Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Linwood Historic District

AND/OR COMMON

LOCATION

STREET & NUMBER

~~Both sides of~~ McKinstry's Mill Rd. __NOT FOR PUBLICATION

CITY, TOWN		CONGRESSIONAL DISTRICT
Linwood	__ VICINITY OF	Sixth

STATE	CODE	COUNTY	CODE
Maryland	24	Carroll	013

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	X AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	X INDUSTRIAL (mill	TRANSPORTATION X
		__NO	__MILITARY	__OTHER:

OWNER OF PROPERTY

NAME

Multiple owners - see continuation sheet #20.

STREET & NUMBER

CITY, TOWN	STATE
__ VICINITY OF	

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Carroll County Office Building

STREET & NUMBER

Center Street

CITY, TOWN	STATE
Westminster	Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN	STATE

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Linwood Historic District is located at the intersection of Maryland Route 75 and McKinstry's Mill Road in the central part of western Carroll County. The village was established after the completion of the Western Maryland Railroad from New Windsor to Union Bridge in the early 1860s It existed as a rail depot for the transportation of farm goods and supplies. Thus, the village itself is a mixture of railway structures (grain elevator, freight building, site of demolished railway station), community structures (general stores, post office, church, Sunday School hall/school house, site of blacksmith shop) and residences with rural dependencies (smokehouses, ice house, windmills, sub-cellars).

The importance of farming in this region and the rural affluence created by the commercial side of farming and by the railroad are depicted in the architecture within Linwood. The residential architecture ranges from (1) the vernacular farmhouse style of the central Maryland region, to (2) the rural Victorian style of mansard roof or central gable, to (3) turn-of-the-century late Victorian-style frame residences, to (4) the last residence built in the village - a 1920-30's bungalow. The commercial buildings for the most part are late 19th century frame structures.

The brick rural Victorian houses have floor plans marked by central halls containing straight staircases. Their foundations are made of stone from a local quarry (Spielman's). Originally, they were heated by Latrobe stoves. When central heat was installed, the radiators were placed on raised platforms (1 - 1 1/2 " tall) because the floors had an early form of wall-to-wall carpets. The interior ornamentation was determined by the availability of woodwork and mantelpieces from Baltimore manufacturers.

The following paragraphs contain short building-by-building descriptions of the major structures within the historic district:

Jonas Englar House, 1870 - Two-story; brick on stone foundation. Five-by-two bay with central wing in rear. Symmetrical main facade has central entrance with transom, pilasters, and molded cornice; long and narrow two-over-two sash windows on the first story; six-over-six sash windows on the second story; one-story, full length porch. Gable ends have six-over-six sash windows on both stories and four-over-four arched windows in the gable. All of the windows have shutters and marble sills - door sills are also marble. Gable roof; molded wood cornice that returns at the corners; double chimneys. The central wing is two stories with a gable roof; two-story porches on both sides some which have been closed in by board and batten. There is an addition with a shed roof on a high brick foundation; the ground story has a sub-cellar and brick bake-oven. The interior (see floor plan sketch) has a central hallway with a large room to each side and a large room in the wing; Victorian-style ornamentation. Dependencies: barn, wagon shed, hoghouse, smokehouse, wind mill. (L-1)

SEE CONTINUATION SHEET #1.

8 SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

The unincorporated village of Linwood sits at the intersection of State Route 75 and McKinstry's Mill Road on the Little Pipe Creek in Carroll County. Covering about 35 acres, it is equidistant between New Windsor and Union Bridge (2 miles from each), about 10 miles west of Westminster. The land that surrounds Linwood is a part of the Priestland Valley and is near the Wakefield Valley; these valleys create one of the most fertile agricultural areas in the United States. Although the surrounding land has historically been most valuable for its high yields of corn and wheat, today it is largely owned by the Lehigh-Portland Cement Company, which values it primarily for its limestone. Thus, ironically, the fields that once were allied to Linwood now constitute its greatest threat. Two very Victorian features created Linwood: One was the sense of progress through industry and transportation (recall George Inness's romantic railroad painting of the Lackawanna Valley); the other was the force of a single family. The village is nationally significant for the manner in which it reflects these fundamental Victorian philosophies and ideals. In a preservation sense, Linwood is important in that it is basically unchanged from its c.1880 appearance, and thus allows us to see an intrusionless rural railroad way station built when agriculture and industry were equally dominant forces in the nation's economy.

Although it is predominantly a village of the Lincoln and Grant eras, the history of the land Linwood sits on goes back to the era of Washington and beyond. The Priestland Valley was the westernmost hunting and foraging area of the Susquehannock tribe and has proven to be a very fertile area for archeologists, both professional and amateur. J.P. Garner, writing of Linwood in 1895, notes that "under its [the valley's] giant oaks his [the Indian's] councils were held, and from the slate hills he secured the material for his tomahawks and hatchets. The writer has found a number of these in the vicinity of Linwood."[1] The museum of the Historical Society of Carroll County contains several Indian relics from the Linwood area.

The Haineses, English Quakers, were the first European settlers in the area; one early Haines patented the tract "Rockland" about a half mile from the present village. He built a large brick house in 1769, planted two linden trees in front of it and two in back of it and called the estate "Linwood". This Haines house is clearly shown on Griffith's Map of Maryland and is indicated on the 1798 Tax Assessment rolls.

SEE CONTINUATION SHEET #7.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #16.

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY _____35_____

UTM REFERENCES

A |1,8| |3|1,6|3,0,0| |4,3|8,1|1,4,0|
ZONE   EASTING   NORTHING

B |1,8| |3|1,6|2,0,0| |4,3|8,1|0,0,0|
ZONE   EASTING   NORTHING

C |1,8| |3|1,5|8,3,0| |4,3|8,0|8,8,0|

D |1,8| |3|1,5|6,8,0| |4,3|8,0|9,2,0|

VERBAL BOUNDARY DESCRIPTION

E 18   3 1 5 8 1 0   4 3 8 1 4 4 0

SEE CONTINUATION SHEET #19.

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   Joseph Getty
Christopher Weeks

ORGANIZATION   National Trust for Historic Preservation
Maryland Historical Trust

DATE   October 1978

STREET & NUMBER   21 State Circle

TELEPHONE   (301) 269-2438

CITY OR TOWN   Annapolis,

STATE   Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _X_   STATE ____   LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE _____ 1-4-80

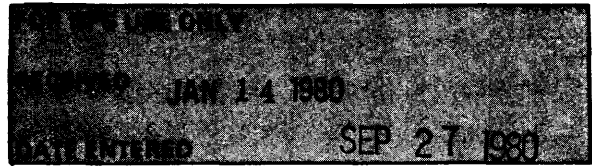TITLE   STATE HISTORIC PRESERVATION OFFICER   DATE

GPO 892-453

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(DESCRIPTION continued)

<u>Nathan Englar House, 1885-86</u> - Three-story; brick on stone foundation;
three-by-two bay. Symmetrical facade has accentuated central bay that
projects from the main wall; single bay, one-story entrance porch with
double columns and bannister railing above; central bay accentuation
in mansard roof (tower-like effect); two-over-two sash windows except
for those in the bay window; granite window and door sills; heavy
bracketed cornice,molded wood ornamentation around windows on third
story. Interior has four room plan around a central hall, Victorian
ornamentation, cedar cistern on third floor. Dependencies: stable,
workshop (converted to a garage).(L-2)

<u>Joseph Englar House, 1882-83</u> - Two and one-half story; brick on stone
foundation; three-by-two bays. Symmetrical main facade has a central
entrance with arched doorway and transom, side lights,and one-story,
one-bay entrance porch on slender columns; windows are two-over-two
sash and the three gable in the half-story have six-over-six sash
windows. Gable ends have identical window types except for a one-
story, bay window on one side and arched windows in the half-story.
Gable roof; molded wood cornices that return at the corners; two
chimneys centrally placed to follow interior walls. The interior has
a central hall with a large room on one side and summer dining room
behind; Victorian ornamentation. Dependencies: barn, smokehouse.(L-3)

<u>D.F. Albaugh House, 1876</u> - Two and one-half story; brick on stone founda-
tion; six-by-two bays with rear wing/entrance proch on one side and
post office/store . entrance on the other. Structure originally
built as combination residence and store - part of the original store
currently houses the post office. Main facade has entrance with large
two-pane transom and molded door frame, four-over-four sash windows
with shutters, and large central gable (ridge is equal to main roof
ridge) with circular window. Gable ends have identical windows; one
gable end has a two-story bay window and two-story addition with
double-tiered porch; other gable end has one-story entrance porch for
the store. Gable roof; molded cornice that returns at corners; double
chimney with hyphen at each gable end, and a single central chimney.
The interior (see floor plan) of the residential section is asymmet-
rical; parlor has ornate plasterwork (cornice, florate corners,
central drop with circular leaf pattern); Victorian ornamentation and
marble mantelpieces; store section has original shelves, random-width
floorboards. Dependency: hexagonal smokehouse. (L-4)

SEE CONTINUATION SHEET # 3.

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(DESCRIPTION CONTINUED)

Binkley House, 1920s - One and one-half story; frame on brick foundation;
bungalow style. Main facade has three bays, long overhanging roof
forming the porch with a three window gable on the roof; central
doorway with a single window to each side; gable ends have
assymmetrical pattern of windows and doors. Behind the house is
a lumberyard and coal chutes. (L-5).

Ice Cream Factory, circa 1880 - Two-story; frame structure. Built as
adjunct to Albaugh's Store - had one room for ice cream factory,
other section was the salesroom - was converted to a residence.
Recent floods have made the structure uninhabitable. L-6)

Site of Railway Station, circa 1885 - Demolished 1952 - Photographs show
the train station as a two-story, frame structure with gable roof.
It had a typical rural station design - two-room layout; two entran-
ces on each side; overhanging porch and a one-story bay window on
the track side. Plain ornamentation with molded architraves. (L-7)

Site of Train Warehouses - Several structures stood alongside the train
station as temporary storage area. There was also loading and un-
loading system - two sets of tracks at right angles to the main
grack loading cars could be moved at the same level as the freight
cars to facilitate loading operations. (L-8)

Canning Factory, late 1920s - 1930s - A concrete block structure that
has been converted into a residence. (L-9)

Elevator House, circa 1890 - Two-story frame structure, two-by-one bay,
six-over-six sash windows, entrance porch on one side, shed
addition on other side, four pane windows in the gable, gable roof,
single chimney at one end. (L-10)

Grain Elevator, 1882 - Five-story frame structure with two-story addition
for offices; two-story metal warehouse addition, loading dock,
original mill machinery including interior elevator. (L-11)

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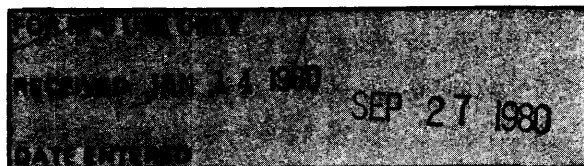
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(DESCRIPTION continued)

Josiah Englar House, 1866; 1869 - Two-story ell-shaped house with a two-
    story, full-sized house attached; brick on stone foundation; (1) ell-
    shaped house is three bays by two bays with a two-bay ell; symmetrical
    main facade, central entrance, six-over-six windows, one-story, full-
    length porch; one-story, frame conservatory built on gable end; one-
    story, one-bay entrance porch on ell; gable roof with chimneys at
    each end and in ell. (2) other section is four-by-two bays,
    asymmetrical main facade with one-story, one-bay entrance porch,
    six-over-six sash windows; central gable with two-over-two sash window;
    gable roof with chimneys at each end. Interior has twelve rooms, four
    narrow staircases, three cellars, one sub-cellar, and two cisterns.
    Dependencies: barn, smokehouse, ice house. Gardens had broad pathways
    (L-12)

General Store, 1877 - Two-story; frame on stone foundation; three-by-five
    bays. Three bay, gable front main facade, large two-over-two sash
    windows, central entrance, wide double doors. Gable roof; molded
    cornice that returns at corners. Second story contained business
    offices and apartment. Store of "Josiah Englar and Son," a barn has
    "Chas. Slonaker of Uniontown, 8th day of May, 1877" (builder)
    inscribed on it. (L-13)

John Englar House, c. 1900 - Two and one-half story; frame on stone founda-
    tion; three-by-four bays. Three bay, gable front main facade, central
    entrance, two-over-two sash windows, smaller windows in gable; one
    side has full height bay window with roof (tower effect); gable roof
    with central gables on each side. (L-14)

Site of Blacksmith Shop, c. 1880 - Photographs show shop as one-story,
    one-by-one bay structure with a steep gable roof; gable front and
    large door facing the street. (L-15)

Samuel Dayhoff House, c. 1896 - Two and one-half story; frame on stone
    foundation; three-by-two bays with one bay ell. Symmetrical
    main facade with central entrance, two-over-two sash windows (first
    story windows are taller than those on second story), central gable
    with ornamental window, one-story, full-length porch with turned
    columns and ornamental brackets. Gable roof with molded wood cornice
    that returns at corners; chimney at one end and in ell. Ell has a
    double-tiered porch on one side. Interior (see floor plan sketch);
    has been remodeled but retains most of its Victorian-style trim.
    Dependency: work building that now contains a pottery kiln. (L-16)

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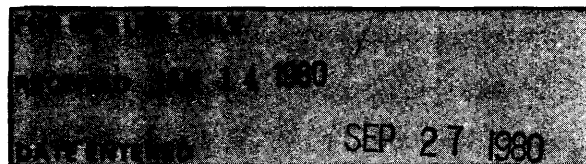
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(DESCRIPTION continued)

Washington Senseney House, 1866 - Two and one-half story; brick on stone
      foundation (built into a bank); five-by-three bays with a recent one
      story frame porch. Symmetrical main facade central entrance, tall
      two-over-two sash first story windows, four-over-four second story
      windows, steep central gable with ornamented circular window; one
      story, full length porch with ornamentation. Gable roof with molded
      wood cornice that returns at corners; chimneys at each end. Interior
      (see floor plan sketch) has central hall with staircase, a room to
      either side, and a large fireplace in rear room with pantry to one
      side. Dependencies: barn. (L-17)

Crumbacker/packer - Senseney House, c. 1784 - Two story; six bay; stone;
      built in early Federal-Pennsylvania vernacular farmhouse style;
      later one-story porch across front. Oldest house still standing in
      Linwood area. Later owned by prominent Englar family. Joseph Englar
      built, in 1898, an elaborate barn across the lane. Barn has lancet
      windows, pyramidal-roofed cupola, an interesting leaf-patterned
      pendanted trim at the eaves.   (L-18,L-19)

Linwood Hall, 1898-- Two story; frame on brick foundation; basically two-
      by-four bays but varied on first story. Built as Sunday school room
      and schoolhouse; converted to residence. Gable front main facade
      with central entrance, asymmetrical entrance porch, two-over-two
      sash windows with molded architrave, circular window in gable.
      Gable roof with plain cornice. (L-20)

Parsonage (second Joseph Englar House), c. 1915 - Two and one-half story;
      frame; late Victorian style. Asymmetrical facade and floor plan,
      porch extending on two sides and curved along the corner. Gable roof
      with central chimney. Interior has central hall with stairway in
      alcove. Dependency: barn. (L-21)

Linwood Brethern Church, 1905 - One-story; brick on stone foundation;
      three-by-four bays. Square tower centrally located on gable front
      main facade, Gothic-inspired spire; large Gothic-arched entrance,
      Gothic arched stained-glass windows; apse on one side with arched
      tripate window. Interior has raised pulpit, decorated ceilings,
      turned woodwork.   (L-22)

    During the late nineteenth and early twentieth centuries, a notable
architectural feature of the village was the ubiquitous white picket fences
marking each property line. Invariably, each property had a different

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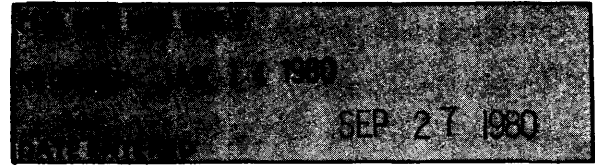
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(DESCRIPTION continued)

style gate, usually ornate, such as the one shown in the 1906 street scene
photograph. Other variations were found in the operation of the gate –
at Joseph Englar's house a mechanism automatically opened the gate
allowing the entrant to remain on horseback or in his carriage.

The Linwood Historic District displays a variety of
late 19th century rural architecture, combining the commercial interests
of the railway with the farm character of the community, in an isolated
and picturesque rural setting.

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Carroll County
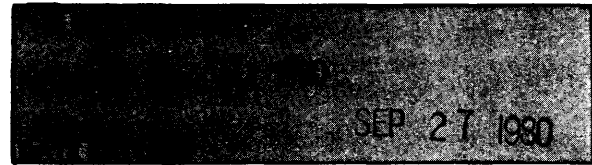**CONTINUATION SHEET** Maryland   . ITEM NUMBER 8   PAGE 7

Another tract, "The Resurvey on the Deep", contains the oldest house still standing in the immediate vicinity of Linwood, the Crumbacker/Crumpacker-Senseney stone house, built by Abraham Crumbacker/packer in 1784. The six-bay-long stone house and its dependencies still serve as a farm center. It is important to the village because of its historical Senseney family association, as a reminder of the importance of agriculture to the village, historic district as a buffer, and because it was later owned by the Englars, who largely built Linwood. One Englar, Joseph, probably added the Victorian front porch to the house, and certainly built the nearby barn. The barn is a particularly fanciful creation replete with pyramidal roofed cupola, lancet windows, and elaborate eaves' trim. Abraham Crumbacker was drowned, according to local lore, while crossing Little Pipe Creek in a flood; his farm was sold to Philip Wampler in 1815, who then sold it to Peter Senseney in 1818. About this time, c.1820, the road to McKinstry's Mill was opened; the road ran between the tracts along the boundary of the Haines-Senseney farms. (L-18)(L-19)

This agrarian paradise would not last. Garner's florid history captures the philosophy and spirit of the mid- and late nineteenth century by noting, "Progress! Improvement! These are the watch words of Life. 'Grapple them to thy soul with hoops of steel.' To progress is to live... the talismanic power of this age is the spirit of advancement....History is but a record of the ceaseless striving of man to bring his life more and more in contact with the eternal harmonies."[2] Garner, and others in the 1890s, devoutly believed that earlier, "darkness was upon the land", but by the 1850s and '60s, "Aurora, fair goddess, is beginning to scatter the clouds with her sacred beams."[3]

Aurora, and Linwood, were made possible after May 27, 1852, when the State of Maryland granted a charter to a group of men to organize and build a railroad from Baltimore westward "to some point on the Monocacy River in the direction of Hagerstown."[4] These rather vague directions resulted in the several possible counties and towns "in the direction of Hagerstown" beginning to lobby strenuously for the route. Carroll County was one of these. A Westminster paper, The American Sentinel, ran articles and editorials pushing the railroad because of the "prosperity and advantage"[5] the county would receive. The competition among the possible counties and cities, and the perceived threats of rivals for the route must have been intense, as a c.1850 poem would indicate:

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## THE WESTERN MARYLAND RAILROAD

Ho! Carrolltonians, to the fight.
    Arise! No longer now repining.
Lo! Frederick City drives in might --
    Against our railroad they're combining;
In serried hostile ranks they come --
    From North and West they heave in sight,
Hark! - hear their noisy, selfish, hum, --
    So, Carrolltonians, to the fight![6]

The poem enjoyed wide local circulation.

If the general atmosphere was receptive towards a railroad, it required the efforts of individuals to direct the route. These individuals would, presumably, be interested in having the rail line come through their own lands as well. And two farmers who put themselves in a position to effect the placement of the line were Nathan Haines of William, and his brother, Rueben. Both were born and reared at "the old Haines Homestead known as 'Linwood House'."[7] Rueben was on the first (1852) Board of Directors of the Baltimore, Carroll, and Frederick Railroad. By 1853, that body corporate had changed its name to the Western Maryland Railroad, and Nathan was also on the Board. Three years later, Nathan became the railroad's second president, "before actual construction was underway".[8] He spent the next few years, when the exact route was still uncertain, arguing on behalf of the Wakefield-Priestland Valley route, in behalf of "the mills and quarries at Westminster, plus the agricultural production from the fertile valleys".[9] The Haines' Linwood area neighbor, miller Samuel McKinstry, was also active in the route's formative years. He, too, had clear financial reasons for desiring a Priestland Valley route. "Before the WMRR was built, the farmer would, on Monday morning, load up to 25 or 30 barrels of flour and would go by Uniontown and Westminster to Baltimore. The trip required four days. . ."[10] McKinstry certainly realized that if the railroad ran near his mill, this more efficient transportation would make the mill more attractive in the farmers' eyes. Thus he saw to it that he was another of the "Carroll County group who had a major role. . .[He] was an active member of the first major committee to promote a railroad, and was a stock agent for the Company and a member of the second Board of Directors."[11] He was also elected to represent Carroll County in the State Legislature of 1858, a position that could not have done the "Linwood" route any harm.

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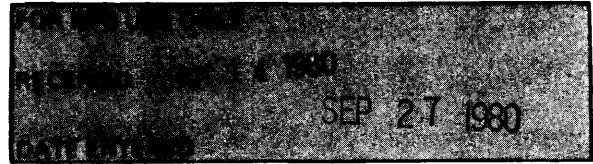
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Nathan Haines was reinstated as WMRR president in 1861. That year, locally dubbed "The Year of Jubilee"[12] (despite developments at Ft. Sumter), saw the railroad's coming as far as Westminster, and within a year, it had arrived in Union Bridge, not incidentally passing through the Haines farm, Linwood. "It is interesting to note that the nephew of Nathan Haines, Joseph L. Haines, was the civil engineer who supervised the construction of the road."[13] Nathan Haines was active beyond Carroll County: at the same time he was working for the railroad, he "implored Thaddeus Stevens to prevent the calling of a convention in the state regarding the action to stop turning Maryland over to the Rebels during the Civil War."[14]

The route was not solely the result of verbal lobbying, as "most of the capital has been provided by Carroll County farmers."[15] Nathan himself had bought $7,000.00 worth of bonds, and he, "and his brother Rueben Haines, were instrumental, through their untiring efforts, in raising a sum of one hundred thousand dollars. . . . In the early days railroads were the result of the efforts of men along the route financially able to assist in their construction, and it was mainly through the efforts of the Haineses. . .that the building of the road. . . became possible at that time."[16] Moreover, during his presidency, Nathan had solved the company's first financial crisis: "If Haines had not been president at the time it seems reasonable to assume that the Company would have collapsed."[17] As a result of all these debts, the company not only directed the rail line through the Haines farm, but "for services rendered. . . granted [him] the privilege of a siding at this point."[18]

The family quickly took advantage of this "privilege". Rueben Haines immediately erected two warehouses on their siding, "and the place was called 'Linwood Station' from the name of the Haines' farm."[19] The depot ground was sold to John Q. Senseney,[20] who then built a warehouse and ran the railway office in the small building. A few feet south, just off the McKinstry's Mill Road, one David Utz built the first house in town, "a small weatherboarded house and stable. . . Mr. Utz was evidently short on cash as the weatherboarding was simply foot-wide boards placed upright, side by side, with a cleat over each joint."[21] (L-7) (L-8) (L-12)

But if the two indigenous families, the Haineses and the McKinstrys, were responsible for the railway's coming through their farms and near their mill, they did not in the end, receive the greatest benefits; nor were they the forces that ultimately built the village at the depot. If they had made Linwood possible, it was the Englar family who made Linwood work. The Englars were typical of a large segment of Carroll County's

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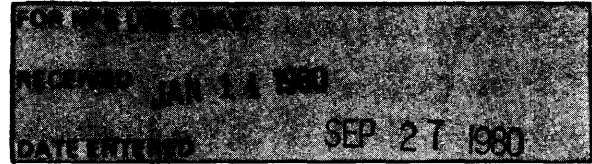
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first settlers, being part of the group that left the Swiss-German
Palatinate region at the head of the Rhine in the early eighteenth
century, sailed to Philadelphia, and then moved west and south settling
Lancaster and York counties in Pennsylvania, as well as central Maryland
and the Valley of Virginia.

The first Englar, Philip, in Maryland, moved from Chester County,
Pennsylvania, to the Uniontown area in 1764, where he bought a 107-acre
farm for £185.[22] His 19th century descendant, Josiah, grew disenchanted
with farming and moved to Cumberland to work at,and eventually supervise,
a large tannery. Josiah sensed that the embryonic Linwood would offer
him a chance to return profitably to his native Carroll County, and on
December 12, 1868, he paid the Haineses $4,179 for "the Depot ground at
Linwood Station. . .where the railroad crosses the public road from
McKinstry's Mill. . .with all the benefits and all the liabilities
arising from the right of way of the said railroad premises."[23] The
Englars would suffer few liabilities, and would enjoy many,many benefits.

Josiah Englar quickly removed the board and batten on Utz's house,
and rebuilt the dwelling enlarging it to its present form in 1869. One
of his sons, Jesse, noted that Josiah built this house "entirely of brick
using part of the original structure by removing partitions to enlarge
the interior."[24] The large rambling house, with its several sections,
porches, conservatory, and dependencies, was a fitting house for a village
founder. Its floor plan and trim clearly keep it in the vernacular central
Maryland farmhouse tradition, but its touches of elegance (e.g., the
conservatory) set it apart. (L-12)

Englar's depot property quickly gained control of the neighboring
farmers' trade; he also ran a grocery store, a lumberyard, and a coal
business in conjunction with his warehouse business, creating and con-
trolling a self-sufficiency in the growing village. (L-13)

Later in the 1860s, Washington Senseney carved out a two-and-one-
half-acre parcel from the old Senseney land south of Englar's remodeled
house and built a retirement house for himself at the intersection of
the McKinstry Mill Road and the old farm lane. Washington Senseney's house,
set back off the main road on its large, tree-shaded lot, is also a fine
central hall vernacular house. Also like the Josiah Englar house, its
fashionable, well-executed trim and decoration indicate the workings of
an ambitious, if still provincial, mind. Senseney soon died (1868), but

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the house remained in the family for some years. It is now owned by the Hay-Badger family. (L-17)

Building activity continued apace. In 1869 Rueben Haines, who interestingly had married one Helen Englar, sold a six-and-one-half-acre tract across from Washington Senseney's house to Jonas Englar for $1,600.[25] Jonas had returned from Cumberland a bit before his brother, Josiah, and in 1870 doubtless felt it desirable to follow his brother's lead in house building. His 1870 five-bay house continued to keep Linwood in the vernacular if elegant farmhouse tradition. The house's present owner has done a particularly fine job of maintaining the plush rural lifestyle of the original builder: the large barn is still used, as is the square smokehouse, as is the grass tennis court. Jonas resided here until his death in 1886. The house stayed in the family, via Jonas's twice-married daughter, Emma Jane Englar Rouzer Myers, until 1942.[26] (L-1)

In 1876 Rueben and Joseph Haines (engineer for the railroad) sold two lots totaling seven acres to David Albaugh for $1,800.[27] Albaugh did a bit to lessen the "unifamily" nature of early Linwood by building his own store and house on one lot, and by founding an ice cream factory on the other parcel. Albaugh's house, part of which is the present Post Office, closely resembles the Washington Senseney House. Although it has six bays not five, it has a similar stylish central peak in the attic (a quatrefoil window here, an octofoil window in the Senseney House), and elaborate front porch trim. Across the tracks, the ice cream factory, as the result of recent storms, has become uninhabitable. (L-4) (L-6)

But despite such intrusions, the Englars continued to flourish into the second Linwood generation. A new storeroom was built near the warehouse in 1877 "in order to meet the demand of the constantly increasing trade. A general line of goods was kept under the name of "Josiah Englar and Sons."[28] Joseph Englar, Josiah's eldest son, had persuaded his father to file for the position of Postmaster of Linwood; the request, of course, was granted. The position remained in the family for several decades, passing from father, after his death in 1879, to his various sons in turn: Joseph, then to Nathan, then to John. The Post Office was located in Englar's store near the warehouse on the east side of the tracks. The two-story building that contained them is still standing and still possesse; much of its original exterior trim. This trim (the double transom over the central door, the thick cornice), continues the village's tendency of keeping within local building patterns, but in creating personal, and slightly elegant, versions of these traditions. (L-13)

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Joseph succeeded his father in control of the multi-functional warehouses. Sensing that the old Haines-built western warehouse had become obsolete, he built the present pile in 1882, and the five-story grain elevator. The latter was called "the finest elevator along the WMRR"[29] The elevator still has its original machinery, flooring, and beams After some neglect in this century, the building has once again been made a focus for the village. Its front store sells basic foodstuffs, and its machinery still grinds grain for local farmers. (L-8)(L-11)

Joseph, who also established a pay station in Linwood for the C&P and Western Maryland Telephone Companies*, ran the ticket office in the old depot near the newer warehouse. In 1882 he bought a three-and-one-half acre lot from his widowed mother,[30] just north of the Albaugh house and store, and built his fine vernacular house. Joseph added a pedimented entrance porch, with finely turned columns, a hexagonal bay window, and round-arched central gable-end attic windows to the local vernacular farmhouse form. The building still has its barn and smokehouse, all of brick painted white and is now used as the home and office of a land surveyor. This owner's occupation, like the house's grounds in general, retains Linwood's link to the land. Joseph was viewed as being "every inch the dominant businessman whose word was law. . .in taking care of the immense trade which he developed among the farmers for miles around."[31] (L-3)

In 1885 Jonas sold a three-quarter-acre lot to his nephew, Nathan,[32] who then built his house between his uncle's to the south and his brother, Joseph's to the north. All the Englar, Senseney, and Albaugh houses in Linwood are, as noted, rooted in the central Maryland vernacular farmhouse style, but all, also as noted, have certain idiosyncracies reflecting their owners' whims. Nathan Englar built perhaps the most ambitious house in the village. Its floor plan is traditional, but it is draped in Second Empire trim. The steep mansard roof, the central projecting pavilion, and the elaborate brackets and attic window trim, all indicate that Nathan Englar took a keen interest in contemporary (inter)national fashions. This is fully in keeping with this Englar's reputation as a bit of a dandy: for example, he loved to dress in white linen suits and had a fondness for automobiles. Photos exist of him seated, in front of his house, in an early Stanley Steamer (c.1902) and in a one-cylinder Cadillac (c.1907).[3] (L-2)

It is thought that several of these brick houses were designed by a very local architect, Howard Senseney (d.1892), who, "as an architect and draughtsman had no equal among the county workers."[34] No firm evidence

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*Interestingly, the Englar houses in Linwood had three phones: one each for the 2-major companies, and one for the private intrafamily, inter-house intercom as well.

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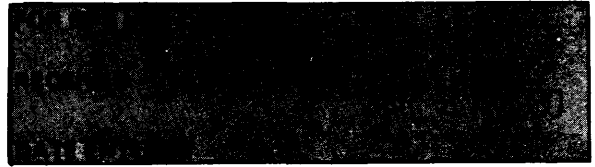
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has been found to support this, but the theory, in view of the fiercely local and unified character of the village, seems reasonable.

In 1898 Linwood Hall, a two-story frame building across from Jonas Englar's house, was built to house the nondenominational Linwood Sunday School, and to serve as a village meeting hall. Classes were held Sunday afternoons at 2:00 and, there then being no church in the village, were attended by adults and children. The building still exists and, while the once-ecumenical second floor is now vacant, the ground floor has been made into an apartment. (L-20)

Rural villages such as Linwood, even with its efficient rail line, tended to strive to be self-sufficient. They would have their own stores and industries for jobs, their own post office, the houses would have their own gardens, ice and smoke houses. Barns were ubiquitous to house horses and carriages. To care for these horses, each town had its own blacksmith shop. Linwood was no exception. The frame building, contemporaneous with these early Englar houses, and its smith, Dayhoof, quickly became favorites with the Linwood children, who would hang out for hours, in a very Longfellow fashion, at the shop under the spreading linden trees.[35] (L-15)

Although there was no church, beginning about 1870, thus coinciding with the decade in which Linwood was formed, the village and its nearby hills were famous throughout the state as a site for the great Linwood Camp Meetings. "Literally thousands upon thousands of people from Hagerstown to Baltimore, and from Pennsylvania to the Virginia line flocked" to a nearby field owned by Moses Haines. These mass meetings were held at the end of summer to celebrate the successful harvest. The congregation would troop into a large tent "with raised platform equipped with pulpit, organ, and chairs". Frame cabins flanked the tents and "were rented yearly to the church members and their friends." While this was a frequent practice throughout rural America at this time, the Linwood Meeting was the only one regularly held in Carroll County. Contemporary descriptions suggest a Fourth of July atmosphere:

> The whole woods presented an animated scene. Every
> tree in sight was the hitching post for some team, unharnessed
> from the carriage close by. The entire family were talking
> and laughing with groups of neighbors, the female contingent
> "prettying up" before making their appearance in the circle.
> All was confusion. . .children tore their clothes on the bushes
> and cried as mothers scolded, dogs barked and fought, and
> everybody bubbled over with excitement.

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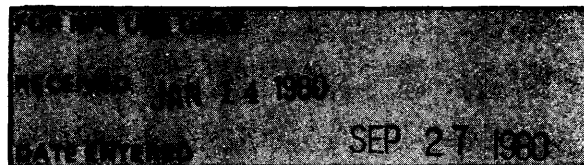
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Pushing on we came to the booth where refreshments: cigars and chewing tobacco, peanuts, popcorn, candy, watermelons, and ice cream were sold.

Interestingly,

While the presiding [unnamed] Elder was laboring so successfully in winning the unregenerate hearts of strangers, his own erring son was absent with his boon companions, drinking, gambling, and carousing notwithstanding his father's prayers. . . such is fate.

But the service soon was over and then came a hurly-burly of picnicking and partying:

The recollection of it all rushed into my memory; the thrills and excitement of the everchanging crowds parading all around the circle and up and down the steep hill to the R.R. and back, their restless talk and laughter, the lovesick couples with their arms entwined around each other, oblivious to the world, the bright sunshine and the grateful shade of the tall trees.[36]

The last Linwood Camp Meeting was held in the summer of 1907.

A structure which may have had a bearing on the demise of these meetings, and the last major building put up in Linwood, is the Linwood Brethren Church. The country Gothic structure, measuring 64 feet by 54 feet, was dedicated on November 5, 1905. It, too, was entirely a local product: The architect, a Mr. Rakestraw, was from Union Bridge, and the mason was a Mr. Stone from Uniontown. The building committee for the brick and stone church consisted of two Englars (Nathan and John) and John C. Buckey.[37] (L-22)

Dynamic as Linwood's first 30 years were, the village did not expand beyond those first structures put up, largely, by the Englars. The farmers who once depended on the village's station to send their grain and milk to Baltimore, gradually found more efficient methods of transportation, until, shortly after World War I, the station closed. If Linwood was a "child of steam" it could not, to continue Garner's metaphor, grow after the decline and death of its mother. The village was created because families decided to take advantage of contemporary advanced technology, i.e., the RR (while the WMRR was being built near the Haines'

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(SIGNIFICANCE, CONTINUED)

Linwood House, the Union Pacific and the Central Pacific were racing to
meet, eventually, at Promontory Point), and how this machine could best
be used to benefit from the surrounding rich farmland. The railroad has
now dwindled to near nothing, it is now less efficient to farm here than
it is in the agribusiness Midwest, and the last Englar left the village
in 1942. It is pleasant, however, to note that the old five-story grain
elevator, which had fallen into disrepair, has been restored. Except
for the cement company, which threatens to destroy the farms and, perhaps
the village, no new industry has come. Thankfully, this quiet has
resulted in a continued architectural integrity--there is no suburban
Linwood, no strip development. The houses have been carefully maintained
and except for an occasional missing porch or conservatory, remain intact
and well cared for.

For all these reasons, Linwood is today virtually unchanged from its
turn-of-the-century appearance. A la Fincastle, Virginia, it is
"a small quiet community rooted in the past."[38] Also like that Virginia
village, Linwood is intact with its red brick and white frame buildings
sitting isolated and undisturbed among the fields and hills. Linwood
is unique in Carroll County towns and villages in that it is so isolated
and that it is so totally an expression of a single dynamic era. The
county's only city (Westminster) and several towns (Manchester, Hampstead
Union Bridge, New Windsor, Uniontown, et al.) have all grown over two
centuries and for that reason have a mixture of building styles. Linwood
however, sprang to life, relatively speaking, over night. The railroad
was directed through the Haines/Sensery farms, the siding privilege was
granted, and warehouses, homes, stores, and mills were instantly built:
the village came to life within a single decade. Thus, Linwood enables
one instantly to grasp, by looking at the old elements (the warehouses,
the grain elevator, the store and post office, and of course, the
railroad right-of-way), the reasons villages were founded, as well as
their self-sufficiency, and by looking at the various houses, an under-
standing of the rural conservative tastes of mid and late 19th century
capitalists, a class largely responsible for the America of today.

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(MAJOR BIBLIOGRAPHICAL REFERENCES)

FOOTNOTES

[1]J.P. Garner, "History of Linwood", part of a series called Carroll County Villages, 1895, MSS Maryland Historical Society, Baltimore Archives, p.6.

[2]Garner-p. 1.

[3]Garner p. 1.

[4]Howard A. Williams, 76 Western Maryland Railway (Baltimore: Western Maryland Railway Co., 1952), p.2.

[5]Williams, p. 3.

[6]Williams, p. 15.

[7]Edward M. Killough, History of the Western Maryland Railway Company (Baltimore: Western Maryland Railway Co. 1940), p. 86.

[8]Williams, p. 135.

[9]Williams, p. 17.

[10]Freeman, Ankrum, "Little Sketches of Nearby History", c. 1940, MSS Historical Society of Carroll County Archives.

[11]Ankrum.

[12]Williams, p. 125.

[13]Killough, p. 86.

[14]Killough, p. 86.

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(MAJOR BIBLIOGRAPHICAL REFERENCES, continued)

FOOTNOTES

[15]Williams, p. 15.

[16]Killough, p. 86.

[17]Williams, p. 135.

[18]Williams, p. 135.

[19]Garner, p. 2.

[20]Garner, p. 2.

[21]Jesse Englar, "More Linwood History", Letter dated December 19, 1931, HSCC.

[22]Garner, p. 10.

[23]Land Records of Carroll County, Book 36, Page 424.

[24]Jesse Englar Letter.

[25]LRCC 37/119.

[26]LRCC 178/250.

[27]LRCC 47/171.

[28]Garner, p. 3.

[29]Garner, p. 4.

[30]LRCC 58/187.

[31]Jesse Englar Letter.

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(MAJOR BIBLIOGRAPHICAL REFERENCES)

FOOTNOTES

[32]LRCC 62/487.

[33]Interview with one of Nathan's daughters, Vivian Englar Barnes, 10/10/78.

[34]Garner, p. 3.

[35]Mrs. Barnes interview.

[36]George Edward Waltz, "Tenting on the Old Camp Ground", HSCC Archives.

[37]Church Dedication, HSCC Archives.

[38]Frances J. Niederer, Fincastle, Virginia (Charlottesville: University Press of Virginia, 1965), p. 63.

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VERBAL BOUNDARY DESCRIPTION

Beginning in the village of Linwood at the lot now owned by Earl L.
Hyde, Jr. where a private lane intersects McKinstry's Mill Road, and runni
running then with the southern boundary of Earl L. Hyde, Jr.'s lot
(see deed 463/165) along the north side of said private land and going
with the lot westerly, then northerly, still with the Hyde lot, then
westerly, northerly and easterly three courses with the lot of Frederick
W. Pyne (562/523), then northerly with the westerly edge of the lot of
David J. Roop (183/454), then continuing the Roop line across the
Western Maryland Railroad tracks to intersect the Little Pipe Creek.
Then following the meanderings of the Little Pipe Creek easterly
approximately 1,000 feet to the point nearest the northeast corner of a
lot now belonging to the Linwood Corporation (576/622), then running
approximately 200 feet in a straight line from the Creek to the lot of
the Corporation and running with the various boundaries of the Corporation
to intersect the lot now owned by Joy Badger (669/352) and including
the lot described in deed 258/586, then going easterly near the north
side of Winter's Church Road about 500 feet or far enough so as to include
the old stone 2-section Sensey House, then crossing the Winter's Club Road
so as to include the 1880's Englar barn, then following south side of
the road westerly to meet the eastern boundary of the lot now owned by
Louise K. and William I Knight (462/614), then with that lot southerly
and westerly to intersect the eastern edge of the Brethern Church lot,
then with the Church lot and parking lot (parcel 66 and 68 on the
appropriate Carroll County tax map, also deed 419/680), then also, the
southerly side of the Church lot, near the Church lane across the
McKinstry's Mill Road to the Beginning. Containing approximately 35
acres and meant to include the entirety of all the lots listed in the
Owners; List attached to this nomination, extending beyond to cross
public roads and lanes and also to include a small stretch of land
northward between the railroad track and the Creek, and eastward to
include the approximate acre of land immediately surrounding the old
Sensey stone house, its outbuildings--specifically the 1880s Englar Barn.

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(PROPERTY OWNERS)

William I.C. Knight
Box 13
Linwood, Maryland   21764

Louise Roop Knight
Linwood, Maryland   21764

Charles I. Smith
Box 54
Linwood, Maryland   21764

Robert McKenny
McKinstry's Mill Road
Linwood, Maryland   21764

Mildred I Pittinger
Linwood, Maryland   21764

Joy R. Badger
Box 2
Linwood, Maryland   21764

Louise K. Knight
Linwood, Maryland   21764

Earl L. Hyde
Box 3
Linwood, Maryland   21764

Frederick C. Pyne
Linwood, Maryland   2]764

Frederick W. Pyne
Linwood, Maryland   21764
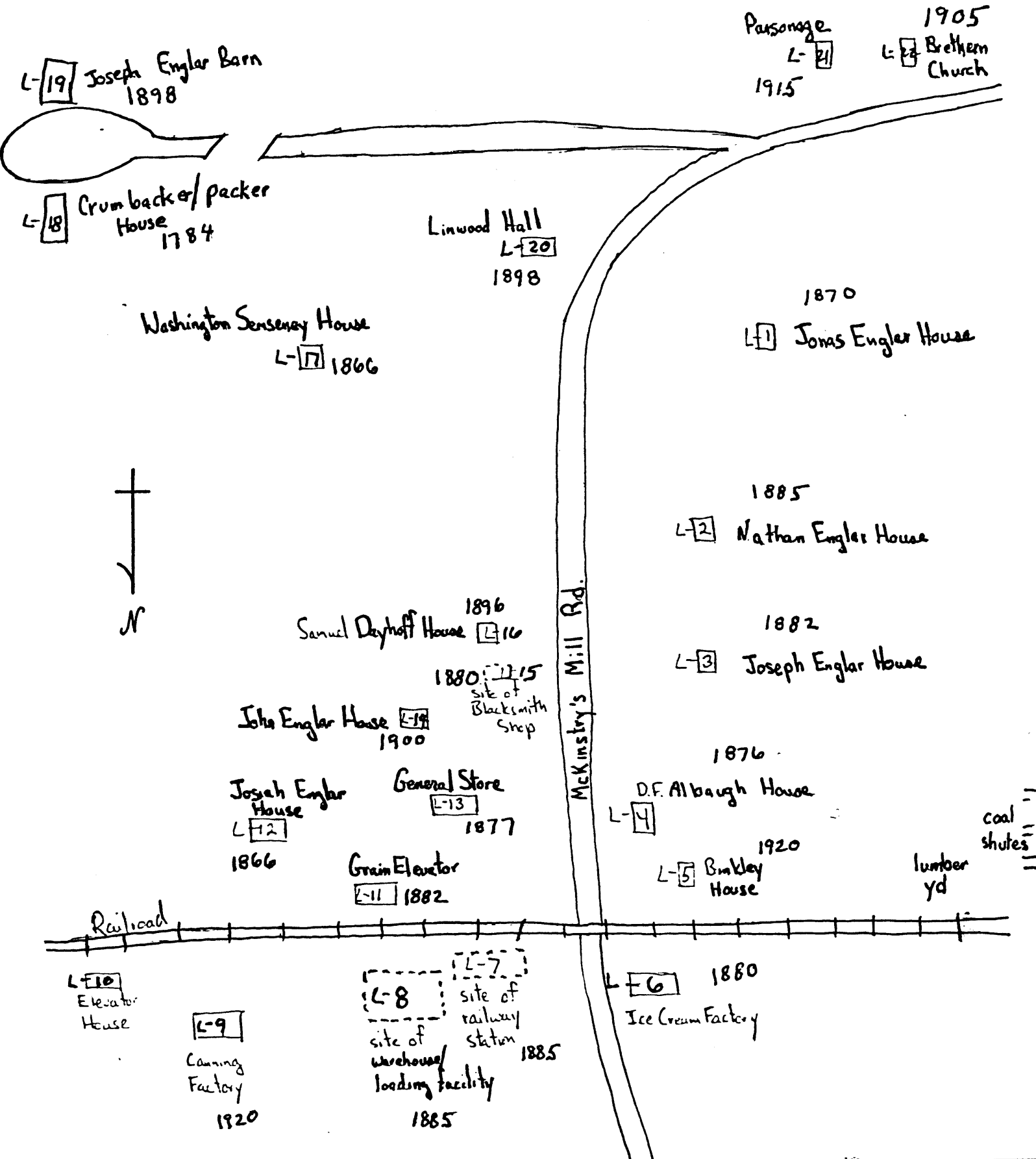
D.J. Roop
Box 35
Linwood, Maryland   21764

The Linwood Corporation
Linwood, Maryland   21764

NOTE: all building are considered contributing

Parsonage
L-21
1915

1905
L-22 Brethern Church

L-19 Joseph Engler Barn
1898

Crumbacker/Packer House
L-18
1784

Linwood Hall
L-20
1898

1870
L-1 Jonas Engler House

Washington Senseney House
L-17 1866

1885
L-2 Nathan Engler House

N

1882
L-3 Joseph Engler House

1896
Samuel Dayhoff House L-16

1880 L-15
site of Blacksmith Shop

John Engler House L-14
1900

McKinstry's Mill Rd.

1876
D.F. Albaugh House
L-4

coal shutes

Josiah Engler House
L-12
1866

General Store
L-13
1877

1920
L-5 Binkley House

lumber yd

Grain Elevator
L-11 1882

Railroad

L-10 Elevator House

L-8
site of warehouse/ loading facility
1885

L-7
site of railway station
1885

L-6 1880
Ice Cream Factory

L-9
Canning Factory
1920

AUG 1 1 1980

source: Carroll County Tax Map No. 43

          scale   1 inch = 600 feet

          boundary line