is the Northern Central’s former Riderwood station (W), one of two surviving suburban stations on the line. It is believed that this picturesque stone and brick structure was designed by the famous Philadelphia archi-



One of the Pennsy’s famous K-4 Pacifics swings an afternoon Harrisburg express around the curve north of Lake station in September 1941. Bellona Avenue is behind the train, and the board fence is still there.

M. A. Davis