



The Maryland National Road Association Newsletter—June 2012

MNRA Office

12985 Frederick Road, West Friendship, MD 21794

410-489-9100—office

Virginia Frank, President

Tiffany Ahalt, Byway Manager

From the President...

We at the Maryland National Road Association have been busy with various projects and the process of updating the Corridor Partnership Plan. We are finalizing the design and function of the new website, including a promotional video for each jurisdiction. In addition, wayside panels are being updated with plans to replace all panels by the end of August.

Our last quarterly meeting was very productive, thanks to all who attended. We met at the newly renovated Howard County Office of Tourism and Promotion. Thank you to Rachelina Bonacci and staff for hosting us.

Mark your calendar now for our annual meeting on July 31, 10:00 am at the Living Farm Heritage Museum and MNRA office. Please join us for a picnic at the museum and hear about the progress of current projects which include website, mobile application, wayside panel replacements/maintenance plan and the development of additional revenue sources for the MNRA.

Maryland National Road Association is now on Facebook. Please "Like" us
[facebook.com/MarylandNationalRoad](https://www.facebook.com/MarylandNationalRoad)



Toll Houses - Did You Know?

By Virginia Frank

In our last newsletter, I wrote about the 16 Mile House on the Maryland National Road. This made me think about the few Toll Houses that still remain along the road.

The LaVale Toll House (circa 1836), Hancock Toll House (circa 1822) and the Jug Bridge Toll House (circa 1808) are the last remaining toll houses on the Maryland National Road.

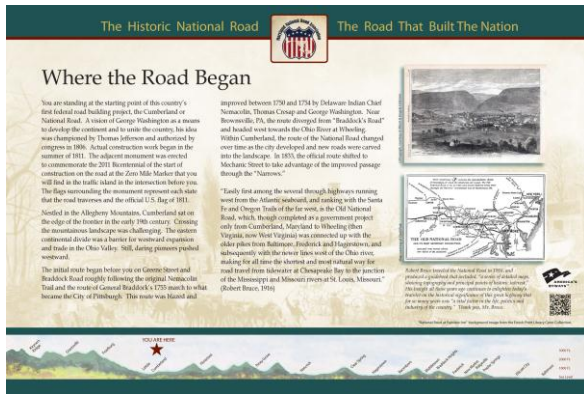


In my research, I found that there were toll houses and toll gates. Many of the toll houses were seven sided as the LaVale Toll House. Others were just ordinary houses where the toll gatekeeper and many times, his family lived.

The Baltimore-Fredericktown Turnpike Company was franchised by the state in 1805 to construct, maintain, and collect tolls on 62 miles of toll road from Baltimore to Boonsboro. The first tollgate was opened in April 1807 in Baltimore County. Tolls were collected about every 10-15 miles.

The LaVale Toll House was the first tollhouse on the federally funded portion of the National Road.

BYWAY BITS by Tiffany Ahalt



Wayside Interpretive Panels

57 To be replaced over the summer:
QR codes, MNRA logo, & corrected map/copy

MNRA Outreach/Event Participation (Jan - June)

- National Main Streets Conference
- Wagon Train Festival
- National Road Yard Sale
- Great Frederick Fair Bicentennial – *In partnership with the Middletown Main St.*
- Frederick County Historic Preservation Commission Meeting
- CW 150th First Call Weekend

New National Road Monument Mile Marker 0

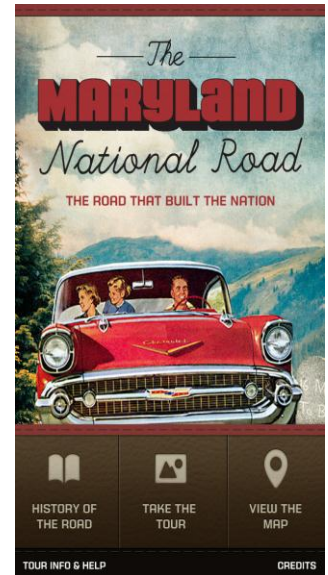
On June, 10th, the City of Cumberland dedicated a monument to replicate Mile Marker 0 and commemorate the Bicentennial of America's first federally funded highway.

The monument, located in Riverside Park commemorates the 1811 construction of the highway. A grant from America's Scenic Byway program, along with public donations provided funding for the project.



Historic Maryland National Road Mobile Application Coming Soon!

The free, downloadable tool will enable byway travelers to locate interpretive wayside panels, mile markers, endangered historic sites, and travel tips. In addition, users will have instant access to options for dining, shopping or other related tourist activities from Baltimore City to the MD/PA line in Garrett County.



Corridor Partnership Advisory Committee - Update

Meeting #3 is scheduled for Thursday, July 26, 10 am – 1 pm at the B & O Railroad Museum in Baltimore City. We are still looking for input from all jurisdictions to update the original Corridor Partnership Plan for the Maryland Historic National Road.

For more information, visit the project website www.lardnerklein.com/mhr_index.html or contact project consultant, Jim Klein, Lardner/Klein Landscape Architects at 703-739-0972 or Jim.Klein@lardnerklein.com

Mark Your Calendar!

Historic National Roads Conference
September 20 – 23, 2012 (Indianapolis, IN)
http://www.historicroads.org/sub7_1.htm

Frederick Historic Transportation Forum
By Road, Rail and Water
November 10, 2012 (Frederick, MD)
<http://www.candocanal.org/2012forum.html>



THE WAR CAME BY TRAIN - NEW EXHIBIT AT THE BALTIMORE B & O RAILROAD MUSEUM

by James Smolinski

By 1862 the stage was set for what would become the bloodiest war in our nation's history. The previous year had seen eleven states secede, the battle of Bull Run, a Union blockade of southern ports, and both the Union and Confederacy gearing up for a much larger conflict. In January 1862, the United States Congress authorized President Abraham Lincoln to seize control of the railroads and telegraph for military use. By 1862 people were realizing that this might be the war that breaks America, and regardless of the outcome, much blood would run.



Exhibits and interpretive panels at the B & O.

Both the National Road and the B&O's Main Line ran along the seam on which the country was being torn. The B&O Railroad Museum is commemorating the American Civil War's sesquicentennial with the program The War Came by Train. The exhibit includes the nation's largest gathering of locomotives and rolling stock that fought in the war, seven life-size dioramas representing the roles of road and rail workers, citizens, and soldiers, a gallery dedicated to the war's second year, and a train excursion focused on the state of railroading in Baltimore during the war. The 2012 addition to The War Came by Train

exhibit in the museum's Roundhouse includes the stories of teamsters and drivers who worked the supply lines that supported the Union effort. We also present the stories of the hospital trains and medical technology that allowed wounded soldiers at Antietam to be rapidly transferred from the battlefield by wagon then taken by train in hospitals in Baltimore. The museum deeply appreciates the support of the Maryland Scenic Byways program, which has helped fund the exhibit.

The Civil War was the first major conflict where railroads played a prominent role, and by 1862 railroads were playing an important role in changing the way war was fought. By making exciting connections between the war and the history of American transportation, we are drawing a large audience to the B&O Railroad Museum, developing important understandings about labor and industry during the war, and creating an environment where guests can enjoy a unique collection of artifacts that will only be found at the B&O. The War Came by Train will be the museum's most prominent exhibit through 2015. For more information, please visit the B&O's website www.borail.org.