

Loudon Park National Cemetery  
3445 Frederick Avenue  
Baltimore, Maryland 21228

## Description

The Loudon Park National Cemetery, established in 1862, is located in the western part of the city of Baltimore and forms part of the incorporated cemetery of Loudon Park. The main entrance is located in the center of the north side and is protected by double cast-iron ornamental gates supported by cast-iron posts with a 12-foot opening. To the east of the main entrance is the flagpole. The grounds are enclosed on the east and west by concrete walls surmounted by iron fencing, on the south by ornamental wrought iron fencing with sandstone slabs, and on the north by ornamental wrought iron fencing. The superintendent's lodge is located to the east of the main entrance gate, and the utility building and gasoline storage building are located southeast of the lodge. Graves are marked with upright marble headstones.



The lodge, constructed circa 1870, was designed by Quartermaster General Montgomery C. Meigs but is of a much more simple Victorian design than the earlier one and one-half story Second Empire design used by Meigs as the original standard plan at the Civil War national cemeteries. It is a two-story brick structure with a fancy-patterned slate gabled roof which meets at right angles in front with gingerbread trim. Victorian style barge board is draped over the eaves. On the upstairs are triple gables framing dormer windows. All windows are two over two, typical of the late 1800's. The first floor contains a living room, dining room, and kitchen, and the second floor contains three bedrooms and a bath. There is an unfinished basement. A kitchen porch with a tin roof was added in 1936. The lodge contains 1,537 square feet of living space.



The brick and concrete utility building with comfort station, 32 feet by 23 feet, 6 inches, was constructed in 1934. The roof is tin. The building was enlarged by eight feet in 1936.

A brick and concrete gasoline storage building, eight feet, five inches by eight feet, was constructed in 1938. The roof is asbestos shingles.

## Noted Burials

There are four Medal of Honor recipients buried in the cemetery. Their graves are marked with special markers inscribed with an enlarged gold-leafed replica of the medal of the awarding service and the words "MEDAL OF HONOR." The names and grave locations are as follows:

Henry G. Costin, Private, Company H, 115th Infantry, 29th Division, World War I - Section B, Grave 460.

James T. Jennings, Private, Company K, 56th Pennsylvania Infantry, Civil War - Section A, Grave 1410.

Henry Newman, First Sergeant, Company F, 5th U.S. Cavalry - Post Section, Grave 739.

William Taylor, Sergeant, Company H, and 2nd Lieutenant, Company M, 1st Maryland Infantry - Civil War - Officers Section, Grave 16.

## Significant Monuments/Memorials

Sons of Maryland Monument - located between Sections H and K - granite shaft, featuring a sculptural terra cotta frieze - Base, ten feet by ten feet; Height, 30 feet, erected by the Loyal Women of Maryland on November 1, 1884.

Confederate Monument - located at the southwest corner of Section M - roughly shaped rock-faced granite tablet with a carved design in the pediment and a painted cast iron panel - Base, two feet, eight inches by four feet, eight inches; Height, approximately seven feet, erected in about 1912 by the U.S. Commission for Marking the Graves of Confederate Dead.

G.A.R. Civil War Monument - located at the east side of the boundary between Sections E and H - marble - Base, three feet, six inches by three feet, six inches; Height, approximately 20 feet, topped by a statue in Grand Army uniform, erected on November 24, 1898, by A.W. Dodge Post 44.

Unknown Dead - Civil War - located in Section E - marble - Base, four feet, eight inches; Height, approximately six feet, recumbent figure of a Union soldier in full dress uniform and equipment, erected by the Women's Relief Corps Auxiliary to the Grand Army of the Republic, and dedicated November 26, 1895. According to *The Very Quiet Baltimoreans* by Jane Bromley Wilson, this monument was carved by J. M. Dibuscher and the spelling of the name is uncertain because of "sugaring."



Loyal Sons of Maryland (Naval) Civil War - located along service road between Sections H and E - granite - Base, six feet by six feet; Height, approximately 25 feet, erected on September 12, 1896, by the Naval Veterans Association of Maryland.

Rigby Monument - Located in Section R, and erected by the Survivors of Battery A Maryland Light Artillery on May 21, 1891, and dedicated on May 30, 1891.

In addition, there is a monument, approximately six feet, six inches in height, made of an original cast iron seacoast artillery tube, secured by a concrete base, two feet six inches square. The inscription on the cast bronze plaque affixed to the monument reads as follows:

UNITED STATES  
NATIONAL MILITARY CEMETERY  
LOUDON PARK  
ESTABLISHED 1861  
INTERMENTS 1646  
KNOWN 1480  
UNKNOWN 166



### Civil War Activity in Area

The city of Baltimore, Maryland, was the site of military camps, prison camps, forts and hospitals during the Civil War because of its port and also its proximity to Washington, D.C. Maryland is often referred to as a “border state” and many people do not realize the enormous tensions this meant for its citizens during the war.

After the Confederates opened fire on Fort Sumter, South Carolina, in Charleston harbor on April 15, 1861, President Abraham Lincoln called on the states to raise 75,000 volunteers to put down the rebellion. Maryland Governor Thomas Holliday Hicks rushed to Washington to confer with the president and assured him that Maryland troops would be used exclusively to protect Washington and defend federal property within the state. Hicks warned the administration that Baltimore, through which most rail traffic from the North must pass, had a strong and explosive secessionist bent.

Massachusetts was the first state to respond to Lincoln’s call to arms. On April 16, the state militia began to muster at Boston, and on the following day the famous 6th Massachusetts Regiment started its historic trip to Washington. They prided themselves in their history and in being the first real armed body to answer the President’s call.

On April 18, Governor Hicks, amidst a howling mob, issued a plea for peace and union. There was no through railroad connection to Washington at that time. While he looked warily over the crowd, a regiment of Pennsylvania volunteers changed trains a few blocks away without incident.

In the early morning of April 19, a train on the Philadelphia, Wilmington, and Baltimore Railroad, consisting of 35 cars, left Philadelphia, having on board in the first ten cars, troops of the 6th Massachusetts Regiment under the command of Colonel Edward F. Jones. They were armed, smartly uniformed, and well drilled. At 10:30 that morning, they received orders to load their rifles. They arrived in Baltimore later that morning. A regiment from Philadelphia under the command of Colonel William F. Small also arrived. Baltimore was not only secessionist, it bore the fearful reputation of a “mob town.”

By virtue of a city ordinance enacted during the great railroad boom of the 1830s and 1840s, Baltimore permitted no locomotives to run through the city. To proceed, cars from one train were hitched to teams of horses and drawn along tracks through the city to the next station. The 6th Massachusetts would be hauled from President Street across the Jones Fall Bridge and along the Pratt Street waterfront to the Camden Station of the Baltimore and Ohio Railroad, a journey of a little more than a mile. One after another the cars, each bearing a company of about 70 men, were hitched for the long pull. Bystanders began to gather. Word of their coming had preceded them, and the small crowd at Camden Station grew quickly. The first companies crossed to the station without incident. The tension mounted. Angry men dropped an anchor on the tracks, then a cartload of sand, blocking the last three cars. Some in the crowd shot their pistols into the air. One company fought its way through to Camden Station. With the mob growing ever larger and more raucous, the remaining volunteers—four companies—detrained and formed for the march. A citizen bearing the new Confederate Stars and Bars moved at their head, forcing them to parade behind the secession flag. Bystanders howled with delight and derision. More shots cracked. Officers gave the order to double-quick and the men moved off at a trot. Missiles began to rain on them from the windows overhead, and from their flanks came heavy paving stones. The troops staggered, four fell with mortal wounds, and stricken soldiers crawled into doorways where compassionate citizens hid and sheltered them. The 6th Massachusetts opened fire.

Accounts differ about what happened next. Baltimoreans in nearby homes claimed they heard very little, and a private in the 6th bravely wrote his mother that the action was vastly exaggerated. When the smoke cleared, a dozen citizens lay dead, and an unknown number were wounded. The melee instantly took on overtones which were to affect Maryland for the rest of the war.

In Baltimore, nerves were strained to the breaking point. On April 21, a delegation from the city called upon President Lincoln to protest the killings, calling it "a pollution" of Maryland soil. Lincoln replied that he must have troops to defend the capital. Dissatisfied, the Marylanders returned to Baltimore and cut telegraph wires, burned bridges and tore up miles of track. The city of Washington was now cut off from any rail support. To prevent further troop movement and violence, Mayor George William Brown ordered the burning of bridges north of the city connecting Baltimore with Philadelphia and Harrisburg. Armed Marylanders also forced a Pennsylvania regiment to turn back at Cockeysville.

Even as the 6th Massachusetts was clattering south on the Baltimore and Ohio Railroad, firing out the windows, the 8th Massachusetts Regiment of volunteers under the command of General Benjamin Franklin Butler was steaming south down the Chesapeake. Learning in Philadelphia of the Baltimore riot and burned bridges, he took the train as far as Perryville at the mouth of the Susquehanna, commandeered the railroad ferry Maryland, and soon landed at Annapolis. He quickly took possession of the Naval Academy, offered to protect the white populace against the threat of a non-existent slave revolt, and began repairing the tracks of the Annapolis and Elk Ridge Railroad. On May 6, Butler occupied Relay House on the Baltimore and Ohio Railroad eight miles south of Baltimore and cut the route by which Baltimoreans were shipping supplies to the South. A week later he decided on his own to occupy Baltimore. At dusk on the evening of May 13, Butler's train rolled into Camden Station just as a thunderstorm broke. The men marched through the deserted streets and located the heights of Federal Hill. Various federal units were stationed there until the end of the war. The military occupation of Baltimore, which would last

throughout the war, had begun. Official figures credit Maryland with 62,959 in the Union armed forces, of which 3,925 were in the Navy. Three important battles for the Union were fought in the state and, of course, there were many raids and skirmishes. At South Mountain on September 14, 1862, General George B. McClellan commanded the Union Army to check General Robert E. Lee's attempt to invade the North. Three days later, the bloodiest one-day battle of the war took place at Antietam, with many Maryland soldiers on each side among the 23,000 casualties. Taking advantage of Lee's retreat, President Lincoln issued the Emancipation Proclamation. The third major battle was at Monocacy Junction on July 9, 1864. Major General Lew Wallace had collected some 6,000 Federal troops—many of whom were raw recruits, some troops on leave, and anyone else handy—and faced Jubal Early's nearly 18,000 at Monocacy River between Frederick, Maryland, and Washington, D.C. The Union troops put up a stiff fight but finally broke, losing nearly 2,000 casualties, about 1,200 of whom were captured. Early's force suffered about 700 casualties. Here the Confederates won, but their victory cost them a day's delay advancing on Washington, and heavy reinforcements arrived in time to save the capital.