

HO-840, Dorsey Emmanuel United Methodist Church and Parsonage
6951 Dorsey Road, Elkridge
Howard County
Ca. 1900
Private

CAPSULE SUMMARY

The Dorsey Emmanuel United Methodist Church and the parsonage next door both face west on the east side of Dorsey Road across from the Lennox Park neighborhood close to the county line. A stream is located on the property east of the church and large parking lot. The church rests on a rusticated concrete block foundation and is covered with asbestos shingle siding. The building has an L-shaped plan with the sanctuary in the front gabled section and an office wing with a cross gabled roof projecting from the north façade. A single story addition has been made to the rear façade of the sanctuary at the basement level. A tall steeple and Gothic arched windows are the most interesting decorative aspects of the building.

The Dorsey Emmanuel United Methodist Church is significant under criteria A and C in the areas of architecture and community planning. The congregation dates back to the 1850's and has its roots in the German immigrants who settled in Dorsey to work in the mines and for the railroad. The existing church building was built ca. 1900 across Dorsey Road from the newly platted subdivision of Lennox Park. The parsonage was probably constructed at the same time as the church, although the use of a stone foundation and 2/2 windows in the parsonage suggests a slightly earlier date than the rusticated or rockfaced concrete block used in the foundation of the church.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. HO-840

1. Name of Property (indicate preferred name)

historic Dorsey Emmanuel United Methodist Church and Parsonage
other

2. Location

street and number 6951 Dorsey Road not for publication
city, town Elkridge vicinity
county Howard

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

name Dorsey Emmanuel Evangelical Church
street and number 6951 Dorsey Road telephone
city, town Elkridge state MD zip code 21075

4. Location of Legal Description

courthouse, registry of deeds, etc. Howard County Courthouse tax map and parcel: Map 43, P466
city, town Ellicott City liber 107 folio 26

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report
- Other

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing Noncontributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> 2 <input type="checkbox"/> 1
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> 2 <input type="checkbox"/> 1 Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input checked="" type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. HO-840

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

The Dorsey Emmanuel United Methodist Church and the parsonage next door both face west on the east side of Dorsey Road across from the Lennox Park neighborhood close to the county line. A stream is located on the property east of the church and large parking lot. The church rests on a rusticated concrete block foundation and is covered with asbestos shingle siding. The building has an L-shaped plan with the sanctuary in the front gabled section and an office wing with a cross gabled roof projecting from the north façade. A single story addition has been made to the rear façade of the sanctuary at the basement level. A tall steeple and Gothic arched windows are the most interesting decorative aspects of the building.

The church sits close to the edge of Dorsey Road and the front (west) façade has a projecting central bay which extends into the steeple above and holds the main entrance on the first story. The entrance consists of narrow double wooden doors, each with six tall, narrow panels. Above the doorway there is a gothic arched, stained glass transom. The steeple has a pent roof with flared eaves slightly more than halfway up and a steeply pitched pyramid roof on top. There may have been an open bell tower between the pent roof and the pyramid roof at one time. On either side of the projecting central bay and front entrance are two tall, gothic arched, stained glass windows on the first story.

The south façade of the church features four more large, gothic arched, stained glass windows evenly spaced across the façade. An exterior square brick chimney is centered on the wall.

The north façade of the sanctuary part of the church building has two more arched, stained glass windows. The rear most two bays of the north façade are covered by the cross gabled wing that extends from this elevation.

The front (west) façade of the office wing features a door and two rectangular vinyl windows. A wooden handicap ramp leads to the door. The north façade of the office wing holds two vinyl windows in the first story and one more vinyl window in the foundation.

The rear (east) façade of the sanctuary part of the building features a first story that projects slightly and holds two more gothic arched stained glass windows. The topography drops off sharply from the front of the building to the back and in the rear, a single story addition was made to the basement level of the sanctuary part of the building. This addition is made of concrete block and has a gabled roof. The east elevation of the office wing holds three vinyl windows across the first story and two windows and a door in the basement level.

PARSONAGE

The parsonage is located directly south of the church and is set slightly farther back from the road. The two story frame house rests on a stone foundation and may predate the existing church building by several years. The two story, single pile front section has a side gabled roof and a two story, cross gabled wing extends the house to the rear. The exterior of the house is currently covered with asbestos shingle siding and has an asphalt shingle roof. One interior end chimney is located on the north end of the building. The building is currently used by the church for nursery and storage space and is in good condition.

The three bay front (west) façade features three 2/2 double hung wood windows across the second story and a central entry flanked by two more 2/2 windows vertically aligned below. An enclosed full width front porch spans the first story.

The south façade of the house holds two 2/2 windows on the second story and three 2/2 windows on the first story. In the basement level there is a 6-light casement window and a full size 6/6 double hung window with a full size door in between. Once again, the topography drops off sharply from front to back so that there is a walk out basement on the south and east sides of the house.

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The rear (east) façade of the rear wing has a blank second story and one small 1/1 double hung window on the first story. There are also two 6-light casement windows in the foundation. The rear of the front, side gabled section has one 2/2 double hung window on the second story and another 2/2 window vertically aligned below on the first story. Another 6-light casement window is found in the foundation.

The north façade of the front single pile section is blank except for two 6-light casement or awning windows in the foundation. The north façade of the rear wing has one 2/2 double hung window on the second story and a small shed roofed enclosure across the first story. This small enclosure is probably an addition since it has a brick foundation. A door leads onto a recent wooden deck.

Most of the property north and east of the church is paved for parking. A non-contributing shed is located behind the parsonage.

8. Significance

Inventory No. HO-840

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime industry	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:

Specific dates ca. 1900

Architect/Builder unknown

Construction dates ca. 1900

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

The Dorsey Emmanuel United Methodist Church is significant under criteria A and C in the areas of architecture and community planning. The congregation dates back to the 1850's and has its roots in the German immigrants who settled in Dorsey to work in the mines and for the railroad. The existing church building was built ca. 1900 across Dorsey Road from the newly platted subdivision of Lennox Park. The parsonage was probably constructed at the same time as the church, although the use of a stone foundation and 2/2 windows in the parsonage suggests a slightly earlier date than the rusticated or rockfaced concrete block used in the foundation of the church.

What remains of the small town of Dorsey straddles the Howard/Anne Arundel County line and the Baltimore and Ohio Railroad. Like many of the small communities that sprung up in the eastern part of the county in the mid to late 19th century, Dorsey's vitality was closely tied to the railroad. It has been heavily impacted in the last half century by the rapid growth and expansion of other transportation routes and related development - airport construction in Anne Arundel County and office and warehouse construction along Route 1 and Dorsey Road in Howard County. The Dorsey UME church is the last community oriented building in the town of Dorsey on the Howard side of the county line.

The town of Dorsey is named, not surprisingly, for the Dorsey family who owned much of the surrounding land in both Howard and Anne Arundel Counties in the mid-19th century. In the 1840's, they supposedly discovered outcroppings of iron ore on their property and began to mine the deposits using German immigrant laborers. The mined hematite was sent to the Dorsey's furnace and forge by rail.(1) [It is unclear where this furnace and forge was. It was not in Howard County; the Dorsey family did have a large furnace and forge operation on the Baltimore county side of the Patapsco River.] But the mining operation didn't last long as the deposits were quickly depleted and the furnace ceased operations. Many of the German miners got new jobs with the B & O Railroad and settled permanently in Dorsey. In some cases, their descendents stayed on in the town well into the 20th century. The German presence was so strong in the area that the Dorsey Emmanuel United Methodist Church, built in 1851 along the Baltimore-Washington Turnpike (what is now Route 1), held services in German until 1881. In the 1890's the church burned down and was rebuilt on Dorsey Road in 1897. (2) It seems likely that the homes of these German laborers and the heart of the town of Dorsey was across the railroad in Anne Arundel county. Neither the 1860 Martenet Map, nor the 1878 Hopkins Map of Howard County shows any sort of town around the Dorsey switch on the Howard County side of the line. Only one house is shown on the 1860 map, labeled A. Dorsey's heirs. The same house, still labeled Allen Dorsey heirs, and two other buildings located right along the railroad are shown on the 1878 map. These Howard County maps stop at the county line and nineteenth century Anne Arundel county maps were not available for review, so it was not possible to confirm how large the settlement of Dorsey was in the late 19th century.

In 1872, the Wesley Grove Camp Meeting was formally established along the Washington Turnpike northwest of Dorsey. The site had been used for religious camp meetings throughout the 19th century, but the Wesley Grove group made the site a more

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permanent and luxurious destination through the construction of a hotel and other service oriented buildings. Visitors could also rent multi-room tents erected on wood platforms for weeks at a time, and the scene was more a social than a religious gathering. The destination was particularly popular in summer for city dwellers fleeing the heat of the city for the country air of Dorsey. Visitors would take the train to the Dorsey station and then they could either walk up the road or take a ride on a wagon provided by Wesley Grove up the hill to the meeting ground. (3)

The Dorsey family sold a large chunk of their land on the Howard County side of the railroad tracks to the Lennox Park Real Estate Company sometime around 1893. The Company, headed by Edwin Goldman, subdivided the land into 423 lots of varying sizes. The Plat of Lennox Park, drawn in 1900, shows the layout of the lots and streets and several proposed features that were apparently never built. As proposed, the Lennox Park development existed on both the north and south sides of what is today Dorsey Road, on the plat the road is labeled "To Wesley Grove Camp Grounds." To the north of Dorsey Road, a large lake, labeled "Lake Lennox," is located along Deep Run Creek. Other proposed features of the neighborhood include a lot labeled "Water Works Site" and a large block labeled "Lennox Park Hotel Site." The water works lot is empty but the hotel site contains the footprint of a large building. It is not certain whether this was proposed or existing but looking at a modern map of the neighborhood, the house that is rumored to be the old Dorsey home is located in about the same spot as the hotel on the plat. Furthermore, locals claim that the old Dorsey home was turned into a hotel at one point. At this time, the owners of the old Dorsey home have refused to allow it to be recorded for the Inventory of historic properties and it is not possible to say for certain if it does date back to the Dorsey family or if it was ever a hotel. The fact that the foot print of the building is drawn does seem to argue that it was standing at the time the plat was made. There are several other buildings shown on the plat – the church and parsonage appear in their existing location, three buildings on the lot right by the intersection of Dorsey Road and the railroad labeled "Dorsey station," and two other buildings located on lots that border Dorsey Station. In addition, there are approximately 11 other lots labeled "sold" that do not contain the footprint of any buildings. All of these lots are located between the hotel site and Dorsey Road. Almost all of the roads shown on the 1900 plat were constructed, but Lennox Avenue is much shorter today than it is shown on the map. Today, the Lennox Park neighborhood ends just south of the Lennox Park Hotel site on the map. (4)

For the most part, Lennox Park appears to be a subdivision that existed solely on paper for the first 20 or 30 years. Only three houses currently standing in the neighborhood appear to date to the 1890's or earlier. Several houses appear to date to the 1920's, a few more date to the 1940's and 50's, and there are quite a few that date to the last 50 years.

The suburban movement in community planning in the United States traces its roots back to the mid-19th century and the Romantic landscape movement. The suburban ideal consisted of substantial single family houses located on large lots on curvilinear streets in park-like settings. The two developments widely recognized as the prototypes are Llewellyn Park (1857) in New Jersey and Riverside (1869) west of Chicago in Illinois. This ideal appealed greatly to the middle class and inspired an aspiration for semi-rural living away from the noise, crime, and filth of the fast-growing cities, but still close enough to them for commuting purposes. Ease of commuting was the key to early suburban success. As transportation became more advanced and travel became easier and faster, the suburbs moved further and further away from the cities. The earliest suburbs were served by horse-drawn cars and the railroad, then came the electric streetcar, and finally, by the 1920's, the automobile. (5)

The suburban ideal in its highest form was beyond the financial means of most of the middle class and certainly all of the working class, but savvy developers found ways to create more affordable subdivisions while still appealing to the ideal of better living. These affordable developments usually relied on a rectilinear plan in lieu of the curving streets and park-like setting touted by the idealists, and the houses were smaller, though still detached single family dwellings, and located closer together on narrow lots. (6) Advances in building technology also made single-family houses increasingly affordable. Architecturally, the balloon framing method made domestic construction faster and cheaper, and mass produced decorative details popularized by pattern books and turned out in quantity by saw mills across the nation, lent many of the late 19th century developments a similar flavor. The

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increasing use of the railroad to transport both raw and dimensioned lumber, as well as the finished stock of doors, window sash, porch supports, and decorative brackets contributed to the suburban boom.

Suburban development continued at a steady pace across the nation during the late 19th and early 20th centuries. The proximity of various locales to booming cities and transportation routes determined the rate of suburban growth in those areas. The rise of the automobile during the 1920's made the construction of new suburbs away from the railroads a viable possibility and the population continued to settle further and further away from the city centers. The big boom in suburban development across the country came post-World War II when the massive numbers of returning soldiers created a seemingly insatiable demand for the independence and middle class status associated with home ownership. Architecturally, the trend in the affordable subdivisions was towards increasingly modest houses built on a small scale with minimal decoration. Particularly during the Depression of the 1930's, the minimal trend helped to keep home ownership affordable for a larger portion of the population. Likewise, post-war subdivisions also exhibit mostly *minimal cottages and ranchers affordable for returning soldiers and their young families.* (7) In Howard County, the earliest documented subdivision was called Anderson, later Hanoverville, in the Hanover area on the Howard County side of the railroad tracks. Ephraim Anderson subdivided five acres on the railroad in the early 1870's. In the 1890's several other railroad subdivisions cropped up along the eastern edge of the county; Harwood Park is located in between Elkridge and Dorsey and North Laurel is located, as the name suggests, just north of Laurel in Howard County.

Lennox Park was laid out at about the same time as North Laurel and Harwood Park and, like Harwood Park, was clearly conceived as one of the affordable suburbs mentioned above intended to make the suburban ideal available to a wider portion of the middle class. The rectilinear plan of the streets and numerous small, narrow lots are good indicators of the clientele the developers were hoping to attract. Its location on the railroad line would have been attractive to those people commuting to Baltimore for work, while its 'country' location appealed to those members of the middle class seeking to raise their children outside the city. The developers also probably hoped the community would get a boost from the popular Wesley Grove Camp Ground. When the original Dorsey UME church building burned in the 1890's, the church members decided to rebuild closer to the railroad and within the planned community of Lennox Park instead of rebuilding the church in its original location. It seems very likely that the reconstructed church was intended to get a boost from the new subdivision and be part of the community.

The railroad faded from prominence as a mode of transportation during the early 20th century with the development of the automobile, and automobile suburbs away from the railroads became increasingly popular. It is notable that the houses constructed in Lennox Park became increasingly modest during the early 20th century. There are only two two-story Folk Victorian dwellings in all of Lennox Park dating to ca. 1890 and several four-squares dating to the 1920's. The upper middle class, those more likely to build large houses in the Victorian or Colonial Revival styles and those more likely to have cars, was obviously looking elsewhere. But Lennox Park continued to grow slowly during the 20th century, with an assortment of modest cottages and ranchers filling in the undeveloped lots.

Today, increased traffic along Dorsey Road and residential infill in Lennox Park have erased much of the character of the early town of Dorsey. Even the impact of Lennox Park as an early subdivision has been dulled by the construction of large, colonial inspired houses on some of the small empty lots. But the Dorsey Emmanuel United Methodist Church and Parsonage remain important landmarks along Dorsey Road and reminders of the German heritage and small community that used to characterize this area of Howard County.

1. Gill Chamblin, "Dorsey," HOWARD COUNTY TIMES, February 4, 1982, p. 17-21.
2. Ibid.

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3. Ibid.

4. Plat of Lennox Park, Howard County Land Records, Howard County Courthouse, Ellicott City, Plat Book 89, Folio 289.

5. David L. Ames and Linda Flint McClelland, NATIONAL REGISTER BULLETIN: HISTORIC RESIDENTIAL SUBURBS (National Park Service, 2002).

6. Ibid.

7. Ibid.

9. Major Bibliographical References

Inventory No. HO-840

See continuation sheet.

10. Geographical Data

Acreage of surveyed property 1.29Acreage of historical setting 0.5Quadrangle name SavageQuadrangle scale 1:24000

Verbal boundary description and justification

Tax map 43, parcel 466.

11. Form Prepared By

name/title Kristin Hill, Historic Sites Surveyororganization Howard County Department of Planning and Zoningdate 3/17/04street and number 3430 Court House Drivetelephone 410-313-4335city or town Ellicott Citystate MD zip code 21043

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

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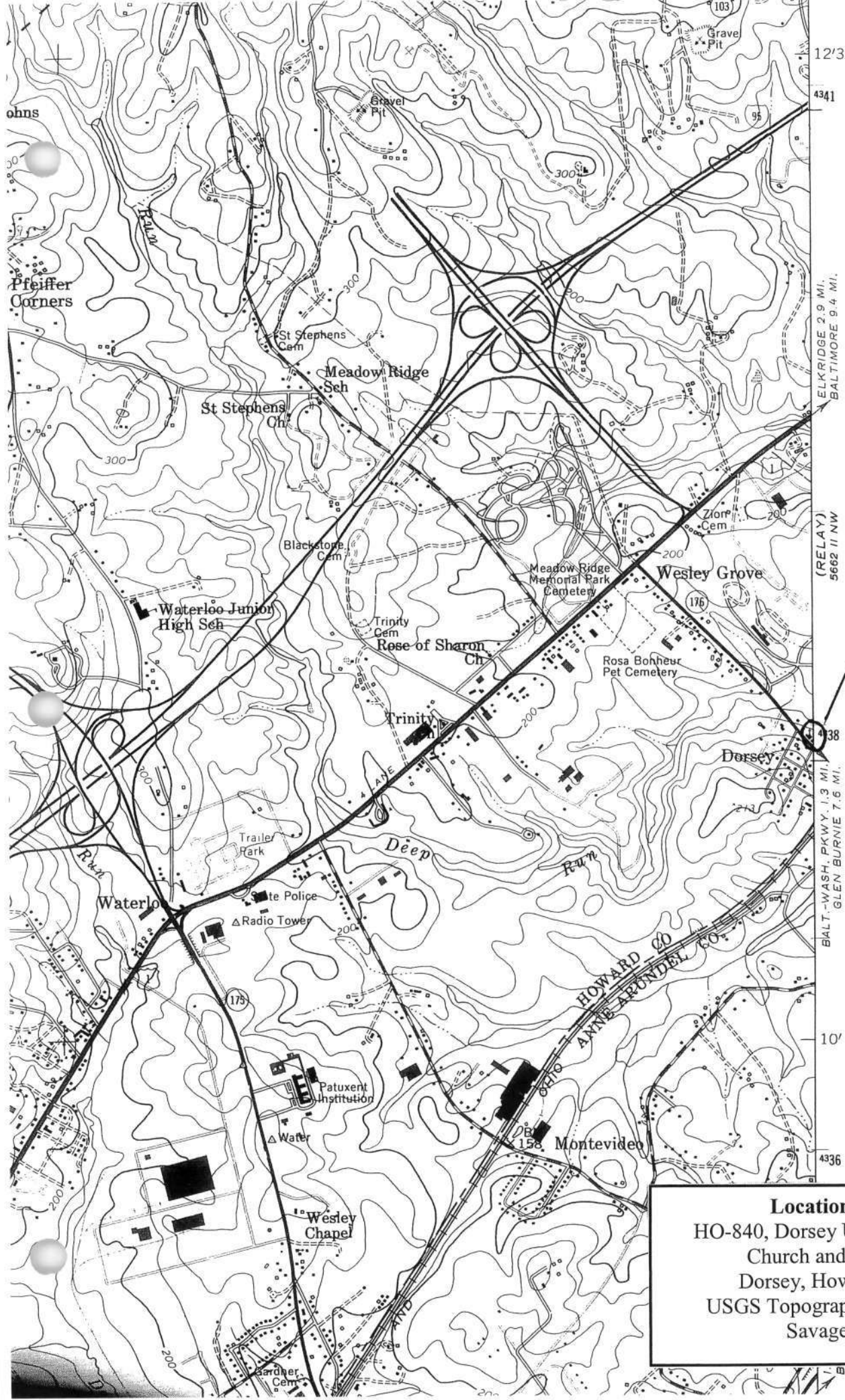
Ames, David L. and Linda Flint McClelland, NATIONAL REGISTER BULLETIN: HISTORIC RESIDENTIAL SUBURBS (National Park Service, 2002).

Chamblin, Gill, "Dorsey," HOWARD COUNTY TIMES, February 4, 1982, p. 17-21.

Hopkins, G.M. ATLAS OF HOWARD COUNTY, MARYLAND, 1878. (Ellicott City, Maryland: Howard County Bicentennial Commission, Inc., 1975).

Martenet, Simon J. MARTENET'S MAP OF HOWARD COUNTY, MARYLAND. (Baltimore, 1860).

Plat of Lennox Park, Howard County Land Records, Howard County Courthouse, Ellicott City, Plat Book 89, Folio 289.



12'30"



4341

ELKRIDGE 2.9 MI.
BALTIMORE 9.4 MI.

(RELAY)
5662 II NW

HO-840

438

BALT.-WASH. PKWY. 1.3 MI.
GLEN BURNIE 7.6 MI.

10'

4336

Locational Map
 HO-840, Dorsey United Methodist
 Church and Parsonage
 Dorsey, Howard County
 USGS Topographic Quadrangle
 Savage, 1957



HO-840

Dorsey Emmanuel United Methodist Church + Parsonage
Howard County, Maryland

Kristin Hill, 3/04

Negative at MOSTRO

10 21+00 NNNNN 064

Church, SW elevation

1/10



HO-840

Dorsey Emmanuel United Methodist Church + ~~Passage~~
Howard County, Maryland

Kristin Hill, 3/04

00 21-01 NNNNN 064

Negative at MDSHP0

Church + passage, NW elevators

2/10



H0-840

Dorsey Emmanuel United Methodist Church + Parsonage

Howard County, Maryland

Kristin Hill, 3/04

07 21-01 NNNNN 064

Negative at MD SHPO

Church Building, NE elevation

3/10



HO-840

Dorsey Emmanuel United Methodist Church + Parsonage
Howard County, Maryland

Knstin Hill, 3/04

Negative at MDSTPO 06 21+00 NNNNN 064

Church, SE elevation

4/10



HO-840

Dorsey Emmanuel United Methodist Church + Parsonage
Howard County, Maryland

Knights Hill, 3/04

03 21+01 NNNNN 064

Negative at MDSHPO

South elevation, church

5/10



HO-840

Dorsey Emmanuel United Methodist Church + Parsonage

Howard County, Maryland

Knight Hill, 3/04

04 21+00 NNNNN 064

Negative at MDSTPO

Church, front door

6/10



HO.840

Dorsey Emmanuel United Methodist Church + Parsonage

Howard County, MD

Kristin Hill; 3/04

Negative at MOStHoo

09 21-01 NNNNN 064

Parsonage (right) + church, west elevations

7/10



HO-840

Dorsey Emmanuel United Methodist Church + Parsonage

Howard County, Maryland

Kinstle Hill, 3/04

05 21-01 NNNNN 064

Negative at MDSHPD

Parsonage, east elevation

8/10



HU-840

Dorsey Emmanuel United Methodist Church + Parsonage
Howard County, Maryland

Knott Hill, 3/04

01 21+00 NNNNN 064

Negative at MDSHPD

Parsonage, SW elevation

9/10



WEST

MARYLAND
103

HO-840

Dorsey Emmanuel United Methodist Church + Parsonage
Howard County, Maryland

Kristin Hill, 3/04

02 21+00 NNNNN 064

Negative at MDSHPO

South elevations

10/10