

A HISTORY OF WARTIME MIDDLE RIVER

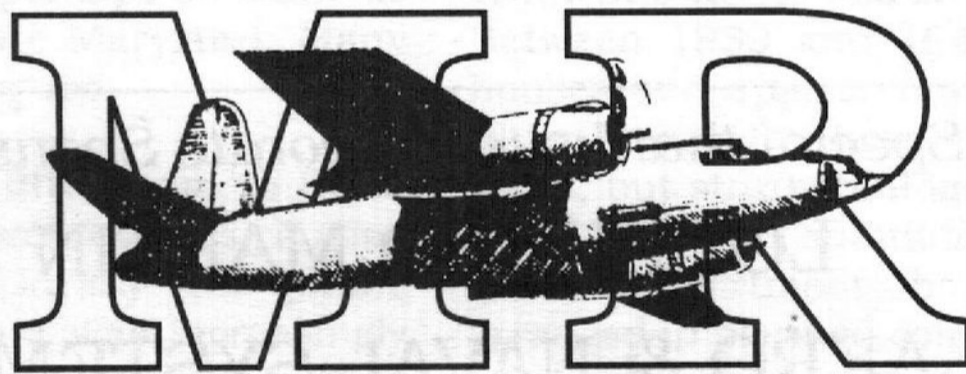
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A Proud Past —

A Bright Future



Published by Essex-Middle River Civic Council, Inc.

in celebration of

the Anniversary of Wartime Middle River

June 9, 1996

2nd EDITION

Introduction

Recording the history of wartime Middle River was part of a year-long community history project sponsored jointly by the Baltimore County Office of Planning and Community Conservation and Landmarks Preservation Commission. Funding came from the Maryland Historical Trust, the Maryland Humanities Council, the National Trust for Historic Preservation, Loyola College, and corporate sponsors.

Most of the photographs included come from the collection of the Glenn L. Martin Aviation Museum. Readers wishing to see more should visit the museum at Hangar 5, Martin State Airport, on Saturday afternoons. Admission is free. Much of the information here has come from the generosity of Middle River residents and former Martin workers too numerous to name. They have shared their experiences with the author and with the project's oral historians Tom Robertson and Jessie Payne. Many thanks to all.

The gala Wartime Middle River Anniversary Celebration at the Victory Villa Community Center on June 9, 1996 was sponsored by the Essex-Middle River Civic Council, Inc.

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Design and layout by Jackie Nickel and Ellen Jackson, *The Essex Times*

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MIDDLE RIVER AND THE GREAT MIGRATION

Fifty-seven years ago this spring, Middle River began its transformation — virtually overnight — from a sleepy village to one of the largest “cities” in Maryland and one of the pioneer “automobile suburbs.” The driving force was a human wave of in-migrants from all over the U.S.A., who came to Middle River looking for work at the Glenn L. Martin Aircraft Company plant.

The expansion began in 1939, when Martin won big contracts from the French to build the Martin 167 bomber. With French money, Glenn Martin extended his plant by a third in just seven weeks, with builders working around the clock. Many stayed to join the first 10,000 new workers hired in 1939. Between 1939 and 1942, contracts for Navy seaplanes and the B-26 Marauder for the Army Air Forces led Martin’s workforce to soar from 3,000 to 52,000. About 35% of the new workers, perhaps as many as 20,000, came from outside Maryland. Many brought their families along too.

The newcomers found little room in Baltimore. The end of the Depression was causing rents to rise rapidly, and in any case getting from Baltimore to the plant was increasingly difficult. Before Martin Boulevard was built in 1941 and Eastern Boulevard in 1942, traffic crawled out to Middle River on the two narrow lanes of old Eastern Avenue. The journey to Highlandtown could take as long as an hour and a half. Soon wartime gasoline and rubber rationing would make the trip even more of a chore.

To avoid both the drive and the city landlords, the migrants crammed into Middle River and the nearby villages of Josenhans, Bengies, and Bowley’s Quarters. These bucolic hamlets had for decades hosted Chesapeake Bay sportsmen. President Benjamin Harrison had even spent the night at the Bengies Ducking Club in 1881. But nothing like the influx of Martin workers had



descended on the area before. They filled the old hotels and rooming houses, the shore shacks, garages, and barns, and the extra beds of private residences. Some landladies rented beds on the “hot sheet” principle. With three men sharing a bed eight hours each over three shifts, the sheets were always warm.

With inadequate water and sewer lines causing worries about public health, both the government and the Martin Company stepped in. Between 1939 and 1945, more than 5,000 houses and apartments were built in Middle River. Amazingly, these were not just crude barracks, but sturdy buildings most of which still stand today. In addition, hundreds of trailers rolled in. Apartments, houses, and trailers were arranged in planned communities, with pedestrian paths and parkland, new schools and playgrounds, off-street parking, and community centers.

The community centers were particularly important. The Middle River pioneers were a diverse group, in an America that was much less mobile than today. Families from rural Appalachia and northern big cities had seldom rubbed shoulders before the war. During a time of stress they might easily have found things to quarrel about. Government, charity, and business all pitched in to smooth over the differences.

Most people associate the U.S.O. with soldiers far from home, but it also operated for dis-

placed war workers. Middle River's U.S.O. building stood across the street from the Aero Acres shopping center, where it hosted sewing classes, card parties, children's scout troops, and night school classes — as well as the famous U.S.O. dances. The Martin Company chipped in with a huge recreation program for its workers, from the Martin Bombers baseball and basketball teams to such activities as horseback riding and archery.

The federal government built community centers at Bengies, Stemmers Run, Victory Villa Gardens, and Victory Villa (the only one still standing). These had gymnasiums and day care nurseries, along with rooms for a variety of meetings designed to bring the new neighbors together. The photograph collection of the Glenn L. Martin Museum contains a set of photos from

September 1944 for a well-attended event apparently ignored by the local press. It seems to have been a "festival of the states." Forty-eight young women in state-name sashes posed outside the Victory Villa Community Center in evening gowns (along with other girls in the native dress of America's allies, Russia, China, and Great Britain).

The Glenn L. Martin Military Band, led by its majorettes, marched by. Inside, the rooms were hung with state flags, and beneath them were card-table displays for each state. West Virginia's was dominated by a lump of coal, surrounded by postcards and jars of jam from home. Alabama's had a pile of cotton, Pennsylvania's a deer head and rifle. Was not the goal to give new Marylanders a chance to show off their old homes?



A celebration at Victory Villa Community Center in the 1940s.

STANSBURY MANOR AND THE MIDDLE RIVER GARDEN CITY

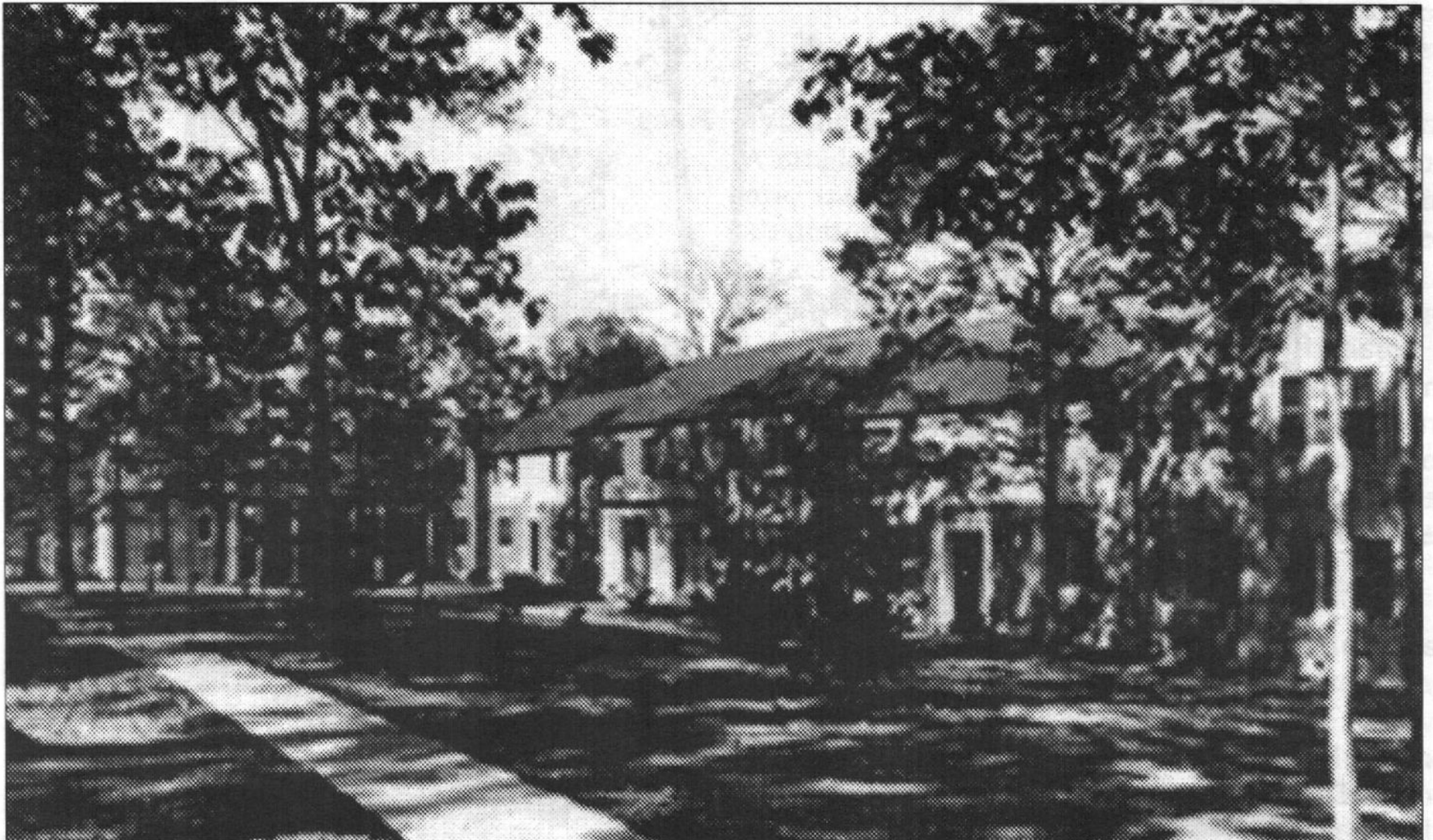
Stansbury Manor apartments on Wilson Point was the first of Middle River's "war-time communities" built before and during World War II. Its 184 apartments were intended as the first part of a planned "garden city" that was eventually supposed to be three times larger than Greenbelt, Maryland's other "new town" of the 1930s.

The plan dated from 1937, the same year as Greenbelt's first residents began moving in. When Glenn L. Martin had built his aircraft factory in Middle River eight years earlier, in 1929, he had counted on his workers commuting from Baltimore. Plans were laid for an "aeronautical playground" on the company's choice waterfront land, but these were canceled by the Depression. In 1937 Martin took a different course.



His architect, Albert Kahn, draw up plans for a new town of 10,000 residents that would have covered both Wilson and Strawberry Points. Two thousand apartments in two-story buildings and 300 to 500 single-family houses were to share a parklike setting. Once again a recession postponed construction.

Martin began its explosive wartime expan-



An "American Colonial"-style Stansbury Manor apartment.

sion early in 1939, drawing workers from all over the U.S.A. Soon every vacant room and attic in Middle River was let to roomers. Backyards accommodated trailers, and unheated "shore shacks" and storage sheds were rented as well. Sensing an opportunity, the Martin Company dusted off Kahn's plan and deeded nearly 550 acres of land to a new corporation, Stansbury Estates, Inc., with Glenn Martin as its president.

On behalf of the new company Martin declared in August 1939 that the new "garden village" was in the works, not just for his workers but for "large groups of Baltimore families of cultivated tastes but of moderate incomes. R.W. Digges, the project's general manager, said Martin's motive aim was "A REAL LOW COST HOME FOR HIGH-CLASS AMERICAN WAGE-EARNERS WHO WILL PROVE GOOD NEIGHBORS." He described the new "village" in utopian terms, promising a return "to that type of living prevalent in the middle ages, when urban life was operated among rolling fields and wooded lots, where the opportunity of friendliness and freedom, the spaciousness of sun and

air and green, followed the people in the pursuit of their simple work."

As designed by the architect Harry M. Price, the Manor's twenty-four apartment buildings reflected a variety of historical styles. Some were brick "American colonial" with white wood trim and pillared porches reminiscent of Mount Vernon. Others were "early English" with stone trim with hood molds and sash windows grouped to resemble those in sixteenth-century Tudor halls. Martin, an avid outdoorsman, personally ordered that the many trees on the site were to be protected as much as possible from construction. They were to be landscaped as "groves and courts in lieu of manicured lawns, retaining the rugged beauty of the countryside." Construction values were high, with brick and stone exteriors and hardwood details inside. Apartment kitchens were described as having "every conceivable labor-saving device," better to allow families to enjoy the outdoors. Curving pedestrian walkways wound among the trees, with water views in the background. Four playgrounds and the public beach were built. Service drives and garages were located to the rear.



An "Early English" Stansbury apartment building.

Cemesto City: PREFABRICATED SUBURBS IN WARTIME MIDDLE RIVER

The most famous neighborhood of Middle River's World War II boom is probably Aero Acres. Along with its companion development on Wilson Point, Aero Acres consisted of small prefabricated houses walled with sheets of asbestos and cellulose tradenamed "Cemesto."

Like the boom itself, these new communities resulted from the wartime expansion of the Glenn L. Martin aircraft factory. Beginning in mid 1941 a virtual human tidal wave broke over Martin's. With the completion of Plant Number 2 (now the GSA depot) and expansion of Plant Number 1, employment at Martin's nearly doubled in 1941 — from 16,693 to 30,326. It nearly doubled again the following year, to a wartime peak of 52,474 in December 1942.

Faced with an immediate housing crisis, Martin abandoned its earlier plan for a brick "garden city" on the lines of Stansbury Manor. Instead the company and federal government agreed to build dwellings right away: Martin would build 600, the government 1,200, before the end of 1941.

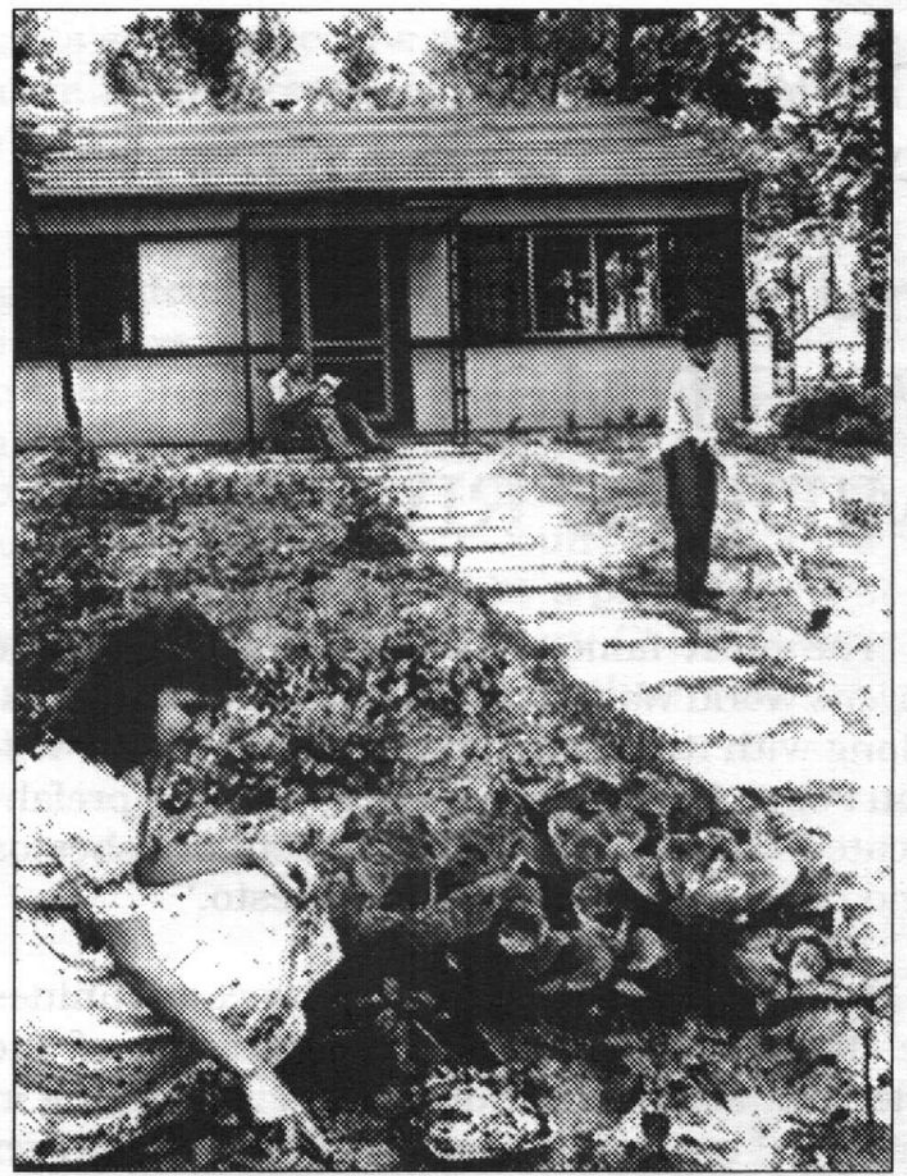


A drawing of a Cemesto house used in advertisements for the homes.



The company started first. In keeping with its other "high tech" products, Martin's new houses would be experiments in low-cost prefabricated construction. Jan Porel, an architect hired by Martin to conduct the company's housing program, surveyed 32 innovative building systems before selecting one put forward by the John B. Pierce Foundation of New York City. This consisted of a simple post-and-girder structure notched to receive 4-by-12-foot horizontal panels of Cemesto. Manufactured by the Celotex Corporation, the gray Cemesto panels were 1 1/2 inches thick and weighed 235 pounds each. A single thickness served both as the exterior and interior walls. This allowed for fast construction — only 35 man-hours were required for each 24-by-28-foot house. Efficiently partitioned into two bedrooms, storage area, and small kitchen and bath, the houses boasted a surprisingly spacious 16-by-19-foot living room with dining alcove, lit by two large picture windows. Kitchens had built-in shelves and two-basin sinks which could double as laundry tubs. Cooking was on separate electric hot-plate stoves and tabletop ovens.

Although built as permanent structures, Cemesto houses were not expensive, averaging about \$3,000 per house including the 48-by-100-foot lots, putting them within reach of the average income of a factory worker. The new developments gained national attention as early



Clockwise from above: The original ad for Cemesto homes; a Victory Garden in Wilson Point; enjoying life in a Stansbury Estates home in the 1940s.



examples of affordable suburban housing. The Martin Company did not sell the new houses, however, but rented them at \$30 to \$35 a month, utilities included.

Construction crews began work in late May 1941 on Wilson Point, where the 297 houses of "Stansbury Estates" were built adjacent to the Stansbury Manor Apartments. By the time the first tenants moved in (in mid August), work had already begun on another 310 Cemesto houses about a mile inland at Aero Acres. This was on the site of the former Bauer farm, purchased by Glenn Martin in 1939.

Although the Cemesto houses varied little, the two new communities differed radically. Stansbury Estates was a wooded site with water close by. Houses there were arranged in "superblocks" that took advantage of this parklike setting. Instead of facing the streets, they faced a common "front yard" within each block. Street access was through the back or kitchen doors. Though the central parkland has since been subdivided, the interior walkways of the superblock parks are still open within the larger blocks on Wilson Point.

At Aero Acres the arrangement was more conventional: houses faced directly on the streets, which were laid out in a symmetrical pentagon just south of the new dual highway to the plant (later named Martin Boulevard). Perhaps to give more of a special character to this neighbor-

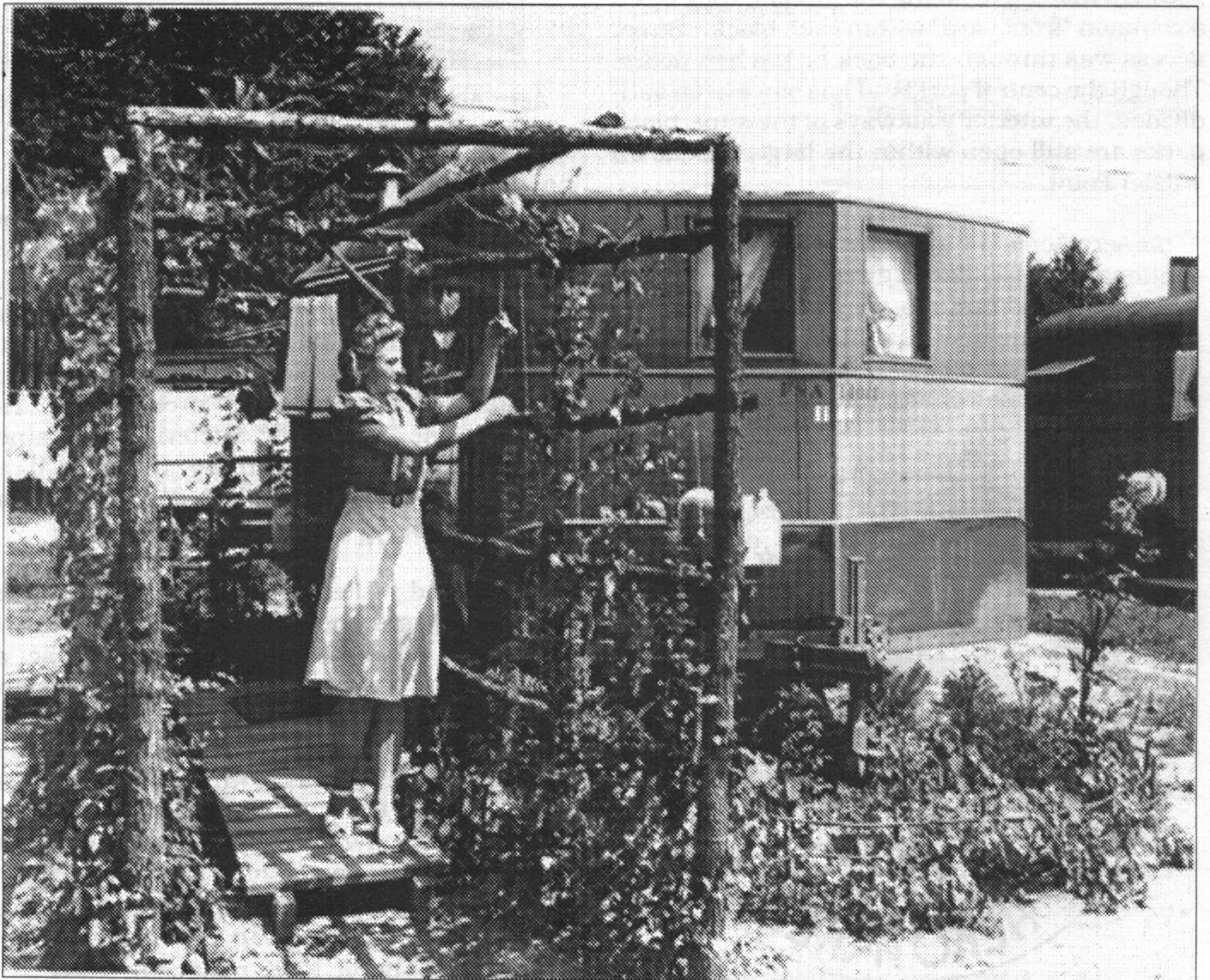
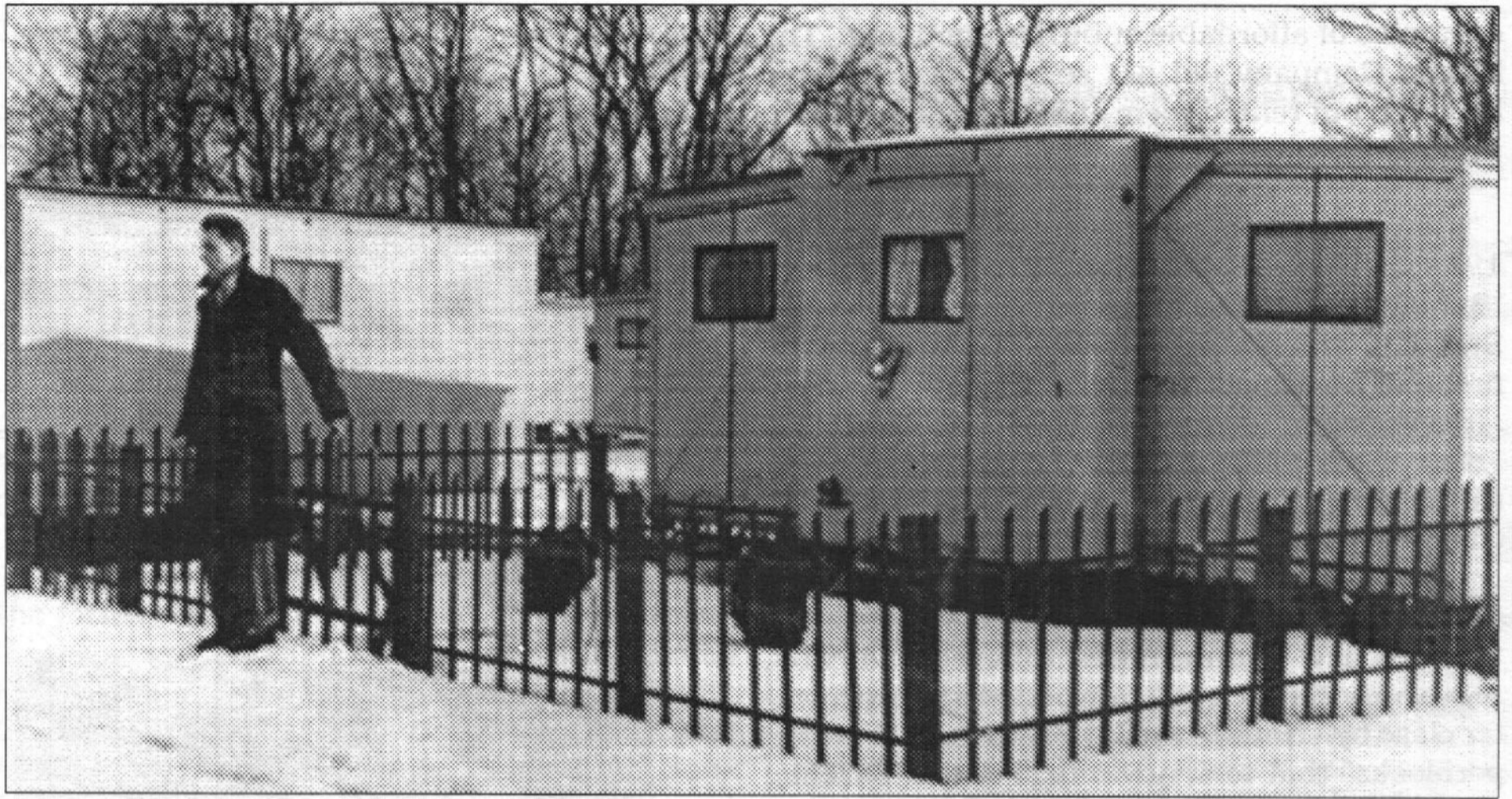


Aero Acres Shopping Center, 1944; Aero Acres from across the new Martin Blvd., 1941.

hood, its gently curving streets were given distinctive "aeronautical" names: Fuselage, Dihedral, Cockpit, Blister, Left and Right Wing, Left and Right Aileron. Space was left in the center for a small community playground, and other parkland was available to the east. Across this was the Aero Acres Shopping Center, an early example of "park and shop" architecture. Besides a movie theater and cafeteria, it contained men's and women's clothing stores, a bank branch, a grocery, and professional offices, all arranged around a central parking lot.

Black-and-white photos of Stansbury Estates and Aero Acres show houses of cookie-cutter sameness. This was not entirely the case, as tenants were free to paint the porch trellis and front door any color they wished, and three different colors of roof shingles were alternated throughout. This was nothing like the variation, however, that has come since the houses were sold to individual owners in 1946. Fifty years of private ownership have produced an astonishing variety of modifications on the original patterns: a tribute to the originality and ingenuity of Middle River residents.





WARTIME 'TRAILER TOWNS' IN MIDDLE RIVER

To the aircraft workers and their families who crowded into boarding houses, converted garages, and even chicken coops around Middle River in 1941, the arrival of the trailers must have resembled the cavalry charges that saved the settlers in western movies. In early June, more than 200 trailers arrived from two factories in Michigan. Either gray or green, 20 or 22 feet long, they were built to the specifications of the federal Farm Security Administration.

Famed for its migrant-labor camps for farm workers like those depicted in John Steinbeck's *The Grapes of Wrath*, the FSA had been called into Middle River to fulfill the government's promise to match two for one the housing to be built by the Glenn L. Martin Aircraft Company. The company's prefab houses began to rise in 1941 on Wilson Point and at Aero Acres, but government housing plans lagged. Converting five Hudson River Night Line passenger liners into "floating rooming houses" proved impracticable. The Armistead Gardens public housing project, six miles from the plant, was taken over for use by Martin workers, but was never popular. By early summer, angry words were passing between Glenn Martin and Federal Works Commissioner John W. Carmody. Trailers offered the promise of a speedy solution to the housing crisis, while Middle River's still-rural character provided a rationale for the participation of the Farm Security Administration.

The first FSA trailer camp, located on the former Stevens farm at Stevens Road and Eastern Avenue, included more than trailers. Besides streets and water and electric connections, it had five "utility buildings" with toilets, showers, and washing machines, and five prefabricated dormitories. Built of the same Cemesto material as the houses in Aero Acres and Stansbury Estates, these offered rooms for single men at \$5 a week. Trailers rented for only a little



more, \$6.50 a week.

After the first trailer tenants moved in in August 1941, a long waiting list remained. James E. Cody, a Boston realtor, arrived in November 1941 as FSA Housing Manager, and rapidly expanded trailer housing. Another nine hundred trailers were installed at Site II, across Stevens Road from the original site, and at Site III, on the opposite side of Eastern Avenue. Together these three sites were known as Trailer Town; at full occupancy they housed about 7,000 people. Another two sites were elsewhere in Middle River: Transportation Village (125 trailers), adjacent to Orem's Methodist Church, and the Columbia Colony (planned for 500 trailers), on the present site of Stemmers Run Middle School.

Only Site I had conventional utility buildings; in the other sites trailers themselves provided all needed services. There were "utility trailers" with toilets, showers, and washing machines, a Post Office trailer, a trailer USO office, a trailer library, trailer health clinics and doctor's and dentist's offices, and a trailer used by the Council of Churches for Protestant religious services. For larger families, there were more than 200 "expandable trailers," built with additional rooms that could be cranked out on either side of the basic unit. These rented for \$7.50 a week.

Most trailer residents were enthusiastic about their new homes. They planted tiny gardens, fenced lawns, even grape arbors. Milk-delivery trucks, fruit-and-vegetable wagons, and Harry Horney's Aero Heating oil tanker circulated in Trailer Town to provide immediate necessities. With Cody's encouragement a number of community organizations were launched and publicized in the mimeographed Trailer Town Times. Residents collected \$1,000 towards a community building, which was built in early 1943 at Eastern Avenue and Bengies Road.

Still, trailer life could be hard. Despite wooden or gravel sidewalks, it was almost impossible to keep out dust and mud. Shared washing machines in the utility trailers broke down from hard use. The trailers' small iceboxes made constant food shopping necessary. Shortages of ice during the hot summer of 1943 created real hardships.

There was nevertheless widespread protest

when the government abruptly closed down the trailer camps late in 1943 and early in 1944. Newly completed apartments in Victory Villa Gardens or in private developments like Mars Estates or Riverdale were more comfortable, but rents were much more expensive at \$29 to \$50 a month. What's more, while the trailers contained furniture, the apartments did not. For temporary Marylanders who planned to return home after the war, new furniture could be an expensive encumbrance. Trailerites also pointed out that their new \$100,000 community building had only just opened.

However, federal housing officials, embarrassed by vacancies at Victory Villa Gardens, literally moved the trailers away. Two hundred went to African-American war workers at Fairfield; others were towed to industrial sites further south. By April 1944 Trailer Town was gone. One element of it still remains, however, in the Williams Estates Trailer Park, which still occupies Site III along Eastern Avenue.



MIDDLE RIVER'S 'VICTORY VILLA'

After hastily bringing in trailers to house war workers in Middle River, federal housing authorities moved in 1942 to provide more substantial housing. This resulted in the largest of the wartime Middle River neighborhoods, Victory Villa.

Built on 410 acres of former farmland assembled by the Glenn L. Martin Company's housing subsidiary, the new community was planned by some of America's foremost urban designers. Abel Wolman, chairman of the state planning commission, brought together state, county, and federal officials to establish an overall development plan. Hale Walker, town planner for Greenbelt, laid out Victory Villa's streets; Irvin C. Root, former chief engineer for the National Capital Parks and Planning Commission, prepared a zoning scheme that identified sites for schools, community centers, parks, and commercial areas.

Walker used contrasting street patterns in the two parts of Victory Villa. Both were drawn from contemporary thinking about how to slow down car traffic in residential areas. South of Martin Boulevard, he laid out curving streets encircled or bounded by others, similar to the plan of the adjoining development of Aero Acres. North of Martin Boulevard, Walker planned a series of short dead-end cul-de-sacs branching from gently curving spine streets. These extended into common parkland that could be used for games, gardens, and pedestrian paths.

Despite all the planning, Victory Villa began in controversy. Frustrated by delays in providing new housing for Martin workers migrating in from out of state, Frank Vanderlip, Baltimore's regional director for the National Defense Housing Coordinator in Washington, acted decisively just days before Pearl Harbor. On December 3, 1941, he canceled priorities on building materials for all private builders in the area until 3,000 new houses at Middle River were completed. There was an immediate storm of protest at this "dictatorial" move, but construction at Victory



Villa began in earnest in the days after the Japanese attack.

One thousand small single-family houses lined Victory Villa's streets, plus another hundred two-unit duplexes. All were official described as "demountable," designed to be disassembled and used elsewhere when the wartime emergency had ended. This was a concession to private real estate interests already worried about government intervention in the housing market.

Three types of house were built. Most of those south of Martin Boulevard were 24-by-28-foot asbestos-and-cellulose "Cemesto" houses nearly identical to those built by the Martin Company at Aero Acres and Stansbury Estates. In the northern section stood more conventional wooden prefabricated houses. Also north of Martin Boulevard and east of Compass Road were the duplex units, also wooden prefabs. Unlike the Aero Acres houses, which included oil furnaces, Victory Villa was heated by coal stoves.

Victory Villa also included a community center, a day-care center, and a shopping center — all located near the corner of Martin Boulevard and Compass Road. The shopping center faced Martin Boulevard, but like the nearby Aero Acres shopping center it was not entered directly from the new high-speed highway. Instead, drivers entered the parking lots from Compass Road.

Besides an A & P supermarket, the new Victory Villa shopping center offered a beauty parlor, barbershop, and 5 & 10-cent store.

The first residents began to move into Victory Villa before the end of 1942. Rents were set at \$36 a month for unfurnished two-bedroom single-family houses and \$41 a month for one-bedroom furnished apartments in the duplexes. According to James E. Cody, housing manager for the project, the first residents of Victory Villa chose its street names. Almost all Martin aircraft workers, they continued the pattern of Aero Acres, and named their streets after types of airplanes, aircraft materials, instruments, engines, or maneuvers.

Appropriately enough, no fewer than 289 "victory gardens" had been planted in Victory Villa in 1943. Another sort of growth involved twelve

acres of common land set aside for the Victory Villa Elementary School. This was linked to the new Community Center by a pedestrian sidewalk between Honeycomb and Chandelle Roads. This central pathway has since been lost by the joining of the former cul-de-sacs on each side: Compression, Control, and Contact Courts now extending from Compass to Venturi Roads and incorporating the former Wing Tip, Bank, and Degree Courts.

The postwar suburban boom meant that Victory Villa was never "dismounted." Instead it remained a federal housing project until 1956, when the houses were sold to individual owners, many of them the original tenants. Prices ranged from \$4,200 to \$5,800 (with reductions for veterans). On average, the Cemesto houses sold for about \$1,000 more than the conventional wooden ones.



A cul de sac in Victory Villa

PRIVATE DEVELOPMENTS IN WARTIME MIDDLE RIVER

Thousands of aircraft workers flooding into Middle River during World War II created a great need for new housing. This was at first provided by the Glenn L. Martin Company and by the federal government. Ordinary home-building firms were excluded by wartime priorities on building materials, by the need for new water and sewer connections for the growing community, and by the sheer size of the task.

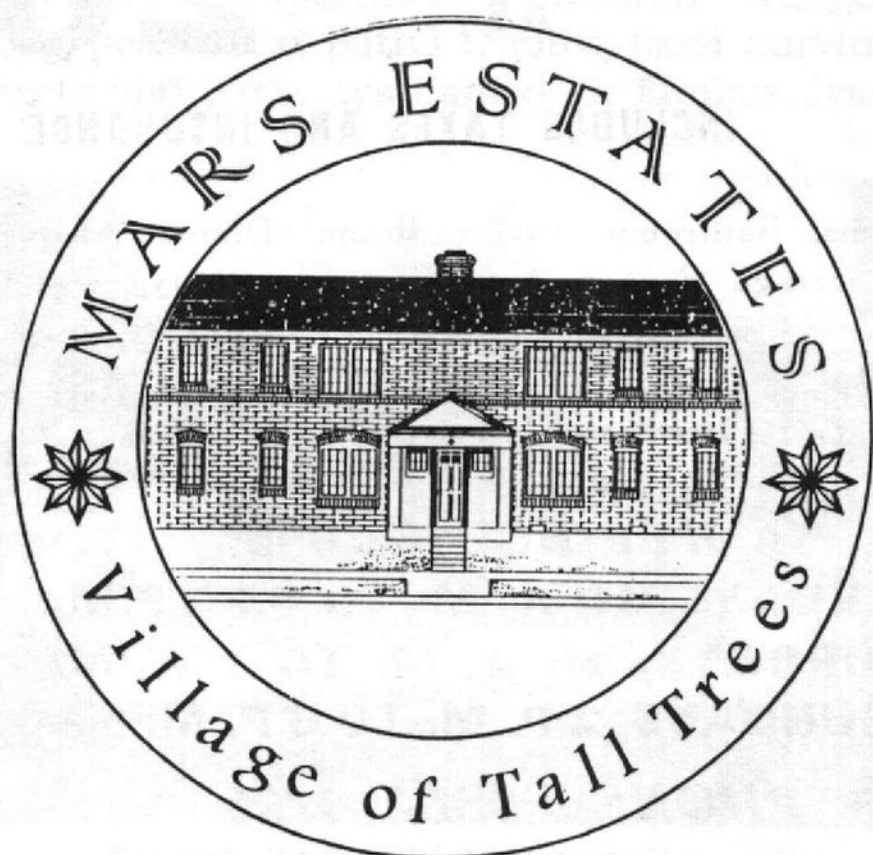
Traditional home-building methods in the suburbs involved erecting a few houses at a time. Only after these were sold would the builder move on to construct a few more, which would then need to be sold for the process to continue. A good example is the neighborhood originally called "Edgewater" and "Edgewater Additions" near Our Lady of Mount Carmel Church. This began with 26 small shingled houses just off Eastern Avenue, probably along Edgewater Terrace (now Broom St.) and Branch Street. They were erected by the Thomas G. Young realty company, which offered them for sale in 1940. After these were sold, another 38 houses were



built along James Street and Seaford Avenue.

After Pearl Harbor the pace picked up. In 1942, Bernard Feustman, President of Middle River Homes, Inc., took over from Young and laid out two additions on either side of the new dual-lane Eastern Boulevard. After some delays caused by government priorities, more than 200 prefabricated houses were built all at once, to be sold for \$3,500 to \$4,000 each. The two additions carried on the Middle River practice of aeronautical street names, here honoring famous aviation pioneers like Amelia Earhart, Glenn Curtiss, and Orville and Wilbur Wright.

Building on a much larger scale began in 1943 after the relaxation of restrictions on building materials and the offer of abundant financing by the Federal Housing Administration (FHA). This attracted still larger builders and finance interests, often from out of state. Instead of houses, they preferred extensive "garden apartment" complexes similar in design to the Stansbury Manor apartments built by the Martin Company in 1939. Still something of a novelty in the early 1940s, garden apartment complexes consisted of two-story buildings designed to look like houses, picturesquely arranged in wooded, parklike surroundings, with streets kept to a minimum by providing parking pads and lots for tenants' cars. These commercial projects were built to last, with brick instead of the wood or asbestos construction used elsewhere in wartime Middle River. Costs



MIDDLE RIVER HOMES

BALTO. AMERICAN AUG 15 1943

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WILL BE
BUILT



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FEW LEFT

SELECT
YOURS
TODAY

FOR SALE--LIKE RENT IN BALTIMORE'S DEFENSE AREA

DOWN PAYMENTS

AS LOW AS **\$100**

NO GROUND RENT

MONTHLY PAYMENTS

AS LOW AS **\$26**

INCLUDES TAXES AND INSURANCE

LOCATION & DIRECTIONS

—New Eastern Avenue
Dual Highway Between
Stemmers Run Road and
Middle River Bridge.

BY BUS

—Baltimore Transit Co.
Middle River Bus to Walk-
ern Road. Walk West Two
Blocks.

2 Bedrooms, Bathroom, Living Room, Dining Alcove,
Kitchen, Storage Pantry, City Gas, Electricity, Water,
Sewers.

Walk to Glenn L. Martin Co., direct route to all Eastern
Ave. war plants, Bethlehem Steel Co., and Shipyards. Bus
and street cars direct to center of Baltimore.

SAMPLE HOUSE OPEN

WEEKDAYS, 10 A. M. TO 5.30 P. M.

SATURDAYS, 10 A. M. TO 1 P. M.

SUNDAYS, 2 P. M. TO 6 P. M.

PHONE ESSEX 1756



were accordingly higher, with rents typically \$50 a month for a one-bedroom apartment. \$58 for two bedrooms.

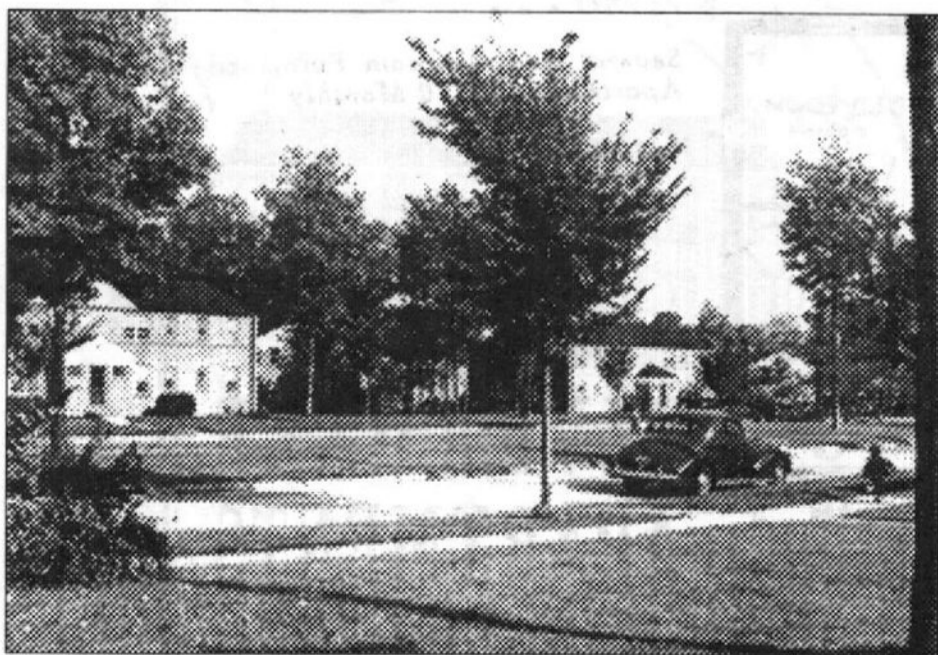
Harry Bart, a local Baltimore developer, commissioned the first of these in 1943, the Burkleigh Manor Apartments on the east side of Back River Neck Road just south of Eastern Avenue. Now known as Kingsley Park, it consisted of 184 apartments in 46 buildings. Not long afterwards Norman K. Winston, President of Mars Homes, Inc., began a much larger complex on an adjoining site. Initially known as Mars Estates and now as the Village of Tall Trees, this consisted of 105 colonial-revival buildings, each with eight apartments. They were arranged along pedestrian paths leading from curving streets and parkways named for famous avia-



Eight-unit apartment building in Mars Estates, now known as the Village of Tall Trees.

tors. The "Mars" was of course Glenn Martin's biggest product, a huge Navy flying boat.

New York interests were responsible for the Riverdale complex nearby. Originally known as Edgewater Apartments, this adjoined Middle River itself near the Eastern Boulevard bridge. Its 600 apartments were built in two stages in 1943 and 1944. The two parts are distinguishable by counting the number of doors (either three or four) in the two-story apartment buildings. Julius Gutterman and Joseph Mascioli of Queens, New York, were the developers; Ralph DeChiaro, a Long Island building contractor who moved to Baltimore, handled the construction.



A view of Mars Estates along Seversky Court.

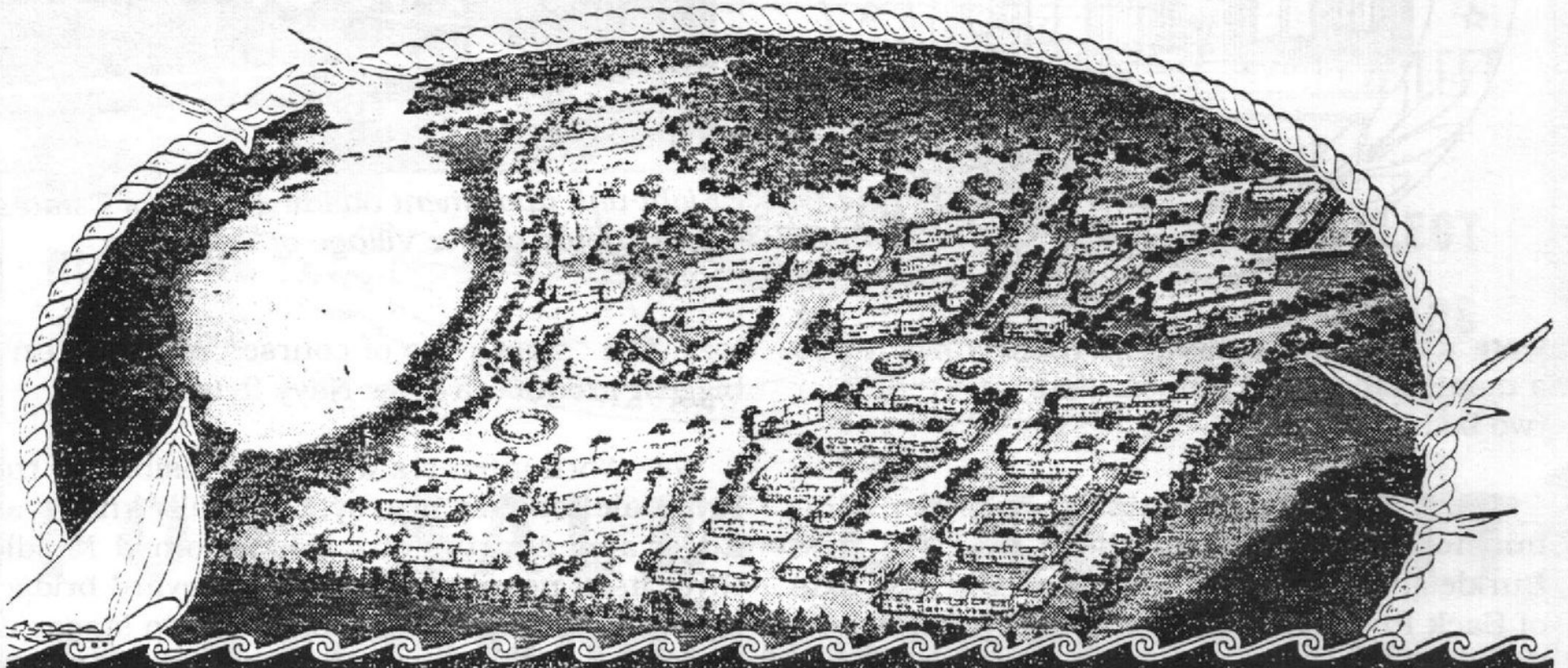


Financing came from both the John Hancock Insurance Company and the FHA. Whereas Mars Estates was open to any tenant, Riverdale was restricted to war workers.

The last of the wartime Middle River private developments, completed in 1945, was on the opposite side of the community. The 392 apartments at Oak Grove adjoin both Martin Boulevard and Pulaski Highway. Other wartime gar-

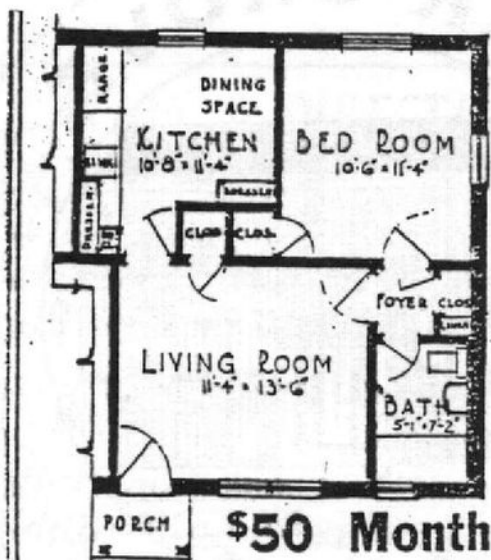
den apartment complexes were built nearby in Essex: Glen Manor, Essex Village, and Marlyn Gardens.

The completion of these projects in 1944 and 1945 greatly eased the wartime housing shortage in eastern Baltimore County. But one more development remained—the federal government's Victory Villa Garden apartments.



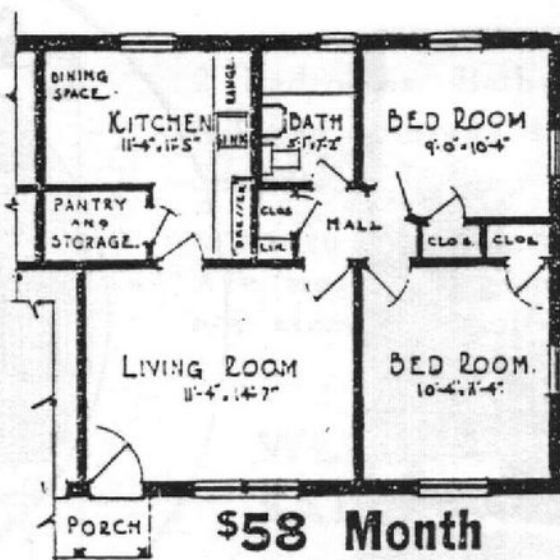
RIVERDALE APARTMENTS

An Ideal Place to Live



\$50 Month

3 Rooms and Bath. See how conveniently the dining space fits into this scientifically arranged apartment. You'll marvel at its roominess!



\$58 Month

4 Rooms and Bath. Here's everything a woman could want in a kitchen! It's modern, step-saving . . . designed to take the drudgery out of housekeeping.

Also . . .

Several One Bedroom Furnished Apartments at \$70 Monthly

Location . . .

Eastern Ave. Dual Highway and Fenway South

MIDDLE RIVER—"Right at the bridge." Take Baltimore Transit Company Middle River "P" bus from Highlandtown right to the property.

RIVERDALE APARTMENTS

Phone Essex 1634



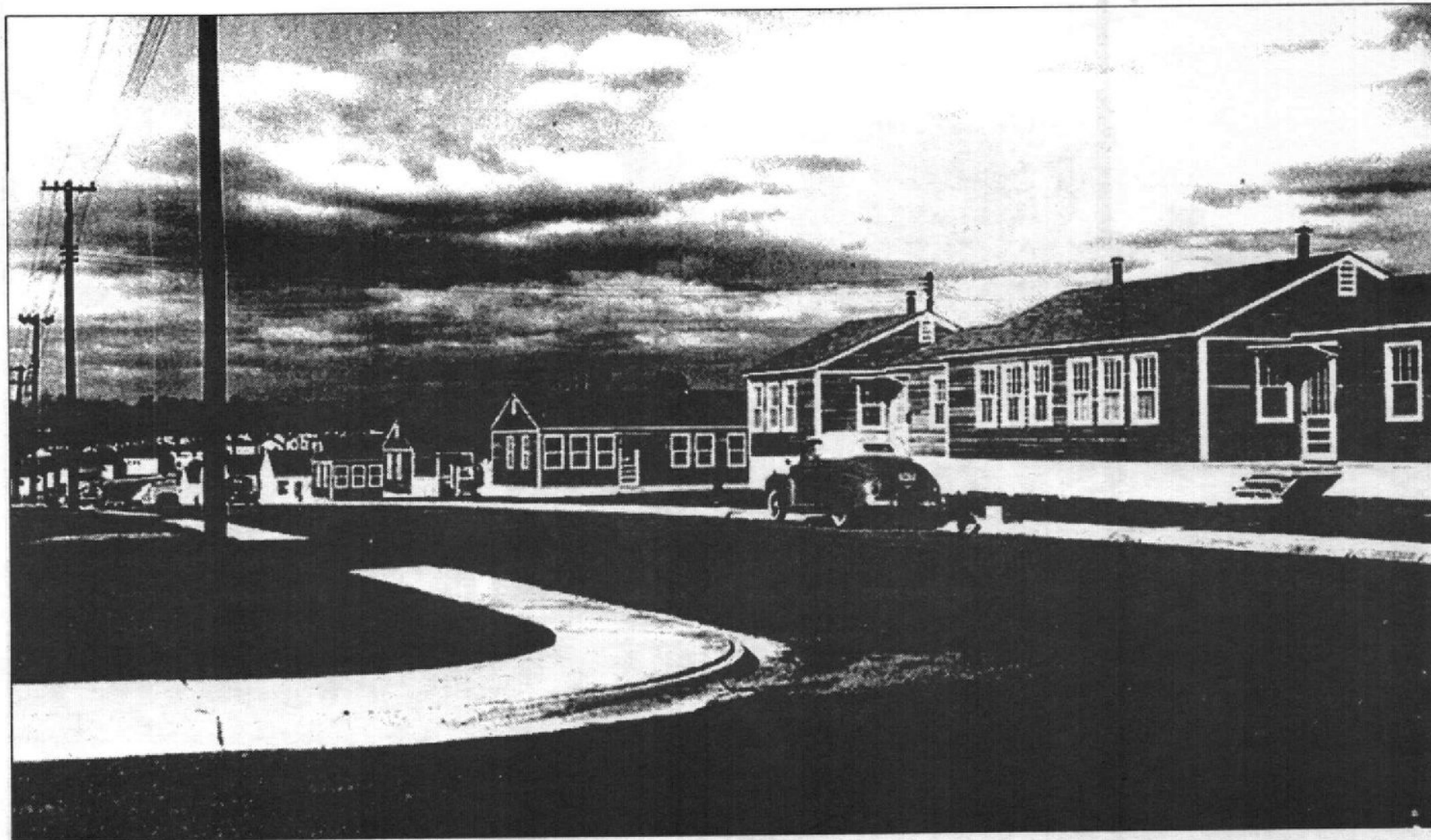
Planting a Victory Garden in Victory Villa



The Community Center at Victory Villa Gardens, now the site of Glenmar Elementary School



Concrete homes in "The Gardens"



Redwood houses in Victory Villa Gardens

THE FALL AND RISE OF 'VICTORY VILLA GARDENS'

Although private developments eventually housed many of the thousands of workers drawn to Middle River during World War II, frustrating delays during 1942 led federal housing authorities to plan a second housing project as a follow-on to the 1,200 units in Victory Villa. This was known both as Glenmar Gardens or Victory Villa Gardens, built during 1943 at the junction of Middle River and Bird River Roads.

Compass Road was extended from Victory Villa to become the central artery of "the Gardens." Two concentric patterns of circular streets extended on either side. To the north was a complete circle around a hilltop farmhouse. To the south was a large half-circular pattern of streets. "The Gardens" followed the Middle River custom of aeronautical street names, this time finding inspiration in the names of famous air bases of the Army Air Corps. Most of these were training fields in the U.S.A., like Randolph and Midland Fields in Texas, and McDill Field outside Tampa, where air trainees first encountered the Martin B-26. Two famous overseas bases were included: Hickham Field in Hawaii, attacked at the same time as Pearl Harbor; and Henderson Field on embattled Guadalcanal.

Begun just as wartime materials shortages were at their worst, the hallmarks of Victory Villa Gardens were speed and economy. Land for the project was taken by condemnation from local landowners Edward Jones and Etta McDonnal. Instead of single-family houses as in Victory Villa, the new neighborhood consisted of 335 low, one-story apartment buildings, each with two to six apartment units — 1,000 apartments in all. Construction was simple, using as little wood or metal as possible. Coal-fired heating stoves were built directly into masonry chimneys. Many external walls were of cinderblock. In the north half of the project they were covered with stucco, in the south half redwood siding.



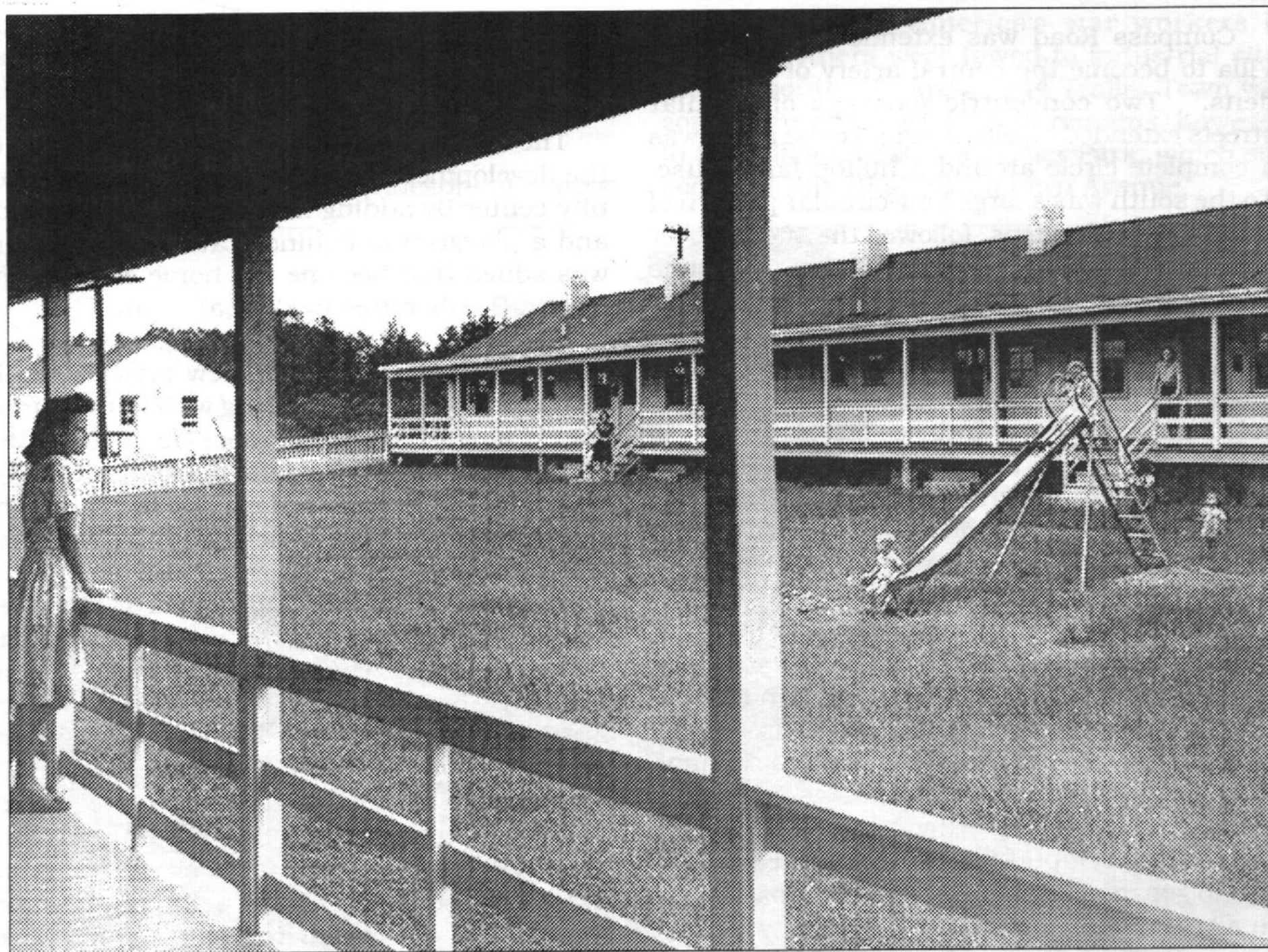
The old brick farmhouse on the north end of the development was converted into a community center by adding new wings on either side and a playground behind. Later a gymnasium was added that became the home court of the Martin Bomberettes basketball team.

Expectations were that new arrivals would fill the new apartments, along with families from the trailer parks eager for more elbow room. But when Victory Villa Gardens opened in October 1943 few tenants showed up. By the end of the year only 200 residents occupied the buildings along Compass Road, leaving the rest of the project looking like a ghost town. Interviewed by the local press, prospective tenants complained that the new neighborhood was a long walk to plant and to shopping. After an ice shortage during the summer of 1943 and a coal shortage the following winter they were leery of its old-fashioned iceboxes and coal stoves. Some of the concrete walls appeared to be cracking already. Worst of all, it was too expensive. Rents ranged from \$29 to \$37.50 a month, much more than \$6.50 a week in the trailers. Moreover apartment residents would need furniture. Embarrassed housing officials accelerated the removal of Middle River's trailers and arranged for bulk purchases of furniture, bringing down the cost of a full set to \$199.

Some of the buildings were apparently converted into dormitories for female Martin workers. Back in 1941 dormitories had been constructed for single male workers, but by 1944 draft calls had made the Martin plant increasingly dependent on women. They comprised 35 per cent of the workforce.

Besides single women, Martin's employed the wives of distant servicemen, some of whom were mothers. Photographs in the collection of the Glenn L. Martin Aviation Museum show two "women's dormitories" facing each other across a fenced courtyard with play equipment, plus a nearby "Garden Coffee House" serving food to dormitory residents.

The postwar housing shortage eventually filled the apartments in "the Gardens." The federal government sold the project to private owners in 1956. Since then many of the buildings have been renovated with brick foundations as defenses against dampness. Some were demolished for the construction of the Glenmar Elementary School on the site of the community center. The northern half of the circle — North Randolph, Kessler, Ellerton Bolling, and Kelly Roads — disappeared. Most of the buildings between Compass and Victoria Roads were demolished as well, making for a wide parkway through the middle of the neighborhood.



A women's dormitory in Victory Villa Gardens, 1944, exact location unknown.

BUILDING COMMUNITY IN WARTIME MIDDLE RIVER

It was not easy to build a new community among the thousands of new residents who migrated to Middle River during World War II to work at the Glenn L. Martin Aircraft Company plants there. They came from all over the U.S.A., from hill farms in Appalachia, from small towns in mid-America, from the big cities of the eastern seaboard. Some were unskilled, some were highly educated, many fell somewhere in between. Some were familiar with indoor plumbing and modern electric appliances, and some were not. Unless they found housing in Baltimore, though, they settled in the trailer parks and housing projects of Middle River, living close together in exactly the same sort of trailer, house, or apartment as their new neighbors — no matter how strange those neighbors seemed.

Just getting along under these circumstances was no easy feat, but there were other problems too. The Martin plants worked around the clock, so someone's sleep was always being interrupted. New bombers roared continually overhead. Crowded quarters raised fears of infectious diseases - especially since Middle River had no resident doctors. Nor were there sufficient schools or churches. There were annoying shortages of ice in summertime and coal in winter. Food rationing was based on prewar population levels. Stores often ran out of rationed items like meat, or charged high prices for what they had. As increasing numbers of fathers left for military service, and mothers took their places in the factory, there were worries about delinquency among the youth.

In the face of adversity a number of community institutions grew up. Monsignor Jaselli of Our Lady of Mount Carmel Church helped start the first USO in the country for war workers. In 1942 it opened a building at Orems Road and Fuselage Avenue in Aero Acres. Under the di-

rection of Elizabeth Kelly of the National Catholic Community Services, the USO offered classes, music, sewing machines, meeting rooms and excursions, besides the famous USO dances.

Recreation Director Frank Ruth of the Glenn L. Martin Company organized hundreds of sports teams. The company also sponsored the formation of a Red Shield Boys Club and the Minta Martin Girls Club, named after Glenn Martin's mother. The Enoch Pratt Free Library sent books for a community library. Baltimore County Health Officer Dr. W.H.F. Warthen organized a medical clinic that began operation in specially designed trailers.

James E. Cody, housing manager for government projects in Middle River, was tireless in organizing clubs and civic organizations. Community buildings were constructed at Victory Villa, Victory Villa Gardens, and the two largest trailer parks. These offered gymnasiums for sports teams, meeting rooms for clubs, after-work technical classes, and child care. At Victory Villa in 1943, the "nursery" operated from 6 A.M. to 6 P.M. daily. Youngsters received two meals, a bath and nap, inspection by a registered nurse, and supervised play — all for a daily charge of fifty cents.

Middle River's sense of community did not come entirely from outside agencies, however. Despite all their differences, the new residents showed that they could come together to get things done. When their children were denied admission to Baltimore County schools in September 1942, Trailer Town residents threatened to quit their jobs and move away. Within days the county and federal government worked out finance plans for a new school at Victory Villa, and transportation for pupils until it was done. Repeated protests to the Office of Price Administration kept prices down in local stores.

Throughout the community men's and women's clubs, bridge clubs, chess clubs, garden clubs, Rotary and Kiwanas, scout troops, and other organizations integrated new neighbors and attacked common problems. Money was raised towards library and community buildings, playgrounds and bathing beaches.

Three new churches were organized — community churches on Wilson Point and in Riverdale, and the Middle River Baptist Church near Victory Villa.

Local groups were formed that offered informal day care for neighborhood children, and even nursing for the sick. Money was raised for a "loan closet" from which sickroom equipment could be borrowed. Attention to health matters paid off: wartime Middle River recorded few cases of the dread diseases of crowding, typhoid or diphtheria.

Community spirit lived on after the war in the formation of numerous neighborhood civic improvement associations and the Essex-Middle River Civic Council. The 1996 Wartime Middle River Anniversary Celebration was held at the Victory Villa Community Center at Martin Boulevard and Compass Road, built in 1942 and still performing the same community functions after 54 years.

"I Like Living In Middle River Because..."

I like living in Middle River because of its history. What the community people today call Middle River was probably called "The War Plant" to people in 1942 during World War II. The reason for this is that when World War II was going on, Middle River was the place where shelter was provided for workers at Martin Marietta.

Aero Acres was the largest housing development made by that company. Some of the houses people are living in today might have been there during World War II. They have been fixed up and enlarged showing creativity on the part of Aero Acres residents. The Aero Acre streets still have the names of plane parts. Fuselage, Cockpit, Longeron, Propeller, and Dihedral remind residents of the past.

Middle River doesn't only live in the past, the present is evident, too. Fast food restaurants and shopping plazas prevail along Martin Boulevard. Everything is close by when you live in Middle River. I am very proud of it.

Rebeca Hope
Orems Elementary

WHY I LIKE MIDDLE RIVER

I like Middle River because... All my friends live in Middle River. It contains lots of fun and enjoyment for all ages. It is a nice living area for young and old. It may have some people who survived a War. It has park areas, bike areas, and driving areas. Most of the buildings in Middle River are historic and have stories to tell about War time. There many things that you can participate in like Carnivals, Entertainment shows and There are also bowling alleys, pools, bingo halls, New and used computer sales. There are also Air Shows, And the March Of Dimes, and Circus's too.

My family and I do many things to support our community. We work at concession stands, sell raffles, sell candy, and pizzas to help local sports teams. My parents have coached several teams in both soccer and softball. My mother was the secretary of the community association at the local Boys Club. These are the ways we try to repay some of what the community has provided us.

Jason Westgate
05/02/96

COMMUNITY PLANNING IN WARTIME MIDDLE RIVER

By 1943 it was claimed that Middle River had become the third, or perhaps second, city in Maryland. True, these estimates added Chase and Essex as parts of "Greater Middle River," with the idea that 95 per cent of the residents of all three districts either worked at the Glenn L. Martin aircraft plants in Middle River, or were economically dependent upon them. With 40,000 residents, this expanded Middle River surpassed the populations of Cumberland and Hagerstown, previously numbers two and three among Maryland cities.

Building a new city of this size is an enormous and time-consuming task, as the Rouse Company would discover decades later at Columbia. At Middle River, it happened virtually overnight, without a preconceived plan. Noting the near complete absence of urban planning controls in still-rural Baltimore County, Clark Hobbs of the Evening Sun worried that Middle River might consist of "factories, residences, and stores scrambled together without regard to their effects one upon the other." The result would be a vast suburban slum of ramshackle buildings strangled by inadequate public roads and services.

Certainly 1941 and 1942 saw horrible traffic jams, delays in completing adequate water and sewer lines, and shortages of schoolrooms, doctors, and other services in Middle River. But plans were soon drawn to frame the new community on a lasting basis.

The Maryland State Planning Commission was the first to step in. The Commission, itself a new body under the direction of Johns Hopkins professor Able Wolman, commissioned a plan from Hale Walker, town planner of Greenbelt, and Irving C. Root, then Superintendent of the National Park Service. In their plan the curving

streets of the new residential areas were kept carefully separate from the new dual highways Eastern and Martin Boulevards. Essential water and sewer lines were completed, and land set aside for parks and schools.

In September 1942 Baltimore County began its own planning process, issuing a six-year improvement program for all of Baltimore County. This plan scheduled school construction and staffing sufficient to educate the children of the new residents, clinics to safeguard their health, and police and fire protection for their homes.

In 1943 the Martin Company took a further step, hiring Robert L. Henry, former Baltimore regional coordinator of the National Housing Administration to plan a permanent new city. Glenn L. Martin himself seems to have been behind this. Within ten years, he predicted, "a thriving, dynamic city, an air city, inhabited by 75,000 or 100,000 people" would grow up near his factory. He even had a name for it — "Martinville."

Just what Glenn Martin had in mind may be seen in plans drawn by Baltimore landscape architect H. Clay Primrose. Martinville was to have a civic center along the western end of Martin Boulevard, where the Kelso Drive industrial park stands today. The new downtown would consist of tall office and apartment buildings, a stadium. In keeping with Martin's vision of an "air city," a large helicopter landing field was located nearby. Indeed, small heliports abound in the Martinville plan. Another large one, also with a bus and train station, was to adjoin the Martin plant. Directly opposite the plant was to be the campus of the Martin Technical College.

Throughout Martinville, "greenbelt parks" would separate neighborhoods from traffic and from non-residential areas. A large central park was planned on the site of the present Martin Plaza shopping center. A community recreation center was to adjoin the Middle River bridge. Surrounding the core city would be low-density suburban housing and golf courses

The community would be drawn together by

four new crossings of the railroad tracks, on Bengies, Wilson Point, Middle River, and Compass Roads. On the site of today's Golden Ring Mall would be a second industrial site. Just over a mile west of the new civic center, it would balance the Martin industrial complex to the east.

Martinville was never built. But Middle River's earlier plans have proved over the past half-century to be successful, despite declines in employment at the Martin plant. Road, water, sewer, school, fire, and police services proved adequate to maintain the area's population at its wartime level. Many of the wartime in-mi-

grants stayed after the war, and were joined by native Baltimoreans moving to the waterside suburb.

In recent years, some of the wartime housing has deteriorated, raising questions about Middle River's future. In the same spirit as the wartime planning and community building, this has called forth the Middle River Community Conservation Plan, published earlier this year. A display by the Baltimore County Office of Community Conservation will be a part of the Wartime Middle River Anniversary Celebration on Sunday afternoon June 9 — thus combining Middle River's past with its future.



A May Festival at Victory Villa Community Center in 1948.

GLOSSARY OF MIDDLE RIVER AERONAUTICAL STREET NAMES

Abbreviations:

AA: Aero Acres

R: Riverdale

ME: Mars Estates (Tall Trees)

VV: Victory Villa

MRH: Middle River Homes

VVG: Victory Villa Gardens

Alloy (Court VV): a material in aircraft production made by chemically combining a metal like iron or aluminum with small quantities of some other material to make a new metal with improved qualities like strength or workability.

Alcock (Road MRH): Along with Arthur Whitten-Brown, John Alcock made the first landplane Atlantic crossing in 1919.

Altimeter (Court VV): instrument for measuring a plane's height above the ground by means of barometric pressure.

Armor (Court VV): steel or aluminum plating designed to resist gunfire directed at aircraft.

Bay (Court VV): a unit of aircraft construction; it describes the section between adjoining bulkheads.

Beacon (Road VV): light or a group of lights, electronic apparatus, or other device that guides, orients, or warns aircraft in flight.

Bennett (Road MRH): Floyd Bennett was Admiral Richard Byrd's pilot in his pioneering polar flights.

Blinker (Court VV): winking light on an aircraft that warns of its location.

Blister (Street AA): streamlined fairing used to reduce the drag of protruding parts of an airplane, such as a navigator's window or a fixed gun.

Catapult (Court VV): power actuated machine or device for hurling forth an airplane at high speed to assist take-off.

Center Section (Court VV): portion of an airplane wing to which the fuselage is fastened.

Chandelle (Road VV): an abrupt climbing turn of an airplane in which the momentum of the plane is used to attain a higher rate of climb than would be possible in unaccelerated flight.

Cockpit (Street AA): enclosed portion of the frontal fuselage where the pilot, co-pilot and navigator fly the plane.

Compass (Road VV): magnetic direction finder on aircraft control panel

Compression (Court VV): measure of pressure inside an aircraft engine cylinder.

Contact (Court VV): the spinning of an aircraft propeller to establish an electrical connection in the engine's ignition system.

Control (Court VV): mechanisms in an airplane designed to guide its motion.

Cord (Street VV): width of an airplane wing, from the leading to the trailing edge.

Cowl (Court VV): the removable skin that covers an aircraft engine in the fore part of a nacelle.

Decatur (Road VVG): Decatur Field, Decatur, Illinois, was a World War II training base.

Dihedral (Drive AA): the angle of an aircraft's wings from horizontal.

Doolittle (Road ME): Jimmy Doolittle was a famous racing pilot in the 1930's who also earned a Ph.D. from M.I.T. After leading the first American air raid on Tokyo in 1942, he gave demonstration flights of the Martin B-26

to reassure trainees that it could fly on one engine. He later commanded the U.S. 8th Air Force flying over Germany from England.

Douglas (Road VVG): Donald Douglas was an early employee of Glenn L. Martin who later started his own aircraft company. Douglas Field at Santa Monica, California, tested many of the firm's designs like the DC-3 (C-47) airliner.

Duralumin (Court VV): the most important aluminum alloy in aircraft production, invented in the German city of Düren, for which it was named.

Earhart Road (Road MRH): Amelia Earhart was the first woman to fly the Atlantic; she disappeared on a trans-Pacific flight in 1937.

Fuselage (Road AA): the body of an aircraft, designed to accommodate the crew and the passengers or cargo.

Glen Curtis (Road MRH): Glenn Curtiss of Hammondsport, NY, was an aviation pioneer and friend of Glenn L. Martin, whose first plane was a Curtiss design.

Glider (Drive AA): an aircraft without any mechanical propulsion system.

Gyro (Road AA): a spinning wheel mounted in a ring free to keep its original plane of rotation no matter how the surrounding ring is turned; used to keep moving airplanes level.

Helicopter (Drive VV): an aircraft whose support in the air is derived chiefly from the aerodynamic forces acting on one or more rotors turning horizontally.

Henderson (Road VVG): Henderson Field, named for a Marine pilot Major Lofton R. Henderson, killed at the Battle of Midway, was the main American air base on Guadalcanal after that island was captured from the Japanese in 1942.

Hickman (Road VVG): On the original plan this was Hickham Road, after Hickham Field in Hawaii. Hickham was and is the principal air base there; it was named for Lt. Colonel Horace

Hickham, then head of Air Corps attack aviation, killed in a landing accident Nov. 5, 1934.

Honeycomb (Road VV): a light weight strengthening material in an aircraft structure; it resembles a honeycomb mesh.

Hydroplane (Drive VV): a seaplane capable of taking off from an landing on water.

Kitty Hawk (Road MRH): Located on the Outer Banks of North Carolina, Kitty Hawk was the closest post office to Kill Devil Hill, where the Wright Brothers first achieved powered heavier-than-air manned flight.

Langley (Road MRH & R): Samuel Pierpont Langley, Director of the Smithsonian Institution, conducted early experiments in powered flight. Another Middle River connection is that many of the planes built by Martin's were delivered to the Army at Langley Field in Hampton, Virginia.

Left Aileron (Street AA): the hinged edge of an airplane's left (or right) wing. used to roll the plane about its line of flight.

Left Wing (Drive AA): the left (or right) main airfoil which gives an airplane its aerodynamic lift.

Longeron (Drive VV): main structural member that runs lengthwise in an aircraft fuselage or nacelle.

MacDill (Road VVG): MacDill Field outside Tampa was the training base at which the Martin B-26 suffered a number of accidents early in World War II, leading to the slogan "One a day in Tampa Bay." It was named for Colonel Leslie MacDill, killed in a flying accident, Nov. 8, 1938.

Manifold (Court VV): in a gasoline engine, a pipe with several inlets that gathers the exhaust of several cylinders into a single exhaust pipe.

Mars (Road, ME): The giant Mars flying boat was the largest airplane type built by the Glenn L. Martin Company. It also supplied the name for a local supermarket chain.

Maxwell (Road VVG): Maxwell Field in Mont-

gomery, Alabama, was one of the Army first air bases, where Orville Wright himself taught army officers to fly. It was named for 2nd Lieutenant William C. Maxwell, killed in a flying accident in the Philippines, Aug. 12, 1920.

Midland (Road - East and West - VVG): Midland Field in Midland, Texas, was a major training base in World War II.

Mitchell (Road VVG): Mitchell Field, in Garden City, NY, was named for air-power visionary Brig. General William "Billy" Mitchell, defendant in a celebrated court martial in 1925.

Nacelle (Court VV): a streamlined structure, usually attached to the wing, which houses an aircraft engine and landing gear.

Octant (Way VV): instrument like a sextant for measuring angles; used for aircraft navigation.

Orville (Road MRH and R): Orville Wright (1871-1948) was the co-inventor of the airplane.

Plastic (Court VV): a non-metallic material that can be molded then hardened; various elements of World War II aircraft like bomb bay doors were molded from wood or petroleum based plastics.

Propeller (Drive AA): device consisting of a central hub with radiating blades fastened to the crankshaft of an aircraft engine that produces thrust through the air.

Radial (Court VV): a type of air-cooled aircraft piston engine, in which the cylinders are mounted in a radial shape around the crankshaft. All Martin propeller planes built in Baltimore used radials.

Randolph (Road - North and South - VVG): Randolph Field, San Antonio, Texas, was an is headquarters of the Air Training Command. It was named for Captain William M. Randolph, killed in a training accident on February 17, 1928.

Rickenbacker (Road ME): Eddie Rickenbacker was the highest-scoring US ace in World War II, later head of Eastern Airlines.

Right Aileron (Street AA): see Left Aileron.

Right Elevator (Road VV): hinged panel on the trailing edge of the right (or left) horizontal stabilizer in an aircraft's tail unit, used to make the plane climb or dive.

Right Rudder (Court VV): hinged panel on the trailing edge of the vertical stabilizer in an aircraft's tail unit, which when turned to the right makes the plane turn left.

Right Wing (Drive AA): see Left Wing.

Rip Cord (Street VV): string projecting from a parachute pack that releases the parachute into the air for opening.

Run Way (VV): a pun on the paved surface on which planes take off and land. See Taxi Way.

Selfridge (Road VVG): Selfridge Field, Mount Clemens, Michigan, was an important Air Corps base between the wars. It was named for 1st Lieutenant Thomas E. Selfridge, first army officer to fly and first aircraft fatality. He was killed when a plane flown by Orville Wright crashed at Fort Myer, Virginia, crashed on Sept. 17, 1908.

Seversky (Court ME): Alexander de Seversky was a Russian aircraft executive who founded Republic Aviation; he was the author of Victory Through Air Power.

Slipstream (Court VV): the current of air thrust backward by a spinning propeller or by a moving airplane.

Stabilizer (Drive VV): the planes making up the tail unit of an aircraft which make possible controlled travel through the air.

Strut (Court, VV): protruding braces or other structures on an airplane, such as the struts to which landing wheels are attached.

Tachometer (Court VV): an instrument that measures revolutions per minute (rpm) of an engine.

Taxi Way (VV): a pun on the paved surfaces

along which planes roll or "taxi" while on the ground, moving from apron to runway. See Run Way.

Torque (Way VV): the twisting force caused by rapid rotation, as of an airplane propeller.

Transverse (Avenue VV): bulkheads or ribs running at right angle to the centerline of an aircraft structure.

Turn (Court VV): what the plane does when you move its rudder either left or right.

Venturi (Road VV): a short tube of smaller

diameter in the middle than at the ends, used for regulating the pressure of liquids or gasses.

Victoria (Road VVG): Victoria Field, Victoria, Texas, was a World War II Air Corps training base.

Walkway (Court VV): area of an aircraft wing marked out as safe to walk on.

Wilbur (Road MRH): Wilbur Wright (1867-1912) was the co-inventor of the airplane.

Yawmeter (Avenue VV): instrument that measures an aircraft's yaw or roll.

WARTIME MIDDLE RIVER ANNIVERSARY CELEBRATION PLANNERS

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Paul Michael Blitz
Jack Breihan
Randy Cogar
Joseph DiCara
Mary Emerick
Nancy Gardner
Duward Hart
Marian Hawks
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Alberta Shiflet
Richard Shiflet
Margie Swift
Leslie Upperco
Susan Widerman

WARTIME MIDDLE RIVER HOUSES

A panel of preservationists and community members that met May 30, 1996 chose the following Wartime Middle River homes for awards:

I. Least altered Cemesto house:

30 Dogwood

Honorable Mention:

Shore and Fourth Roads
Gyro and Fuselage

Cemesto houses are in Stansbury Estates, Aero Acres, and southern Victory Villa. Their design is by Skidmore, Owings and Merrill, using Celotex Cemesto paneling

II. Most imaginatively altered Cemesto house:

1008 Fuselage
Second: 1006 Fuselage

Honorable Mention:

116 Dihedral
118 Dihedral
1310 Third Road

III. Least Altered Victory Villa demountable house:

47 Honeycomb

Honorable Mention:

4 Blinker
63 Transverse

Victory Villa houses are plywood prefabricated houses designed to be taken down and reassembled elsewhere if desired.

IV. Most imaginatively altered Victory Villa house:

51 1/2 Transverse [pending confirmation that this is an original house]

V. Least altered Edgewater house:

22 E. Orville

Honorable Mention:

18 E. Orville
1743 Langley
103 Bennett
109 Bennett

Edgewater consists of plywood prefabricated houses of a design different from Victory Villa's.

V. Most imaginatively altered Edgewater house:

22 Orville

VI. Special Landscaping award:

66 Transverse

The Panel:

David Chase
Executive Director of Preservation Maryland

Pat Keller
Baltimore County Planning Director

Jack Dillon,
Retired Fifth District Planner

Ruth Mascari
Chair of the Baltimore County Landmarks Preservation Commission

Elizabeth Hughes
Maryland Historical Trust

Judy Dobbs,
Maryland Humanities Council

Richard Hiob
Early Aero Acres resident

Jack Breihan
Loyola College History Professor

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In Memory of Ruth and Charles Forwood
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Wilhelm's Restaurant
Alverta's Beauty Salon
Dale D. Davis

The Driftwood Inn
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Traband Enterprises, Inc.
Victory Villa Shell
Ballard Gardens Civic Improvement Assoc.
The Shiflets, Alberta and Dick, Dawn, Rick and Lauren
Jaz Nick's Restaurant and Lounge
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Middle River Memorial Post 8849
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Sanitary Food Stores
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Glorie's Place
Eastern Hairlines
Holly Hill Mausoleum Memorial Park
American Home Security Systems
Judy's Wave Length
Pizza John's
Thomas G. Tzomides, D.D.S.
The Jacksons, Clyde and Ellen (Forwood)
The Hawthorne Civic Association
Jackie Nickel
Johann's Restaurant and Lounge
Bengies-Chase Recreation Council
Delegate Ken Holt
Stansbury Manor
Mary L. Emerick
Edwards Food Market
Wilson Point Inn
Bengies Drive In
The Heritage Society of Essex & Middle River, Inc.
Coffman's Snack Bar
Doughboy's
Ivy Hall Geriatric and Rehabilitation Center
Police Community Relations Council, Inc. PC 11
Essex-Middle River Chamber of Commerce
Orems United Methodist Church
McClellan Discount Drugs
Middle River Motor Racing Association
Friends of the Oliver House, Inc.
Senator Mike Collins
Delegate Mike Weir
Middle River Recreation & Parks