

Kirilloff Design has developed Interpretive Graphics in the form of wayside exhibits, publications and promotional materials since 1970. Located in Frederick, Maryland, near Washington, D.C. Kirilloff Design is a woman owned, small business that provides services to clients locally and nationally. Clients include such public and private entities as the National Park Service, the Chesapeake Bay Gateways Network, Eastern National, Western National Parks Association, and the Association of Partners for Public Lands. We are IDIQ contractors for Wayside Exhibits, and for Publications for the National Park Service. We provide Interpretive Planning, Writing, Editorial and Design services.

Irene Kirilloff, principal of Kirilloff Design, is an award winning graphic designer and has recently designed projects for the National Park Service, the Chesapeake Bay Gateways Network, Massachusetts Water Resources Authority, Lancaster County Pennsylvania Planning Commission, and the Town of Cape Charles Virginia.

Nick Kirilloff, senior art director, joined Kirilloff Design in 2000, after serving as Chief for Design and Cartography for publications for the National Park Service at Harpers Ferry Center, working with consultant Massimo Vignelli to implement the Unigrid Design System for NPS folders and handbooks. He served for eight years as an Art Director for National Geographic Magazine. He later returned to the Park Service to implement the Unigrid Design System for Wayside Exhibits. He is the recipient of many national and international awards for outstanding design.

Bruce Hopkins, planner, writer, and editor, has worked as a subcontractor For Kirilloff Design on interpretive projects including wayside exhibits at Martin Luther King, Jr., National Historic Site, Boston Harbor Islands National Recreation Area, Wind Cave National Park, Adams National Historical Park, Upper Delaware Scenic and Recreation River, Monocacy River Trail, and Carl Sandburg Home National Historic Site. As part of the Kirilloff Design team he worked on the National Park Service Handbook Underground Railroad, the NPS unigrid brochures for Manzanar National Historic, Illinois and Michigan Canal, and a series of interpretive brochures for the Hudson River Valley National Heritage Area.

National Park Tours/Arizona/New Mexico
Western Nation Parks Association, client
Irene Kirilloff/Nick Kirilloff, designers

Statue of Liberty/Ellis Island Brochure
National Park Service, client
Irene Kirilloff/Nick Kirilloff, designers



Contact

Irene Kirilloff
Kirilloff Design
204 East Church Street / Frederick,
MD 21701
301.662.0753 / Fax: 301.695.1511
E-mail: kirilloffdesign@aol.com

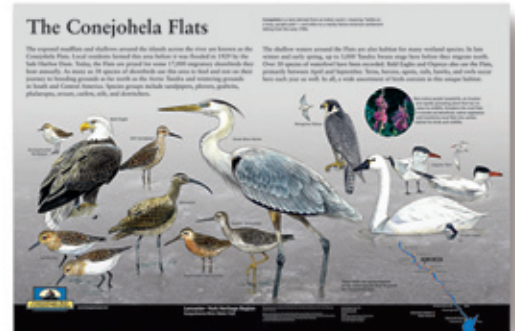
Wayside Exhibits

Two of 45 exhibits for Mount Rainier National Park
Irene Kirilloff/Nick Kirilloff, designers
National Park Service, client
Size: 24" x 36" and 36" x 48"

Interpretive wayside, one of 52 exhibits for Martin Luther King, Jr.,
National Historic Site
National Park Service, client
Irene Kirilloff/Nick Kirilloff, designers
Bruce Hopkins, writer
Size: 42" x 24"

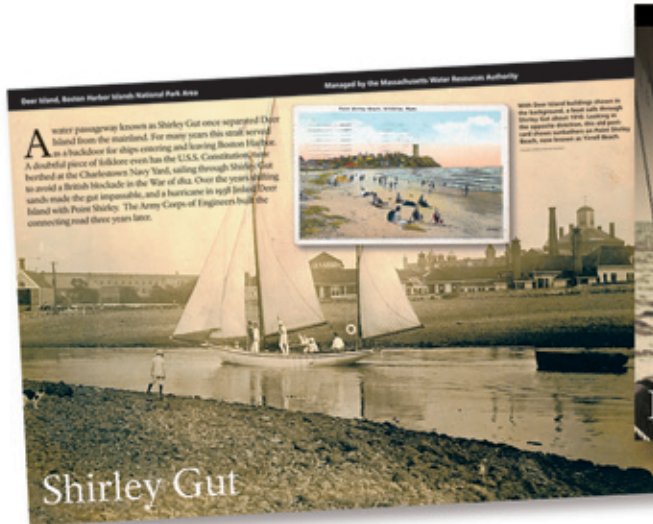
Interpretive wayside for Susquehanna River Water Trail
Lancaster County Planning Commission, client
Irene Kirilloff/Nick Kirilloff, designers
Size: 36" x 24"

Interpretive wayside for the Town of Cape Charles, Virginia
Town of Cape Charles, Virginia, client
Irene Kirilloff/Nick Kirilloff, designers
Size: 30" x 48"



Wayside Exhibits

Interpretive and orientation wayside exhibits, from a series of 21, for Boston Harbor Islands National Recreation Area Massachusetts Water Resources Authority, client Irene Kirilloff/Nick Kirilloff, designers Bruce Hopkins, writer

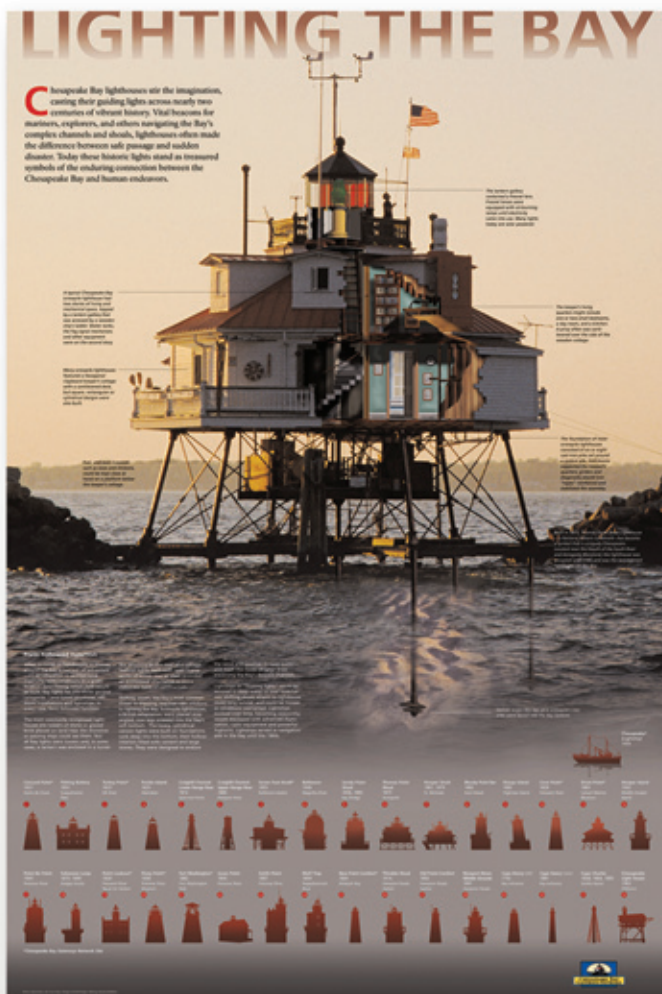


Publications

First Flight, National Park Service Handbook
Irene Kirilloff/Nick Kirilloff, designers
Size: 6" x 8 1/4"



Chesapeake Bay Gateways Network Poster/Guides
Irene Kirilloff/Nick Kirilloff, designers
Size: 20" x 30"



Celebrate The Hudson 1609-2009

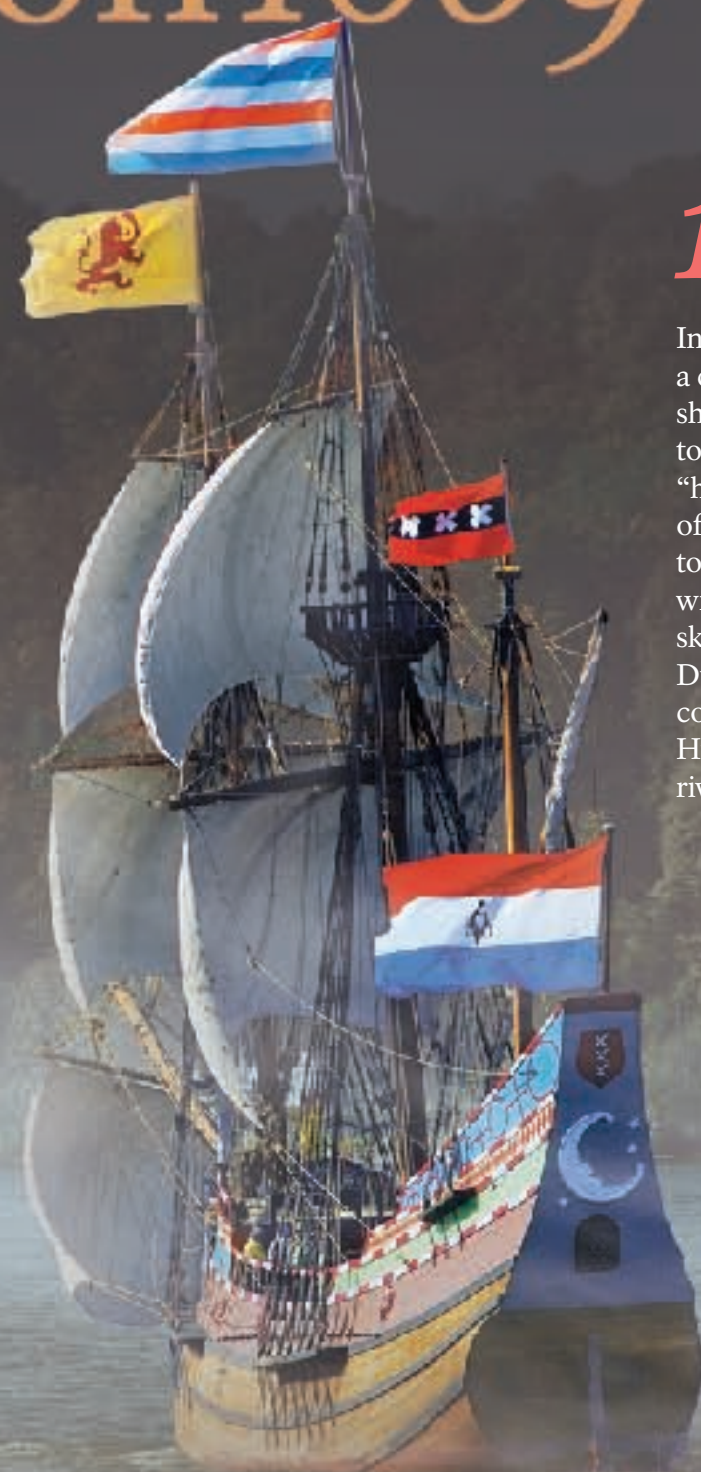
Follow the explorations of Henry Hudson and Samuel de Champlain. Hark back to the days of Robert Fulton's steamboat innovations. These bold adventurers opened the Hudson River Valley to European settlement and led the way to westward expansion of the American frontier. Celebrate the quadricentennial of their endeavors. Discover the valley's historical treasures and savor its pastoral scenery.

1609

A month before Henry Hudson sailed up the Hudson River, French explorer Samuel de Champlain canoed south on the Richelieu River from Quebec and became the first European to see what would become known as Lake Champlain. His explorations led to French settlement of that area. Auguste Rodin's bronze bust, "La France," is mounted below Carl Heber's statue of the explorer at Crown Point.



Bust by Auguste Rodin, 1912
J.D. Kelly, 1895, Goldi Productions Ltd.



1609

In September 1609, Henry Hudson and a crew of 16 sailed the 60-foot Dutch ship *Half Moon* up the river almost to Albany and found a "pleasant land," "high mountains," and a river "full of fish." They stopped several times to trade beads, knives, and hatchets with Mohicans for beaver and otter skins. Hudson's discoveries led to the Dutch settlement of the valley and a great commerce corridor encompassing the Hudson, Richelieu, and St. Lawrence rivers and the Erie and Champlain canals.

Ted Spiegel

1807

On August 17, 1807, Robert Fulton's *Clermont* left Manhattan and traveled the 150 miles to Albany in 32 hours—the first successful long-distance steamboat trip. Fulton soon renamed the steamer the *North River*, an early name for the Hudson River. It was 142 feet long and 14 feet wide.

Robert Fulton and Robert Livingston established a successful steamboat enterprise on the Hudson River, the beginning of a transportation revolution. With Nicholas J. Roosevelt, they built the first steamboat, the *New Orleans*, to ply western riverways.

1909



In 1909 New York commemorated the 300th anniversary of Hudson's voyage and the 100th anniversary of Fulton's steamboat trip with parades, flotillas, and exhibitions. Replicas of Hudson's *Half Moon* and Fulton's *Clermont* traveled from Manhattan to Troy and stopped for festivities along the way. Wilbur Wright—with a sealed canoe strapped to his plane to provide flotation—flew from Governors Island around the Statue of Liberty and along the Hudson. The celebration was a catalyst for the creation of Bear Mountain, Harriman, and Crown Point parks and the restoration of Fort Ticonderoga.



"Sunset on the Hudson," 1876, by Sanford Robinson Gifford, Wadsworth Atheneum Museum of Art, Hartford
Robert Fulton by Jean Antoine Houdon, Detroit Institute of Arts



U.S. Naval Academy Museum

Brown Brothers

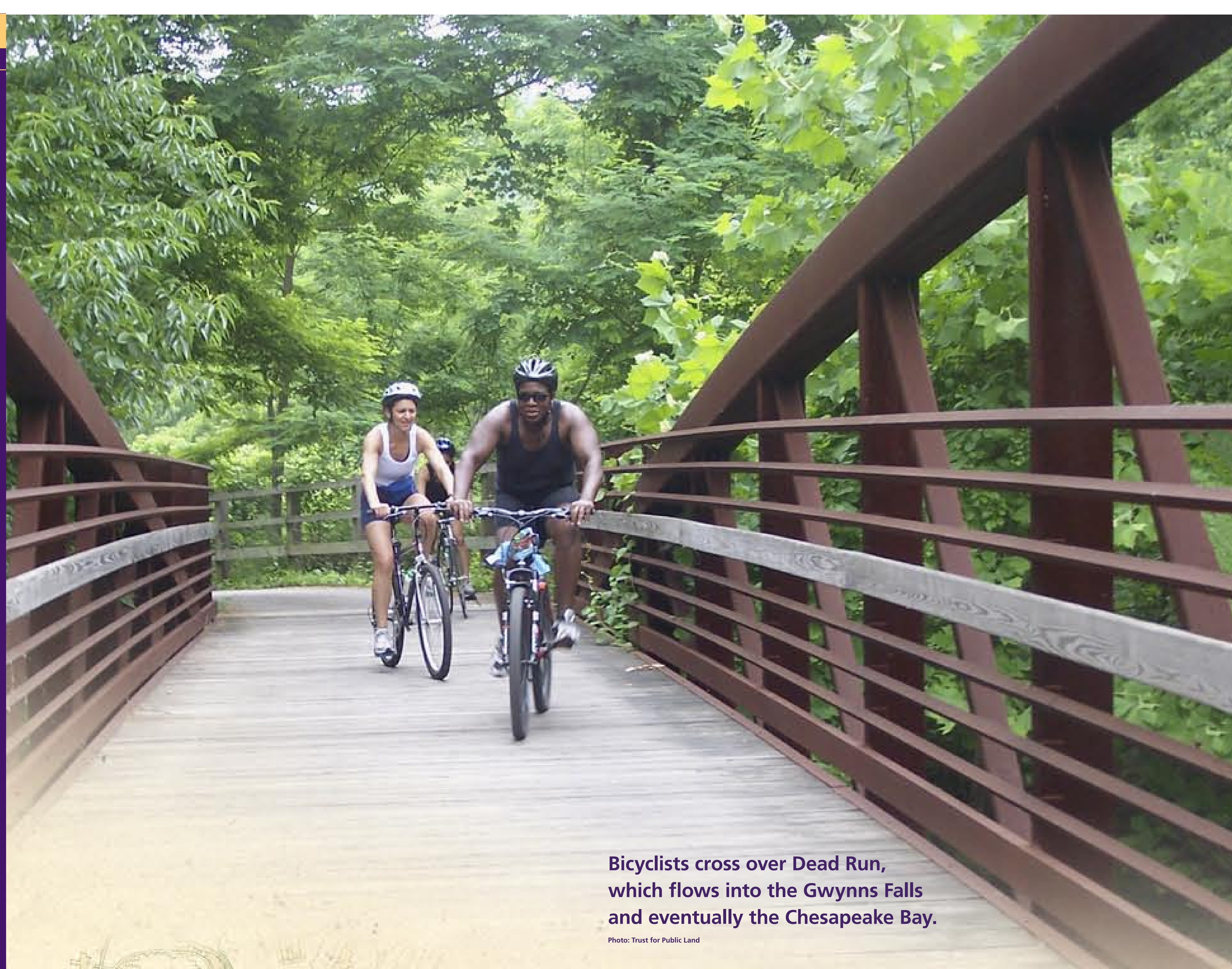
www.exploreny400.com



www.hudsonrivervalley.com

GWYNNS FALLS TRAIL

Here at Interstate 70, this hiking and biking trail runs 15 miles through nearby Franklinton and the Gwynns Falls valley to the Inner Harbor in downtown Baltimore and the Middle Branch of the Patapsco River, a tributary of the Chesapeake Bay. The trail takes you on historic Franklin Turnpike for a few blocks near Dead Run and into the Franklinton Historic District. Parking is available at the Park & Ride facility. Picnic areas and restrooms are available at Winans Meadow (Trailhead 2) located 1.6 miles east in Leakin Park.



Bicyclists cross over Dead Run, which flows into the Gwynns Falls and eventually the Chesapeake Bay.

Photo: Trust for Public Land

Study the Map

Before you start your journey, study the kiosk map and determine your destination along the 15-mile Gwynns Falls Trail. Kiosks similar to this one are located at trailheads between here and Baltimore's waterfront.

After Franklinton, you will pass through a mature Piedmont hardwood forest. As you cross over Dead Run and enter Winans Meadow, you will pass by a mid-1800s iron waterwheel, which pumped water from Dead Run to Thomas de Kay Winans' former Crimea estate on top of the ridge.

John H. Piel ran a grocery and livestock feed store in Franklinton, one of Baltimore's first planned communities.

Photo: Baltimore County Public Library Legacy



This 1969 drawing shows how I-70 was envisioned to go through Gwynns Falls and Leakin Parks, tunneling under the historic Crimea estate, as well as developing active recreation facilities to compensate for the highway. Community residents fought to retain the natural character of the two parks, so I-70 stops here at the park boundary.

Map: Urban Design Concept Associates, Corridor Development—Baltimore Interstate Highway System 3-A / Segment 9

Children pose on Franklinton Road in 1901.

Photo: Maryland Historical Society



Gwynns Falls Park at I-70/Franklinton

Gwynns Falls Trail Council/A Project of the Parks & People Foundation
www.gwynnsfallstrail.org



Gwynns Falls Trail

Here at this narrow point on the Gwynns Falls the historic Baltimore and Frederick Turnpike crossed the Gwynns Falls. The Ellicott family built the road to connect Baltimore with wheat fields and mills to the west. The Ellicotts acquired the Gwynns Falls water rights in 1790 and built two millraces to power three mills at this site and five more at Calverton, near Leon Day Park (Trailhead 4). Roads, bridges, mills, and farms played key roles in the development of Baltimore as a major grain-exporting port on the Chesapeake Bay.

Study the Map

Before you start or resume your journey, study the kiosk map and determine your destination along the 15-mile Gwynns Falls Trail. From here proceed 1.8 miles northwest along old Ellicott Driveway past the Baltimore Street crossing of the Gwynns Falls to Leon Day Park (Trailhead 4). As you follow the old millrace, note the sites above the trail of early German butchers, leatherworkers, broom makers, and brewers along Franklinton Road.

Or follow Frederick Avenue bridge west going over the Gwynns Falls and pick up the trail going southwest to Wilkens

Radnor Park Mansion (*far right*) was the summer home of Thomas Canby, spice importer. Many wealthy families maintained summer homes along the Gwynns Falls.

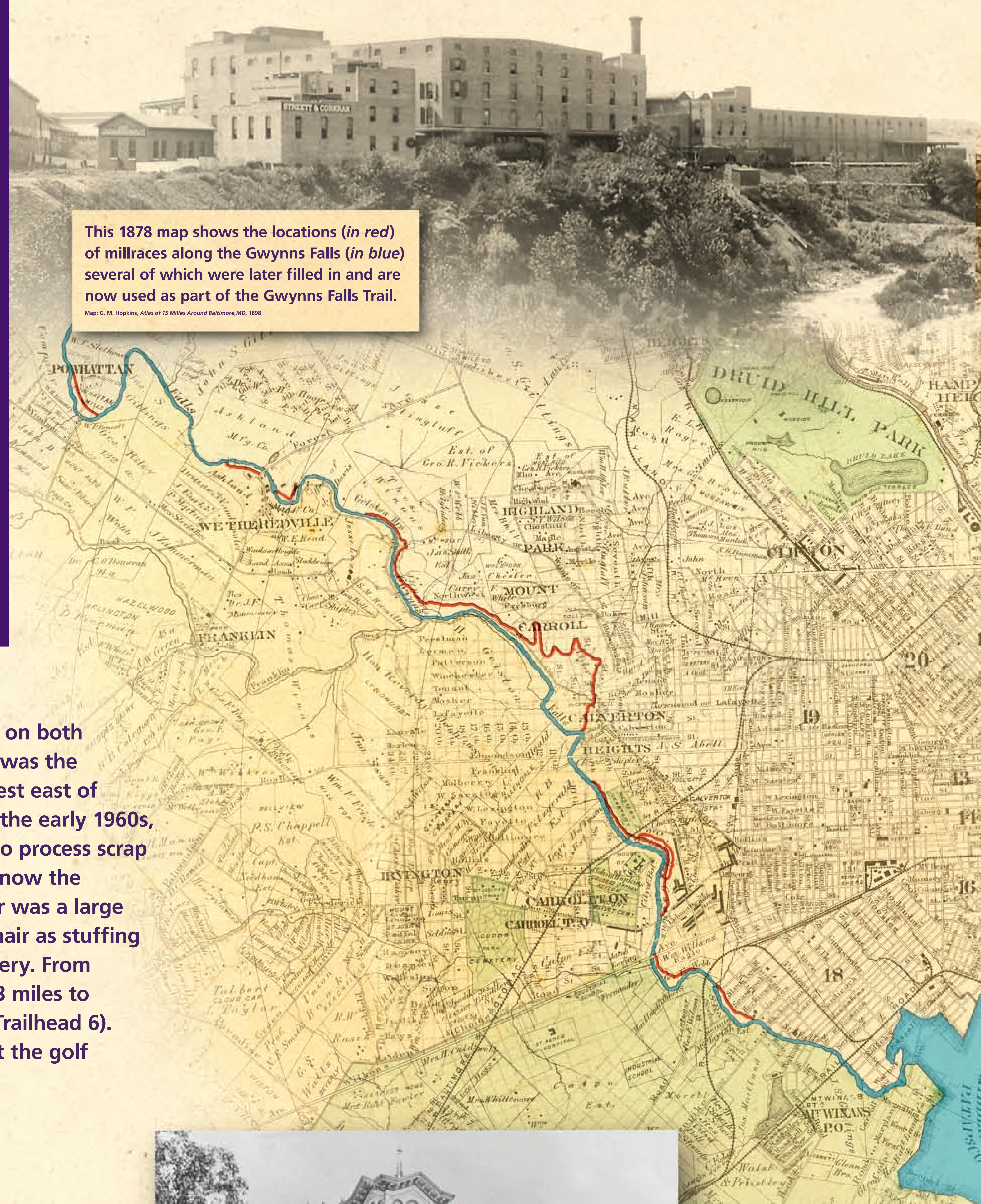
Photo: Baltimore County Public Library Legacy

Strollers enjoy the view of the Gwynns Falls. This river drive was created in 1917 by filling the old millrace that powered three mills at Frederick Avenue, now Trailhead 5. Edmondson Avenue bridge is in the background.

Photo: Baltimore County Public Library Legacy

The area near Leon Day Park (Trailhead 4) was once a busy industrial area with grain and carpet mills and slaughterhouses. Pictured here in 1926 is the Union Abatoir Company, later called the Corkran Company, along the Gwynns Falls.

Photo: Baltimore County Library Legacy



Gwynns Falls Park at Frederick Avenue