

TRACKING CHANGE

**THE SIGNIFICANCE,
IDENTIFICATION,
AND PRESERVATION
OF RAILROAD TOWN
DEVELOPMENT IN
ANNE ARUNDEL COUNTY,
MARYLAND**

**FINAL SEMINAR PROJECT IN
HISTORIC PRESERVATION
JASON DEAN VAUGHAN**

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PLANNING, AND PRESERVATION**

Abstract

Title of Document:

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Master of Historic Preservation, 2009

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In the mid-nineteenth century, western Anne Arundel County in Maryland began a transformation spurred by the establishment of railroads. The railroads not only connected Baltimore, Washington, and Annapolis, but also the county's farmers by rail to these significant metropolitan markets. As technology progressed, the Washington, Baltimore & Annapolis Electric Railroad brought electricity to the rural towns sited along the tracks. The presence of the railroads also encouraged additional development in the area, and in the early twentieth century, western Anne Arundel County was again transformed by the establishment of Fort George G. Meade and the U.S. Naval Academy Dairy Farm.

As the importance of the railroads faded with the advent of the automobile, these towns continued to grow as bedroom communities for Baltimore, Washington, and Annapolis. New development, sparked by the imminent expansion of Fort Meade, threatens the character and viewsheds of the rural pockets remaining in this section of the county. Shedding light on the now-forgotten railroads and their lasting impact on the geography and history of the county, this resource study highlights the significance of the railroads to two towns — Gambrills and Millersville — and examines measures to ensure the protection and preservation of Anne Arundel's railroad heritage.

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IN ANNE ARUNDEL COUNTY, MARYLAND**

By
Jason Dean Vaughan

Final Seminar Project submitted to the faculty of the Historic Preservation Program,
School of Architecture, Planning, and Preservation, University of Maryland, College Park,
in partial fulfillment of the requirements for the degree of Master of Historic Preservation.

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The school provides a process through which students and the professional community can express the creativity, acquire the technical capacity, accept the social responsibility, and recognize a sense of history to make the decisions that shape the built environment.

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Commonly Used Abbreviations

A&ERR	Annapolis & Elkridge Railroad
AW&B	Annapolis, Washington & Baltimore Railroad
BRAC	Base Realignment and Closure (Commission)
B&O.....	Baltimore and Ohio Railroad
MHT.....	Maryland Historical Trust
PRR.....	Pennsylvania Railroad
USNA	United States Naval Academy
WB&A.....	Washington, Baltimore & Annapolis Electric Railroad





“Every passenger train —
from the local puffing asthmatically
from small town to small town
to the transcontinental express roaring
from city to city without pause —
offered the spectacle of escape
into the metropolitan corridor,
into modernity.”

— JOHN STILGOE, OUTSIDE LIES MAGIC

Introduction

The weather forecast for Washington, D.C., on May 25, 1917, called for a warm spring day with gentle western breezes, a forecast in stark contrast to the mood in the nation's capital. The United States was at the doorstep of the First World War; just fifty days earlier the U.S. Congress officially declared war on Imperial Germany.

It was on this warm May day that a single electric railroad parlor car rumbled through Maryland along tracks bordered by farmland and forests. Parlor car 100 of the Washington, Baltimore & Annapolis Electric Railroad was not in regular service; inside, four men were laying the foundation for a deal that would turn 19,000 acres of Anne Arundel farmland into an U.S. Army troop training facility.

In response to the massive mobilization and training of thousands of soldiers, the U.S. Army needed large facilities to accommodate new soldiers and prepare them for the trenches of Europe. Executives from the Baltimore & Ohio, Pennsylvania, and Washington, Baltimore & Annapolis Electric railroads were campaigning for a facility to be built between Washington and Baltimore, convenient to Maryland's port cities and — not coincidentally — to the tracks of the three railroads.¹ Along with the railroad executives in the parlor car was U.S. Army Major General J. Franklin Bell, inspecting the Anne Arundel property on behalf of the Army Camp Site Board.

Less than a month later, parlor car 100 was again in singular service, this time for the final agreements between the railroads and the federal government that would transform acres of land into what is now known as Fort George G. Meade. Since 1917, the installation has grown and expanded, notably in the 1950s when the National Security Agency (NSA) was built at the fort. Today the combined workforce of Fort George G. Meade and NSA make it one of the largest employers in Maryland, with 39,000 military, civilian, and contractor personnel and a contribution of \$4 billion to the state's economy.²

The establishment of the Army facility was just one of many transformative events that crafted, carved, and shaped the rural character of western Anne Arundel County. The transformation started decades before, as the first railroad lines were laid to connect the western edge of the county to Annapolis; followed by three rail lines that would link Washington, D.C., and Baltimore. Four years before Fort Meade was established, the United States Naval Academy (USNA) started a dairy farm a few miles east of the army facility in Gambrills, Maryland.

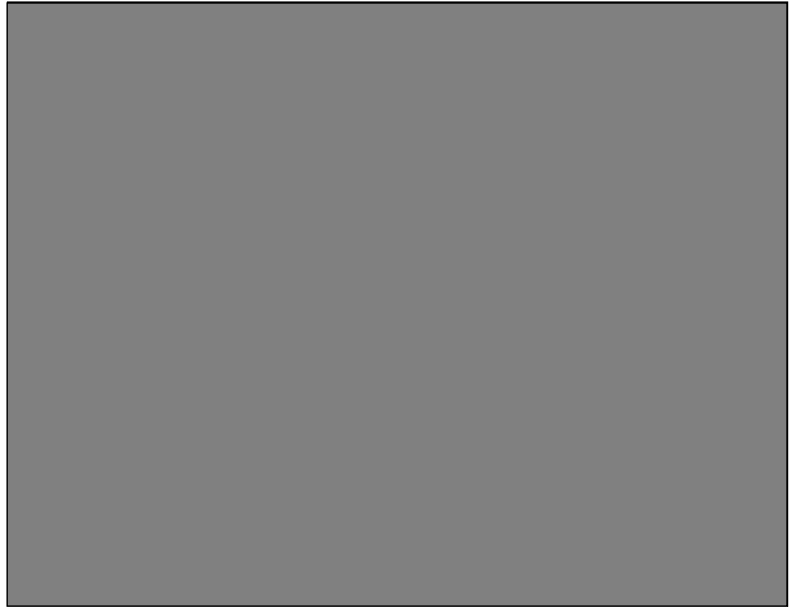


FIGURE 1: Parlor car 100 of the WB&A Electric Railroad
SOURCE: EVERY HOUR ON THE HOUR

PREVIOUS PAGE

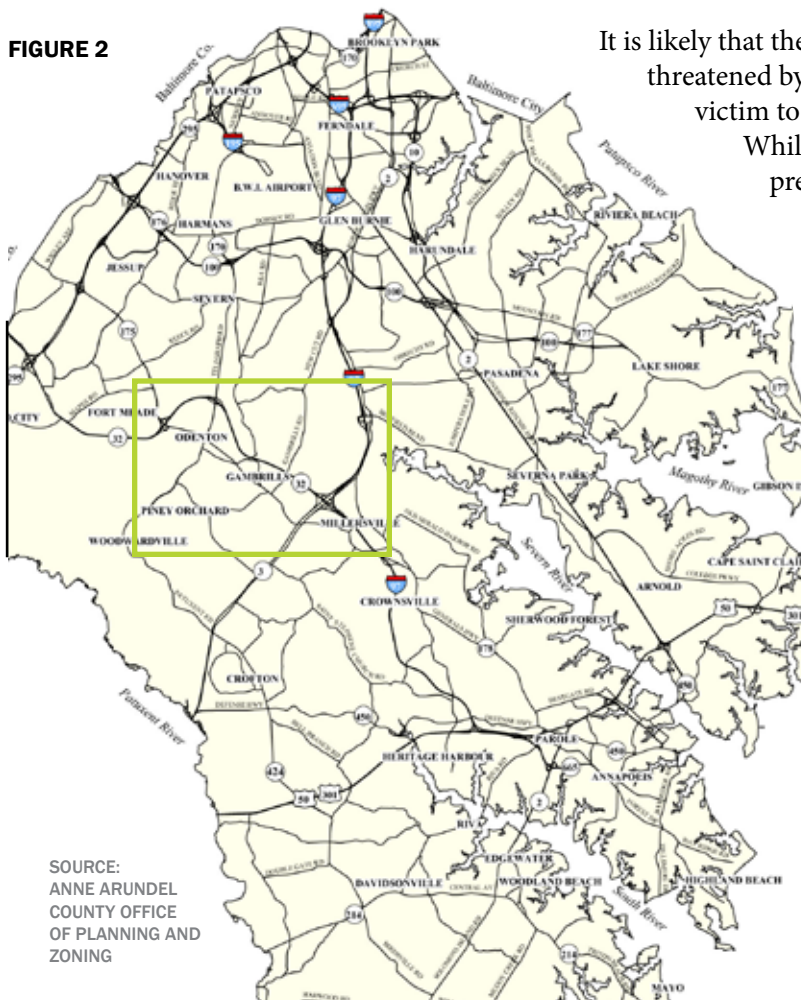
DETAIL OF 1878 MAP FROM GRIFFITH MORGAN HOPKIN'S *ATLAS OF ANNE ARUNDEL COUNTY, MARYLAND*



Today the western Anne Arundel communities east of Fort Meade — Odenton, Gambrills, and Millersville — are bedroom communities, originally developing along the railroad lines and now serviced by state and federal highways whisking commuters towards jobs in the Baltimore, Annapolis, and Washington, D.C., metropolitan areas. Just as the establishment of Fort Meade spurred growth and development in the early twentieth century, current plans to expand the facility are pushing new residential and commercial construction to accommodate an additional 12,000 civilian and military personnel.³ The expansion of Fort Meade directed by the Base Realignment and Closure Commission (BRAC), Odenton's regional train service, and the relatively under-developed nature of the area have made Odenton the focus of transportation-oriented development.

While the region's government agencies and business groups have supported the expansion and expected economic gains, little, if any, attention has been given to the rural character of this area, which has survived in numerous pockets along the long-abandoned line of the Annapolis and Elkridge Railroad. A drive along Maryland Route 175 east from Odenton to Millersville (parallel to the old tracks) allows glimpses of the days when the railroad brought transportation, communication, access to markets, and later electricity to the farmers who tilled the soil for crops of tobacco, peas, vegetables, and internationally famous Anne Arundel strawberries. Early twentieth-century American Foursquare houses share the landscape with earlier farmhouses, and tracts of farmland and woodland are visible from the road.

FIGURE 2



SOURCE:
ANNE ARUNDEL
COUNTY OFFICE
OF PLANNING AND
ZONING

It is likely that these farmlands and other open areas will be threatened by development, as relatively small farms fall victim to the all too common wallet of developers. While it is easy to pontificate on the need to preserve farmland and the viewsheds that still

FIGURE 3



SOURCE: NATIONALATLAS.GOV

The map above (Figure 3) shows Anne Arundel County's relationship with the Chesapeake Bay, Baltimore, and Washington, D.C. The map to the left (Figure 2) shows the major roadways and communities of Anne Arundel County. The towns of Odenton, Gambrills, and Millersville are highlighted.

remind us of the railroad and agricultural heritage of Anne Arundel County, it is essential that we understand that heritage, not only to help educate and persuade others of the value in protecting these areas, but to ensure this legacy is remembered for future generations.

Project Methodology

The communities of Gambrills and Millersville (both unincorporated towns) are facing growth pressures due to the expansion of Fort Meade and plans for increased development around the Odenton MARC station. This is also compounded by development along the Maryland Route 3 (Crain Highway) corridor, which divides Gambrills and Millersville. Both communities reflect their agricultural heritage, with parcels of farmland and rolling fields nestled between state highways and residential and commercial structures.

The railroad heritage of the area is well-known and visible in nearby Odenton, reflected not only in the community's welcome signs (featuring an image of a steam locomotive) but also in its popular MARC commuter station and adjacent Amtrak repair facility. However, the railroad line that ran from Odenton southeast to Annapolis (through Gambrills and Millersville) is part of a forgotten history — the tracks long since dismantled and now only delineated by the run of powerlines through wooded areas parallel to Maryland Route 175.

While the railroad may be hidden, the presence of American Foursquare houses along Annapolis Road (Route 175) allude to an intriguing development pattern during the early twentieth century. Further research and investigation is needed to understand the depth and scope of this development, as well as to better understand the significance of the railroad and its lasting legacy reflected in today's built environment. With a more comprehensive grasp of these issues, both local government agencies and community members will be better positioned to make decisions that will help preserve this unique pocket of rural/extra-urban development in a rapidly growing part of Anne Arundel County.

In order to better understand the area's railroad heritage, a series of questions was developed to help guide research on the historic context. Key to these questions was where the railroad lines once ran, specifically in relation to Gambrills and Millersville. Also noteworthy was how the landscape looked before the establishment of the first steam railroads in the 1830s and 1840s, and what changes to the built environment were brought about by the new rail services. Building upon the transformations brought by the first steam railroads, what changes occurred when the old steam line running through these communities was converted to electric locomotion? It was also important to look at the affect of two large-scale, twentieth-century military developments, Fort George G. Meade and the U.S. Naval Academy Dairy Farm.

Using these questions, a historic context (part one of this report) was developed that examines how the area developed from the Colonial period to the mid-twentieth century, when railroad service ended. An important part of this historic context is an analysis of the historic significance of the railroad communities on a local, state, and national level.



FIGURE 4: "Welcome to Odenton."
SOURCE: AUTHOR



With a grasp of the history of the area, a second phase of inquiry guided the identification of extant resources. What development patterns and building typologies were spurred by the railroads, and how can these be recognized today? These questions shaped a field survey that focused on the resources that were found along the old railroad right-of-way from Gambrills to Millersville.

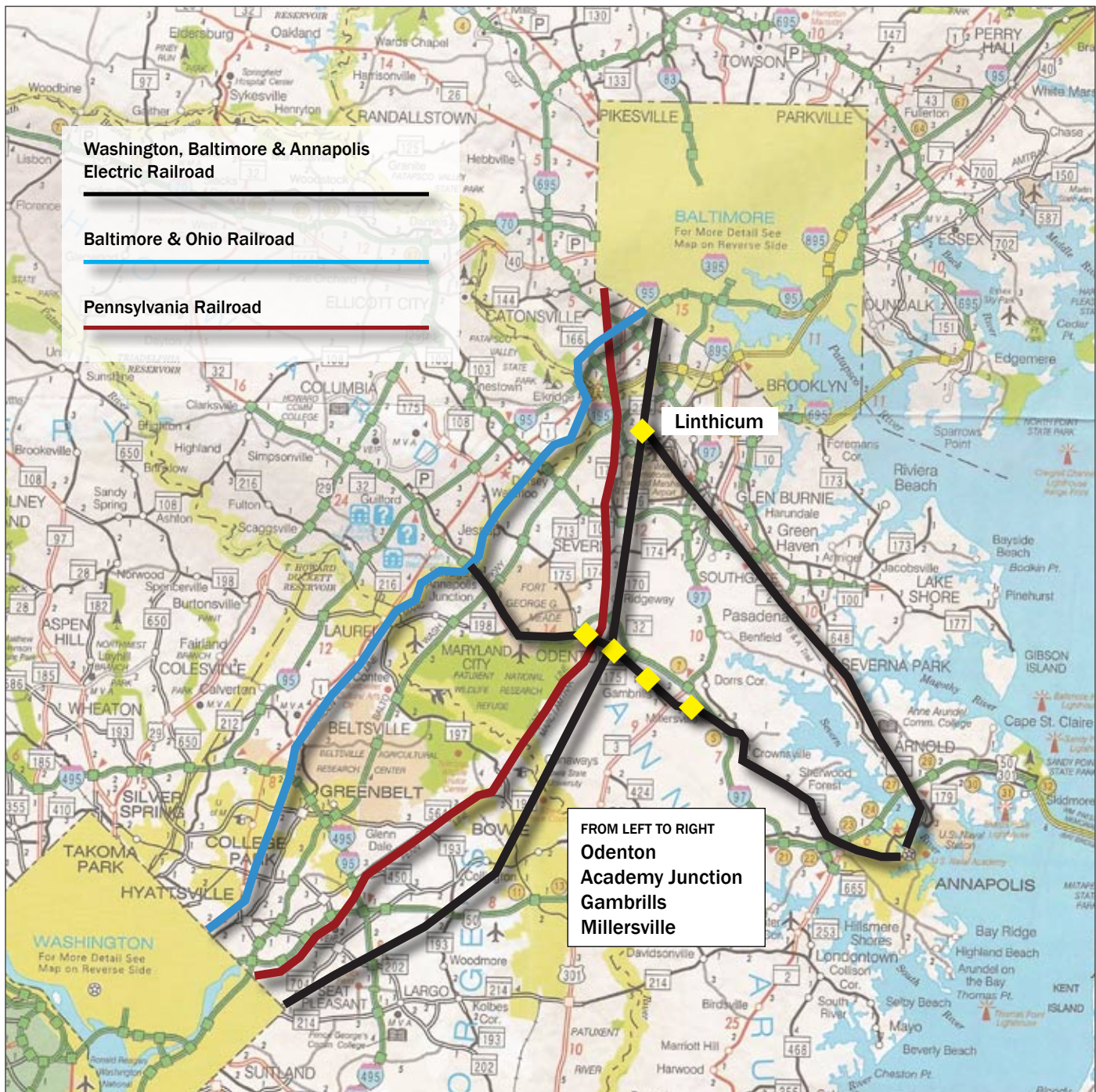
A third phase of questions relates to the current growth conditions affecting Millersville and Gambrills. Once resources related to the railroad's presence are identified, what measures can be used to protect these resources

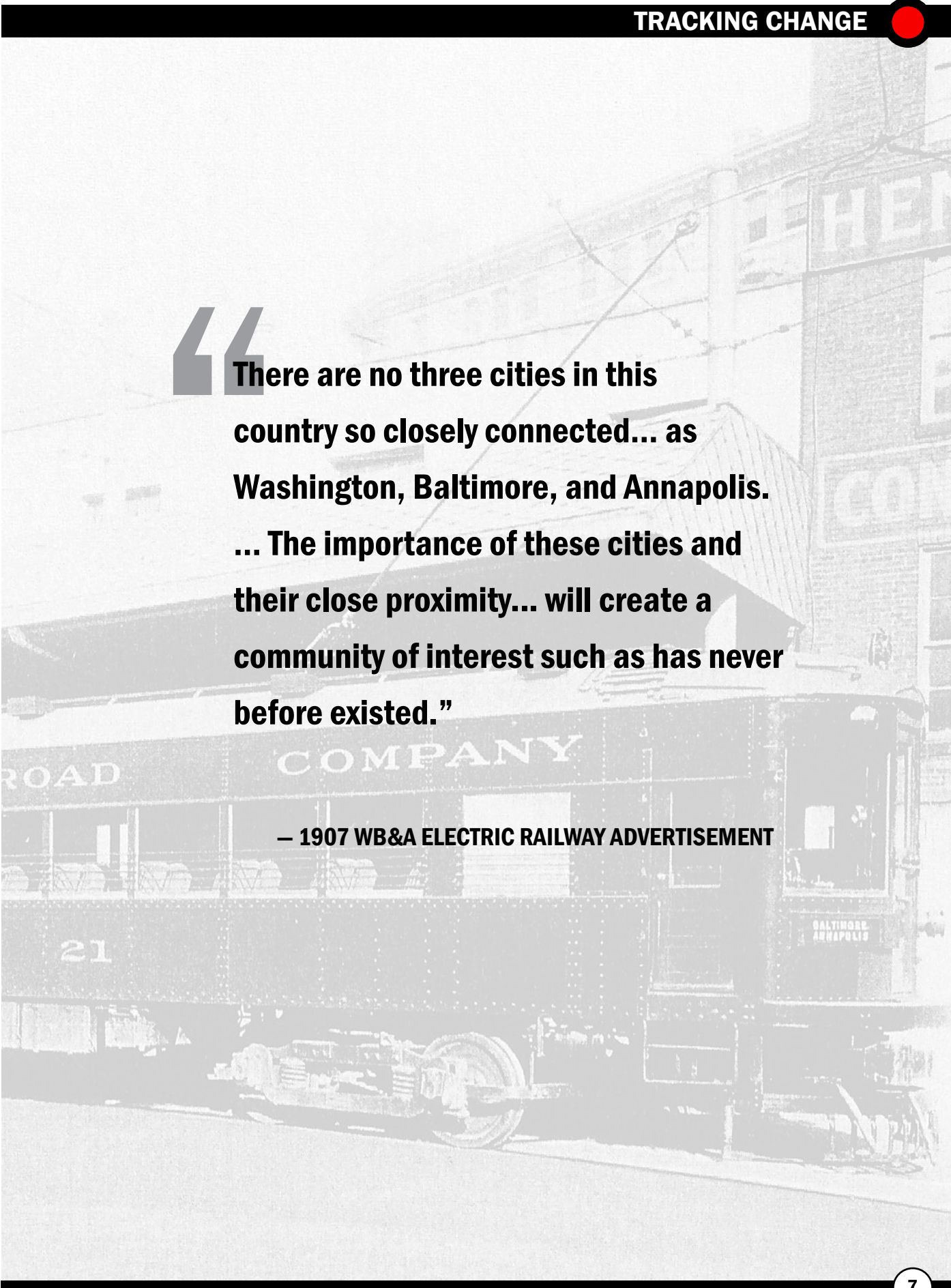
(both buildings and cultural landscapes) from encroaching development? The last chapter of this report examines a series of preservation strategies at the local, state, and federal levels that are currently in place, and what future preservation strategies — from conservation easements to transportation enhancements — can be utilized to preserve the cultural landscape. Two case studies examine both successes and failures in protecting railroad-associated development, providing future guidance on possible preservation outcomes.



FIGURE 5: New subdivision off Burns Crossing Road near Gambrills, Maryland
SOURCE: AUTHOR

FIGURE 6:
Contemporary Map with Approximate Placement of Historic Railroad Lines
 SOURCE: MARYLAND DEPARTMENT OF TRANSPORTATION, MARYLAND HIGHWAY ADMINISTRATION





“There are no three cities in this country so closely connected... as Washington, Baltimore, and Annapolis. ... The importance of these cities and their close proximity... will create a community of interest such as has never before existed.”

— 1907 WB&A ELECTRIC RAILWAY ADVERTISEMENT

Historic Context

The first chapter of this report looks at the history of development in the area encompassing Odenton, Gambrills, and Millersville — three communities in western Anne Arundel County connected by agriculture, transportation, and both military and suburban development. A summary of the historical significance of the area, focusing on Gambrills and Millersville, is followed by a collection of supporting information, beginning with a brief overview of the agricultural history and leading into the development of the three railroad lines which transformed the three towns. The establishment of two significant military sites in the area, Fort George G. Meade and the U.S. Naval Academy Dairy Farm, will be discussed, followed by the causes leading to the end of rail service to these communities.

Rather than presenting a chronological narrative, the supporting information is presented in sections divided into broad topics (agriculture, steam railroads, electric railroad service, and the demise of rail service). The histories of Millersville and Gambrills are presented in sidebars in the section on the Annapolis and Elkridge Railroad (see pages 13 and 15), and a brief history of Odenton is found in the section on the Pennsylvania Railroad (page 16). A timeline, opposite page, has been included to assist the reader.

PREVIOUS PAGE

DETAIL OF A J. G. BRILL COMPANY PROMOTIONAL PHOTOGRAPH OF A HIGH-SPEED ARTICULATED CAR FOR THE WB&A
SOURCE: COURTESY OF THE ANN ARUNDELL COUNTY HISTORICAL SOCIETY



FIGURE 7:

Event Timeline for Railroads in Anne Arundel County (1833-1950)

- 1833** Maryland General Assembly allows Baltimore & Ohio Railroad (B&O) to build branch line from Baltimore to Washington.
- 1835** B&O Washington Branch begins service.
- 1837** Maryland General Assembly allows Annapolis and Elkridge Railroad (A&ERR) to build line from Annapolis to western Anne Arundel County.
- 1840** A&ERR begins service.
- 1845** United States Naval Academy (USNA) established in Annapolis.
- 1853** Maryland General Assembly allows Baltimore & Potomac Railroad to build line from Baltimore to the Potomac River south of Washington, D.C.
- 1861** Civil War begins; A&ERR and B&O commandeered by Union Army for the duration of the war.
- 1865** Civil War ends; A&ERR and B&O returned to civilian control.
- 1867** Baltimore & Potomac purchased by Pennsylvania Railroad (PRR).
- 1872** PRR opens line from Baltimore to Washington, D.C.
- 1886** A&ERR sold at foreclosure; reincorporated as Annapolis, Washington & Baltimore Railroad (AW&B).
- 1889** Maryland General Assembly allows Potomac and Severn Electric Railway to build line from Annapolis to Washington, D.C.
- 1900** Maryland General Assembly allows Potomac and Severn branch service to Baltimore; Potomac and Severn change name to Washington & Annapolis Electric Railway.
- 1901** Washington & Annapolis Electric Railway purchased by Cleveland business group.
- 1902** Washington & Annapolis Electric Railway changes name to Washington, Baltimore & Annapolis Electric Railway.
- 1903** WB&A Electric Railway purchases AW&B.
- 1905** Cleveland utilities mogul George T. Bishop purchases WB&A Electric Railway.
- 1908** WB&A Electric Railway opens.
- 1911** WB&A Electric Railway changes name to WB&A Electric Railroad.
- 1913** USNA Dairy Farm established in Gambrills.
- 1917** United States enters World War I; training facility established near Odenton (Fort George G. Meade).
- 1921** WB&A purchases Annapolis Short Line.
- 1927** National Defense Highway (Maryland Route 450) and Robert Crain Highway (Maryland Route 3) open.
- 1934** Governor Ritchie Highway opens (Maryland Route 2).
- 1935** WB&A sold at auction; main and South Shore lines cease operations; North Shore line sold and continues service from Annapolis to Baltimore operating as the Baltimore & Annapolis Railroad.
- 1950** Baltimore & Annapolis Railroad service ends.

Period of Significance for the Railroad Towns

The communities of Gambrills and Millersville share a local, state, and national significance — a common heritage inextricably linked to the establishment of one of the first railroads built in the state of Maryland. Within both of these unincorporated towns, visual links to the area's past can be found in the built environment, largely through the presence of residential structures sited along the old railroad line that once connected these towns to Annapolis, Baltimore, Washington, D.C., and beyond.

The period of significance begins in 1840 as the tracks for the Annapolis & Elkridge Railroad (A&ERR) were laid along a ridge dividing the watershed drainage between the Patuxent and Severn rivers, connecting Annapolis with western Anne Arundel County (terminating at a junction with the Baltimore & Ohio Railroad near present-day Savage, Maryland). Millersville was one of the earliest towns established along the railroad line, with a post office and general store operating as early as 1841.

In 1908, the A&ERR tracks were electrified, and new service began operating under the banner of the Washington, Baltimore & Annapolis Electric Railway (WB&A). Not only did the WB&A bring a new, modern type of transportation to the farmers and small merchants who lived in the two communities, but also allowed electrical power to be distributed to residences along the tracks. Convenient transportation also fostered new development, first with the establishment of the U.S. Naval Academy Dairy Farm in Gambrills (1913) and later with a military training facility, now known as Fort George G. Meade (1917).

The period ends in 1935, when the WB&A ended operations and the railroad tracks were dismantled and sold for scrap. The demise of the railroad is linked to significant events both in Maryland and U.S. history, most notably the economic malaise of the Great Depression, the ascendancy of the automobile as the dominant mode of transportation, and the state's road development programs of the 1920s and 1930s.

From Colonial Farms to Truck Farms

The Odenton, Gambrills, and Millersville vicinity was inhabited long before European colonists set foot on the shores of what is now Maryland. The Native American inhabitants of the area are believed to be Algonquin-speaking groups, primarily the Patuxents.⁴ The area was a hunting ground with extensive trails which provided access from the rivers and tributaries of the Chesapeake Bay to the interior.⁵ Archaeological finds in the area are comprised of mostly projectile points and piles of flaked stone, with a concentration located near Picture Spring, a fresh-water source near what is now the intersection of Maryland Route 175 and Sappington Station Road in Odenton (and now buried underneath a shopping center parking lot).⁶

At the time of European settlement, few permanent Native American settlements existed in the sparsely inhabited area. In 1608 during his explorations of the Chesapeake Bay, Captain John Smith was “mystified” by the absence of native populations in the region between the Severn and Patapsco rivers; today it is believed that the area was abandoned due to raids from the north by the Susquehannock group and was essentially a buffer zone.⁷ While there are some reports of attacks, the threat of Native Americans seemed slight, as the colonists “wasted little time getting on with their primary business — that of claiming and developing their own farms.”⁸



FIGURE 8: Anne Arundel Strawberries, 1928
SOURCE: MARYLAND STATE ARCHIVES

The first settlers to the county, Puritans escaping persecution in Virginia, arrived in 1649 at Greenbury Point, the tip of a peninsula jutting southward separating Annapolis and the Severn River from the Chesapeake Bay. The settlement was officially recognized by the colonial Maryland General Assembly a year later as the county of Annarundell.⁹ By 1659, land patents had been issued in the western portion of the county, including nineteen in the Crofton area from the period of 1659-1688.¹⁰

Tobacco was the primary crop for Anne Arundel County farmers and plantation owners during the Colonial and Revolutionary War periods, but by 1800, the sun had set on the golden cash crop days. The light topsoil of the coastal plain area is vulnerable to erosion, leading to sedimentation in the tributaries of the Chesapeake that provided access to Annapolis and Baltimore. Erosion and tobacco's voracious nutrient needs seriously depleted the soil for further tobacco cultivation.¹¹ As Baltimore replaced Annapolis as the economic and cultural center for the state, the land around Annapolis faltered economically, and the region stagnated as marginal farmers and their families left the county for new opportunities in the opening American west.¹²

The fortunes of Anne Arundel agriculture would again flourish in the mid-nineteenth century as three railroad companies laid tracks across the county, providing farmers access to markets in Baltimore and beyond via steamers on the Chesapeake Bay. Not only did the growing population of Baltimore (and the influx of thousands of Union troops during the Civil War) need more food, but the oyster canning industry — largely a fall and winter operation — realized that the canning of fruits and vegetables through the spring and summer would keep the canneries open and the profits rolling in year round.¹³

From the mid-nineteenth century through the 1930s, truck farming was the major industry for Anne Arundel County, with more than 4,000 truck farms at the turn of the twentieth century.¹⁴ Anne Arundel County soils, which were soft and sandy, were well suited to a variety of produce. While strawberries were the best known of Anne Arundel produce, the county's truck farms also produced peas, corn, sweet potatoes, melons, and cantaloupes.

Truck Farming: A Definition

The term "truck" is divorced from the motorized transport that bears the name today; a truck farm is an agricultural operation devoted to the cultivation of vegetables and fruits for commercial purposes. ("Truck" was synonymous with "produce".)

Local consumption of Anne Arundel County produce (in Washington, D.C., Annapolis, and Baltimore) was a small percentage of what was shipped to the other cities along the Eastern Seaboard (and even Canada). Anne Arundel produce was renowned for its quality, and “carried a premium when tagged with an Anne Arundel label.”¹⁵

Truck farming started a slow decline in the early twentieth century as the railroads that once zipped produce to the Baltimore steamers brought fruits and vegetables from southern states. The increased competition and the Great Depression dealt severe blows to truck farming. Although increased demand during World War II kept the industry alive a bit longer, post-war development transformed most of the remaining farms into suburbia.

Early Steam Railroads

BALTIMORE AND OHIO RAILROAD



The first railroad to pass through Anne Arundel County was the famed Baltimore and Ohio Railroad (B&O), which provided branch service from Baltimore to Washington, D.C. In 1833, the General Assembly of Maryland passed a law allowing the B&O to construct a branch descending from Baltimore to the nation’s capital. The railroad was a vast improvement over the two other travel options of the period. The 1825 Washington and Baltimore Turnpike (roughly following present-day U.S. Route 1) was a harrowing journey by stagecoach across rickety bridges and through streams and ravines. In ideal conditions, the stagecoach ride was five to six hours; in bad conditions, the \$2.75 trip could take more than twelve hours.¹⁶ More leisurely (and costly) were steamboat services along the Chesapeake Bay. For nearly \$10, passengers could circumvent the rough turnpike, although the journey took one to two days.¹⁷

The B&O Washington Branch provided cheaper and faster transportation between the two cities. The two-hour rail trip, along a track that largely paralleled the turnpike, would cost passengers \$2.50, a relative bargain over the trials of a turnpike stagecoach or a long boat trip. Based on a 126-page engineering report, the construction of the single track began shortly after the financial, legislative, and legal deals closed in July 1833. The branch officially opened on August 25, 1835.

ANNAPOLIS AND ELK RIDGE RAILROAD

Just two years after the completion of the Baltimore and Ohio’s Baltimore-Washington line, the General Assembly of Maryland chartered a railroad to connect Annapolis with the newly completed B&O and link the state capital by rail to Washington and Baltimore. Passed on March 21, 1837, the act incorporated the Annapolis and Elk Ridge Rail Road Company (A&ERR), directed the company to construct a railroad to link with the B&O line, and authorized the state to fund the venture with a stock purchase of \$300,000 “necessary to complete the railroad.”¹⁸



Original plans to extend the railroad from Annapolis to Elkridge were never realized; instead the railroad’s route ran from Annapolis to a midway point on the B&O line near present-day Savage, Maryland. The mid-way point took the name “Annapolis Junction,” referring to its status as a transfer station to the state capital. Construction began in 1838, and the single-track steam railroad opened on Christmas Day in 1840.¹⁹

A Note on History: Gambrills

While it is clear this small community developed in relation to the Annapolis & Elkridge Railroad and the USNA Dairy Farm, little written history exists documenting Gambrills before the establishment of the farm in 1913.



FIGURE 9: Detail of Simon J. Martenet's 1860 map of Anne Arundel County.

Martenet's 1860 map indicates a residence of Mrs. E. Gambrill north of the railroad tracks, along with a school on the south side of the tracks to the east of Mrs. Gambrill's house. The Hammond family's tobacco farm lay to the south; later this farmland was sold to the U.S. Navy for the establishment of the USNA Dairy Farm (see page 19). The tracks running north-south were part of a proposed railroad which was not built.

Hopkins' 1878 map of the area shows eight residences along the tracks, as well as a store and "Gambrills Sta'n" in prominent type. (The map also indicates the school shown in the Martenet map.) By this date, the Hammond family had sold their farm, and four residents are noted in the area that would later become the dairy farm. The increase in the number of farms but decrease in farm size "mirrored the general trends that characterized agriculture in Anne Arundel County."²⁸



FIGURE 10: Detail of G. M. Hopkins' 1878 map of Anne Arundel County.

Initially, ridership levels were modest, given the sleepy nature of Annapolis (largely a fishing village that welcomed the state legislature every two years).²⁰ However, with the establishment of the United States Naval Academy (USNA) in Annapolis in 1845, the A&ERR “became an important source of mobility for midshipmen and other military personnel.”²¹

The railroad was not immune to the calamity and turmoil of the Civil War. While Maryland remained in the Union, sympathies were torn between the North and South. Western Anne Arundel County, specifically the area around Odenton, tended towards Southern sympathies.²² While no battles were fought in the vicinity, the A&ERR played a critical role, illustrating both the depth of Southern sympathy and the wherewithal of the Union Army to move its troops throughout the region.

In April 1861, Brigadier General B. F. Butler needed to get his forces, the Eighth Massachusetts and Seventh New York Regiments, off of the steamer *Maryland* and on to Washington. Docking in Baltimore was not possible, as days before riots had erupted when Union troops marched through the city. Annapolis became the port of choice, much against the wishes of the mayor and Maryland Governor Thomas H. Hicks. Butler’s plan was to send the regiments via the A&ERR to the B&O line at Annapolis Junction. However, the A&ERR employees (presumably

with the owners’ consent) had other plans, tearing up the tracks at mile intervals.²³ In addition to the removed tracks, Southern sympathizers burned a railroad bridge near Millersville.²⁴ If the destruction of the tracks and the bridge were not enough, resourceful Southern sympathizers also sabotaged the locomotive at the Annapolis depot.²⁵

Butler’s troops attempted to repair the locomotive, tracks, and bridge, but given the time and resources available, most troops made the march between Annapolis and the B&O junction. Given their sensitive and strategic nature, both railroads were commandeered by the Union Army for the duration of the Civil War. Foot and cavalry patrols prevented subsequent acts of sabotage to the tracks.²⁶



FIGURE 11: Illustration of Union soldiers repairing the railroad bridge near Millersville from May 11, 1861 issue of *Harper's Weekly*.

SOURCE: SONOFTHESOUTH.NET

Years of wartime use had a detrimental affect on the A&ERR tracks, locomotives, and railcars. By the mid-1880s, the railroad was in financial turmoil, and was sold at foreclosure in 1886.²⁷ Reorganized, the railroad was reincorporated as the Annapolis, Washington & Baltimore Railroad (AW&B).

The AW&B continued to operate into the turn of the century, but in 1903, a dramatic new change was coming to the old line. Purchased by a group of Cleveland investors, the AW&B was absorbed into Washington, Baltimore & Annapolis Electric Railway.

A Note on History: Millersville

Millersville is located east of Robert Crain Highway (Maryland Route 3) along Millersville Road (Maryland Route 175). The town's history is undeniably linked to the Annapolis & Elkridge Railroad, which once rumbled through this small community. Millersville is cited as one of the first of the small towns established due to the presence of the railroad.²⁹

In 1839, a year prior to the railroad's opening, farmer John Miller purchased 470 acres in western Anne Arundel County, including the area which would later bear his name. Proximity to both the under-construction railroad and the wharf at Indian Landing on the Severn River to the north were likely factors driving his decision to purchase property in this area.³⁰

In 1840, John's son George Miller constructed a house on his father's property, close to the tracks of the railroad which would officially open in December of that year. According to the 1840 U.S. Census records, George worked in "commerce;" he was running a store either near or from his home next to the railroad tracks. In 1841, George Miller was appointed as Millersville's first postmaster.

By 1860, George had expanded his commercial activities and the structures on his property (he purchased a parcel of land, noted as "Millersville" in the deed records, in 1852). In addition to the circa 1840 house, a blacksmith shop and a building housing a post office and store are indicated on an 1860 map of Anne Arundel County. The map also indicates seven other buildings in the Millersville area, which appear to be residences except for one school, the Anne Arundel County Academy.

In 1869, George Miller sold his property and 75 acres he inherited from his father, John. The buyer was neighbor Owen Cecil. Cecil's son, Leonidas, was appointed the new postmaster of Millersville six days after the transaction.

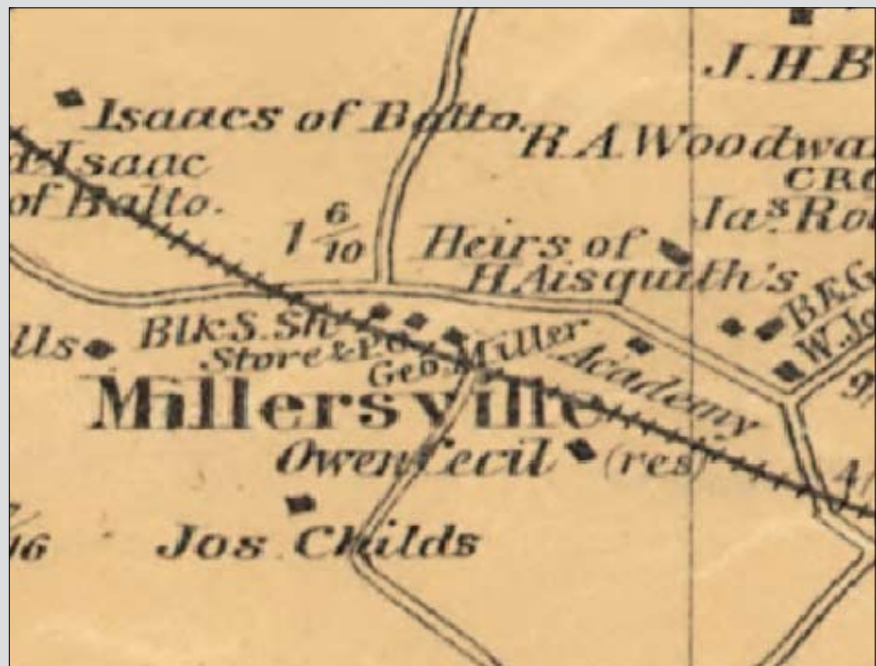


FIGURE 12: Detail of Simon J. Martenet's 1860 map of Anne Arundel County.

The Odenton Station: Yesterday and Today

Today the Pennsylvania Railroad's line is still in service, carrying freight and passenger service. Although Amtrak does not stop in Odenton on its travels along the line, the 1945 PRR station is still serviced by Maryland Area Regional Commuter (MARC) Penn Line train service. Odenton is also home to an Amtrak maintenance facility.



FIGURE 13: Pennsylvania Railroad's Odenton Station, c. 1900

SOURCE: ODENTON HERITAGE SOCIETY



FIGURE 14: Present-day photograph of the Odenton MARC Station

SOURCE: PHOTO © INTERSYSTEM CONCEPTS, INC.
USED WITH PERMISSION. SEE [HTTP://WWW.TRAINWEB.ORG/OLDMAINLINE](http://WWW.TRAINWEB.ORG/OLDMAINLINE)

BALTIMORE AND POTOMAC RAILROAD (PENNSYLVANIA RAILROAD)

The third railroad to transform the Anne Arundel County landscape was the Baltimore and Potomac Railroad. Chartered by the General Assembly in 1853, the railroad was authorized to build a line from Baltimore to the Potomac at a point near the present-day town of Nanjemoy, Maryland, across the Potomac from Quantico, Virginia. The charter also called for branch lines not to exceed twenty miles, essentially allowing the railroad to connect to Washington, D.C.



Survey for the line started in 1859, and construction began in 1861 under company president (and future Maryland governor) Oden Bowie. Progress was slow until the purchase of the railroad company in 1867 by the Pennsylvania Railroad (PRR). The move was strategic for the PRR — although it had lines to Baltimore from points north, PRR had to use the B&O line for access to Washington. The allowance for 20-mile branches in the charter allowed the PRR to develop its own direct line to Washington. In 1872, just five years after the purchase of the Baltimore and Potomac Railroad Company, the PRR opened its direct route from Baltimore to Washington.

The station at the junction of the PRR and A&ERR lines was named Odenton in honor of Oden Bowie in 1867 (coincidentally while he was still president of the company). A telegraph office and post office were established at the station, encouraging additional commercial activity in the area. General stores opened and served not only the railroad workers during and after the line's construction, but also train passengers and area farmers.



Modernity on the Rails: The WB&A



As the United States entered the twentieth century, a transformative force as powerful as the railroads began to reshape the way Americans worked, played, and traveled. With fits and starts, electricity began to light homes and businesses and power the railroads that connected cities and towns.

The first electric railroads developed slowly in New York City, as railroad companies looked for new ways to power trains as they approached the city by tunnel into the Grand Central and Penn Central terminals. At the end of the nineteenth century, electrical engineers authored articles heralding the electric-powered trains as the new means for train transportation, and “they convinced railroad officials that electric locomotives... provided more horsepower, required fewer repairs, made far less noise, and cost far less to operate.”³¹ As the country became enamored with electric power, the thought of electric-powered trains took on a new persona. “In those days the very name ‘Electric Railway’ implied a modern concept which was synonymous with progress and speed.”³²

In May 1901, a group of Cleveland, Ohio, entrepreneurs purchased the rights to a railroad chartered in 1899. The Potomac and Severn Electric Railway, was, as its name implied, intended to be an electrified railroad running from Annapolis to Washington, D.C. An act by the Maryland General Assembly in 1900 allowed for a change in the corporate name (now the Washington & Annapolis Electric Railway) and rights to build branch services of 25 miles or less, allowing for service to Baltimore. By 1902, the railroad had laid out plans for a line connecting the eastern corner of Washington, D.C. with Westport in Baltimore.

Financial problems plagued the emerging electric railroad, which was bailed out in 1905 by Cleveland utilities mogul George T. Bishop. With new ownership and new capital, a rush was on to construct the electric railroad line that ran west and roughly parallel to the PRR Washington-Baltimore line. The speed of construction, and thus introduction of service, was not only essential for appeasing investors but to also “keep the faith” with those who granted easements in exchange for the potential benefits of being along the rail line.³³

Electric service to Annapolis was solved with the purchase and electrification of the old Annapolis & Elkridge Railroad (the AW&B). The two lines would join at the intersection of the lines near Odenton, Maryland. With the station names Annapolis Junction and Odenton already in use (the connection of the A&ERR with the B&O and Pennsylvania lines, respectively), the new junction took the name “Naval Academy Junction.”

In 1921, the WB&A expanded with the purchase of the Baltimore & Annapolis Short Line, a newly electrified interurban line that ran from Annapolis to Baltimore.

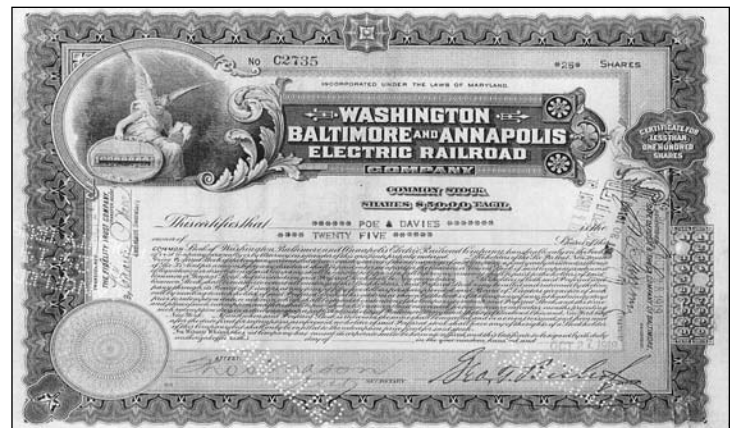


FIGURE 15: WB&A stock certificate from October 1919

SOURCE: COURTESY OF THE ANN ARUNDELL COUNTY HISTORICAL SOCIETY

Naval Academy Junction: Yesterday and Today



FIGURE 16: View facing south towards Washington, D.C. along the main line tracks at Naval Academy Junction, c. 1910.

SOURCE: *EVERY HOUR ON THE HOUR* (PAGE 157)

paved, now serving as Maryland Route 170. Much of the east-west line was also paved, becoming Maryland Route 175 (Annapolis Road).

Most of the original junction's buildings were razed, and the area now has a small strip mall development, cleverly named "Academy Junction." The two-story dispatcher's office still stands, significantly altered and converted into office space.



FIGURE 18: "Academy Junction" today. Note the steam engine on the sign, which is misleading given that the WB&A was an electric railroad.

SOURCE: PHOTOGRAPH BY AUTHOR

When the WB&A Electric Railway opened, the junction of the north-south main line and the newly electrified A&ERR line — Naval Academy Junction — was the operational hub for the railroad. At the junction, a two-story dispatcher's tower was erected housing the signal and switching controls. The building's first floor featured a superintendent's office and other administrative offices. A small waiting room connected to a long platform along side the east-west line of track.

After the WB&A's closure and dismantling of the tracks, the north-south main line was



FIGURE 17: View of dispatcher's tower from the south

SOURCE: *EVERY HOUR ON THE HOUR* (PAGE 159)

Now three lines formed the WB&A: the main line from Washington to Baltimore, the South Shore Line (the old A&ERR) running from Naval Academy Junction to the West Street station in Annapolis, and the North Shore Line (formerly the Short Line), running from Annapolis' Bladen Street terminal to Baltimore.

Things were running quite well for the WB&A during the 1920s, with its reputation for speedy and friendly service. But the golden age of interurban rail service was drawing to a close, as the automobile began to change the way Americans moved about and an unprecedented financial downfall lay on the nation's horizon.

The USNA Dairy Farm, World War I, and Fort Meade

In 1845, the United States Navy established a naval school in Annapolis, Maryland. The school, located at the site of the former U.S. Army's Fort Severn, was created to provide an academic foundation for future sailors, replacing a system of on-board naval apprenticeships.³⁴ In 1850, the U.S. Navy developed a new four-year curriculum with summers spent aboard training ships. The new curriculum was reflected in a new name for the school: the U.S. Naval Academy (USNA). During the presidency of former assistant secretary of the Navy Theodore Roosevelt (1901-09), the academy expanded with both new buildings and a larger enrollment.³⁵

Samuel Bryan served as the Paymaster, Storekeeper, and Commissary Officer of Midshipmen at the USNA during the early 1900s.³⁶ As a commissary officer, Samuel Bryan was responsible for the stocking and evaluation of the food served to the midshipmen in the Academy's mess.³⁷ In November 1902, 119 midshipmen became ill with digestive disorder; Bryan's investigation of the illness led to a conclusion that the Academy's milk suppliers were to blame. Unsanitary conditions had led to the delivery of less-than-wholesome milk.³⁸

The Navy Board of Medical Examiners recommended "the establishment of an independent dairy farm to supply the Academy's needs."³⁹ Such a farm would ensure a rigidly-controlled environment for the production of milk and related products for midshipmen.⁴⁰ A small farm was eventually established in 1910, but the size proved inadequate and the USNA was in search of a large parcel of land, close to Annapolis and with ready access to transportation lines.

In 1913, the Navy purchased a 797 acre-tract near Gambrills, Maryland. The land had been in cultivation since the late eighteenth century, initially for tobacco and, as agricultural trends changed in Maryland, a diversified mix of tobacco, produce crops, and cereals. The site was favorable not only for its size, but its proximity to Annapolis (a short twelve miles) and its position near the South Shore Line of the WB&A Electric Railroad. Gambrills itself was just a small hamlet at the time, "typical of small communities that developed in rural areas of the county, as transportation access provided incentives for growth and diversification."⁴¹ In a manner that would be repeated just a few years later with the establishment of Fort George G. Meade, the railroad assisted the Navy in the scouting and purchase of the acreage for the farm.⁴²

The WB&A constructed a short spur line leading directly to the dairy farm's barns and silos, and later instituted an express service between the farm and Annapolis; dairy products were on the Annapolis-bound train, and coal to fire the pasteurization boilers were on the dairy farm-bound trains.⁴³ Not only did the railroad provide a fast connection, it also provided electric power to the farm.⁴⁴

The importance of transportation, and specifically the electric lines of the WB&A, would again be the impetus for the construction of a military facility in western Anne Arundel County — now known as Fort George G. Meade.

When the United States entered World War I, the military needed to establish a rapid and massive mobilization and training effort to prepare thousands of soldiers for the battlefields of Europe. Large training facilities, known as cantonment areas, were purchased and constructed across the county. For the Washington, D.C., region, the U.S. Army selected a 9,600-acre site comprised largely of farmland in between the nation's capital and Baltimore. Thanks to lobbying from the area's railroads, the site was located in the densely railroad-tracked area west of Odenton, convenient to the north-south services of the PRR, B&O, and WB&A railroads, as well as the WB&A service on the line stretching from Annapolis Junction (B&O) to Annapolis.

In July 1917, the massive building effort began, which not only included the buildings for the fort but also improvements to the railroads directly servicing the camp. Under agreement between the railroads and the U.S. Army, the WB&A would be strictly passenger service, with the B&O and Pennsylvania lines handling all the construction materials, totaling 8,500 carloads.⁴⁵ More than 4,000 workmen traveled daily to the camp along the WB&A.⁴⁶

The building process was fast and furious. "Buildings appeared like mushrooms, oft times still surrounded by the remnants of last season's cornfields."⁴⁷ By September, the first trainees arrived, moving "into the new barracks even as the roof was being nailed down."⁴⁸ Just three weeks later, the camp's population swelled to 25,000. By December 1917, 1,460 buildings had been constructed to house, feed, treat, and train more than 42,000 soldiers.⁴⁹ Rail service was substantial — by 1918, there were 32 arrivals/departures for Baltimore, 30 for Washington, and 22 for Annapolis.⁵⁰ By the end of 1919, WB&A trains had carried 8.5 million passengers.⁵¹

The camp continued to grow, acquiring additional land at the outset of World War II. But by the time the United States entered the war, the lines of transportation had dramatically changed. While the Great Depression had endangered the fortunes of the WB&A, the rise of another technological innovation — the automobile — dealt the cruelest blow to the interurban railroad.

End of the Line: The Great Depression, the Automobile, and Dismantling

In 1935, the WB&A Electric Railroad was on the auction block. There is no straightforward explanation of the demise of the railroad. For four years the railroad was held in receivership, laden with debt and struggling — as were many other companies — with the financial turmoil of the Great Depression. The railroad "was to become an early victim of the malaise which eventually befell all interurbans."⁵²

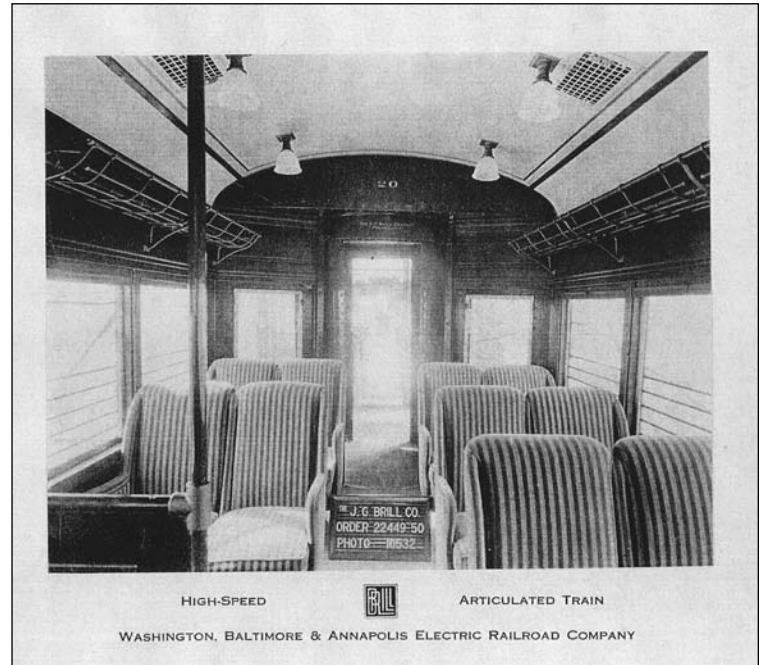
The Depression was far from the singular reason of the WB&A's downfall. During the 1920s, Maryland Governor Albert Ritchie oversaw an ambitious road system project, paving many of the county dirt roads just as the automobile ownership increased.⁵³ Between 1900 and 1920, the number of automobile registrations in the state jumped from 8,000 to 8,000,000.⁵⁴ In 1927, the National Defense Highway opened (now Maryland Route 450), connecting Washington and Annapolis and attracting the use of bus lines, trucks, and autos. Robert Crain Highway (Maryland Route 3, connecting Bowie and Baltimore) also opened in 1927, and Governor Ritchie

Highway (Maryland Route 2, connecting Baltimore and Annapolis) opened in 1934. Competition from bus lines, trucks, and private automobiles “would gradually diminish the WB&A’s ridership and trucks would reduce its quantity of rail freight.”⁵⁵

The WB&A attempted to lure customers back with new high-speed cars and a rebranding campaign, but few new passengers got onboard, saddling the company with additional debt and an excess of old equipment.⁵⁶

Adding to these problems was the City of Annapolis’ frustration with the railroad’s cars rumbling through the downtown streets, snarling traffic (now in competition with automobiles and trucks), damaging Colonial period homes through vibrations, and supposedly damaging the city’s sewer lines.⁵⁷ While a short-lived 1934 labor strike disrupted service, the halt of the railroad’s tax-exempt status was the final nail in the WB&A’s coffin. On May 8, 1935, the U.S. District Court for the District of Maryland authorized the sale of the entire system, and an auction was held on June 14, 1935.

The North Shore Line (the former Annapolis Short Line) was salvaged for continuing service until 1950. The fate of the main line and the South Shore line (connecting Academy Junction with Annapolis) was less hopeful. For a price of \$252,150, the “rails, bridges, overhead, signal equipment, substation machinery, car house and shop apparatus, cars, busses [sic] and the existing stock of spare parts” were sold to the Boston Iron and Metal Company for scrap.⁵⁸



FIGURES 19 (above) AND 20 (below): In addition to a rebranding and advertising campaign, the WB&A purchased new high-speed articulated passenger cars in an attempt to lure customers to the railroad.

SOURCE: COURTESY OF THE ANN ARUNDELL COUNTY HISTORICAL SOCIETY

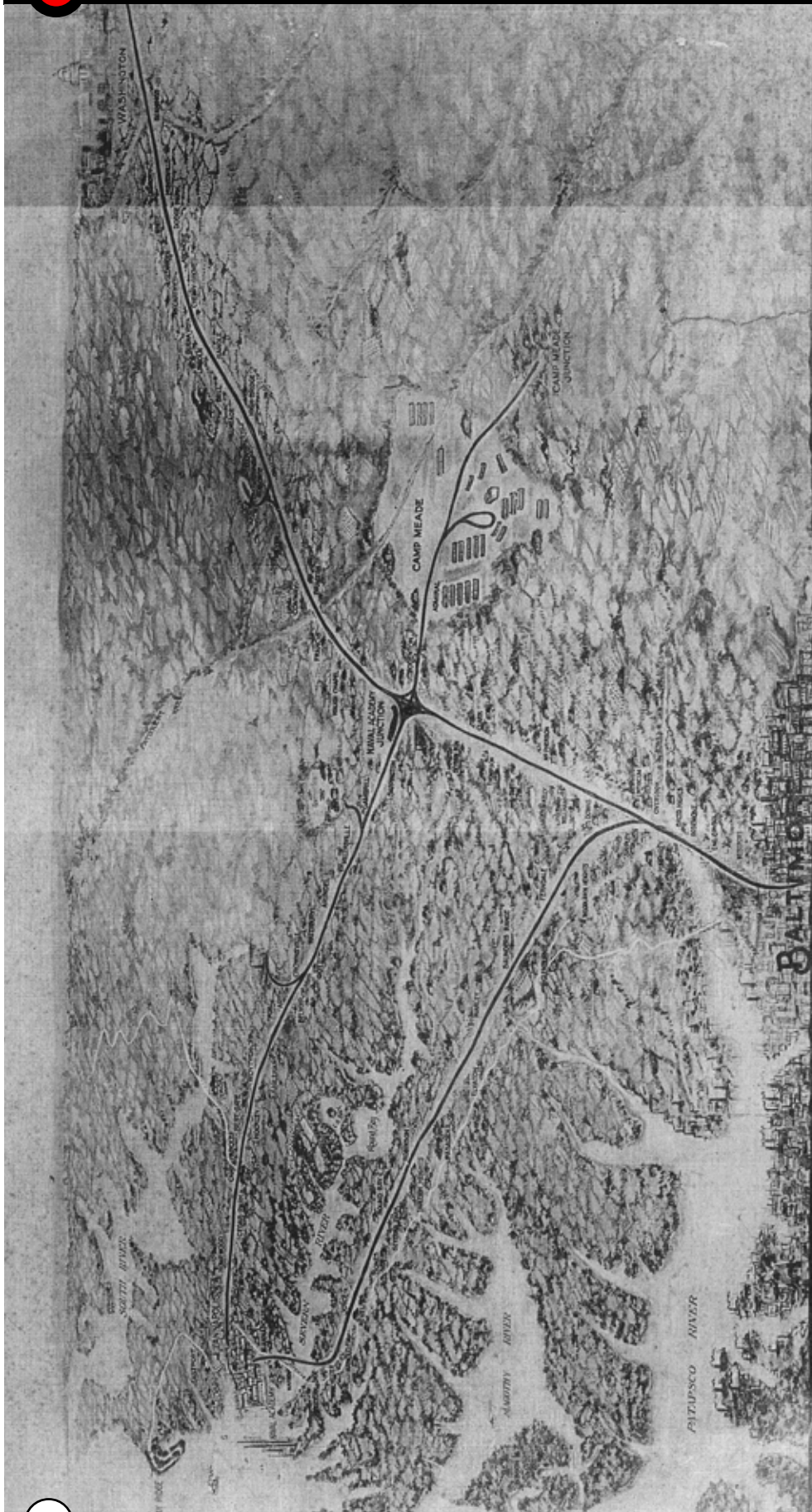
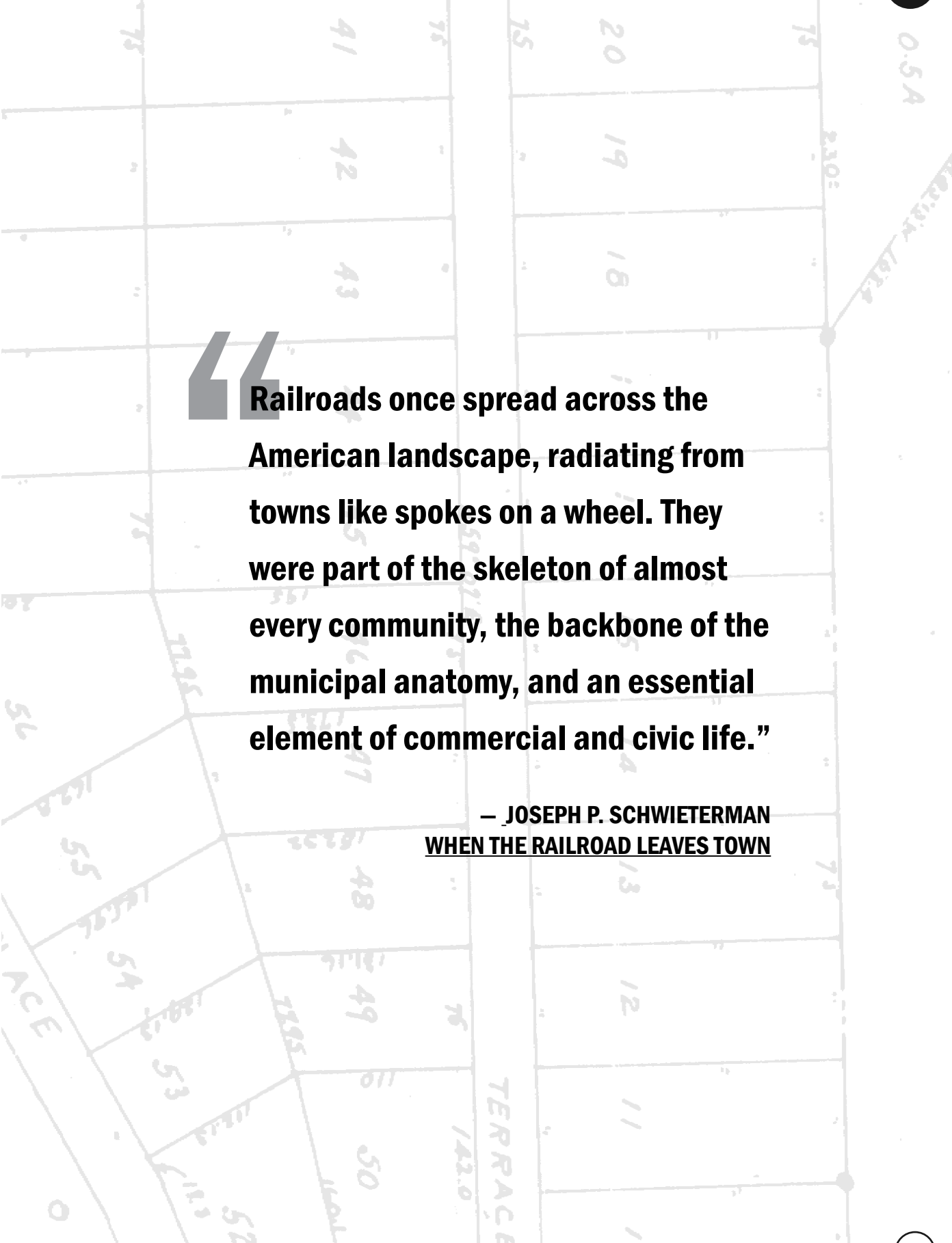


FIGURE 21: WB&A Promotional Map (undated)
 SOURCE: COURTESY OF THE ANN ARUNDELL COUNTY HISTORICAL SOCIETY



“Railroads once spread across the American landscape, radiating from towns like spokes on a wheel. They were part of the skeleton of almost every community, the backbone of the municipal anatomy, and an essential element of commercial and civic life.”

**— JOSEPH P. SCHWIETERMAN
WHEN THE RAILROAD LEAVES TOWN**

Survey of Historic Resources

This chapter examines the properties, structures, and landscapes that today exist along a portion of the long-abandoned tracks of the WB&A Electric Railroad. The purpose, scope, and boundary of the survey are discussed, as well as building typologies and architectural styles prevalent in the survey area. The chapter concludes with the survey findings, including what resources should be considered for future preservation and conservation initiatives.

Purpose

While an in-depth examination of all of the historic properties in Gambrills and Millersville is beyond the scope of this report, a historic property survey was undertaken to better understand the relationship of historic properties in the study area with the railroad that cut through this primarily agricultural region. A key aspect of the survey was the identification of buildings and structures that were built in direct relation to the railroad, such as post offices, commercial buildings, and residences. Given the small size of the communities, and their status as simply stops along the railroad, no depots or other large railroad-associated structures were assumed to be in the study area. Photographic evidence of the Gambrills and Waterbury stations (to the east of Millersville) indicate that these stops consisted of little more than a small wooden platform open to the elements.

A quick glance at the records of the Maryland Historical Trust (MHT) and Anne Arundel County Office of Planning and Zoning shows that Millersville and Gambrills have numerous properties listed on the state's historic sites inventory. Of the sixteen properties listed for Gambrills and twenty-four for Millersville, eight fall within the proximity of the railroad line. One property in Millersville, the historic home of George Miller, is listed on the National Register of Historic Places. Of these inventoried structures, only six have documentation on file. Inventoried properties within the study area with documentation on file have been included in this survey in order to better establish a common narrative: the story of the railroads that connected these communities with the larger cities and towns, bringing electricity to their stores and homes, and allowing for a greater distribution of agricultural products.

Survey Protocols and Boundaries

Over a period of four days in the spring of 2009 (March 26 and April 3, 6, and 12), more than thirty dwellings were surveyed. For each structure, a property survey form was completed, which included a structure description, address, location in relation to the railroad line, architectural style, and an approximate date of construction (based on available tax records, architectural patterns, existing historic property inventory records, and deed and plat information where appropriate). Photographs were taken of each of the surveyed structures. The results of the survey can be found in Appendices A and B; the survey form is included in Appendix C.

The survey area follows the railroad tracks from Gambrills at a point near the intersection of Annapolis Road (Maryland Route 175) and Burns Crossing Road eastward to Millersville (near the intersection of Millersville and Waterbury roads). The survey area is roughly contained to properties and structures located approximately 500 feet north and south of the railroad tracks. Observations were restricted to structures and viewsheds visible from public roadways.

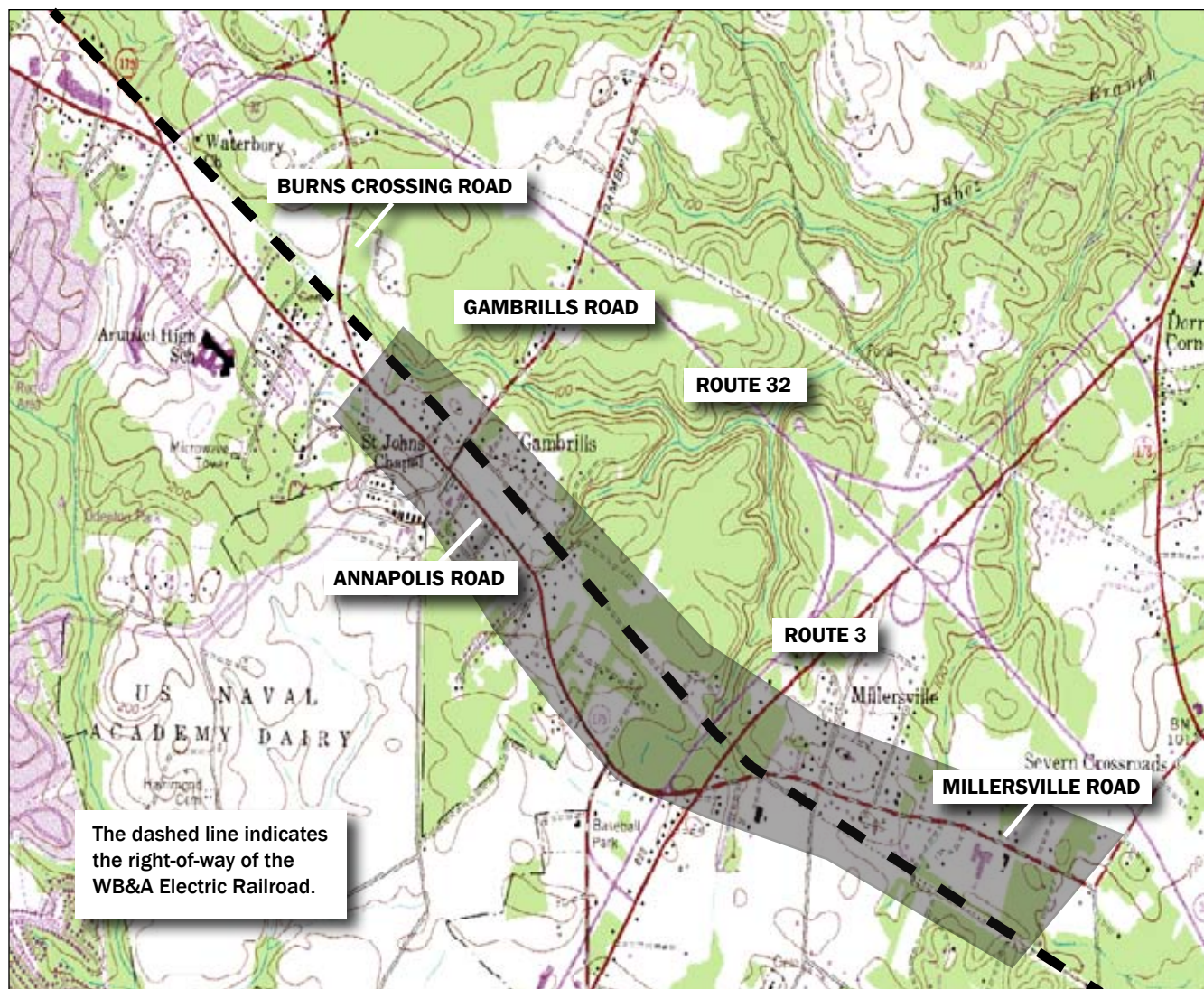
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DETAIL OF 1924 PLAT OF THE GAMBRILLS HEIGHTS SUBDIVISION, GAMBRILLS, MARYLAND



Properties located on the grounds of the former USNA Dairy Farm were excluded, as this site was thoroughly documented in a 1996 MHT historic sites inventory (AA-2177). The dairy farm site is now leased from the U.S. Navy by Anne Arundel County and is afforded various levels of local, state, and federal preservation protections.

FIGURE 22:
Survey Area for Gambrills and Millersville
SOURCE: UNITED STATES GEOLOGICAL SERVICE



ROUTE OF THE RAILROAD

The railroad that ran from Odenton through Gambrills and Millersville and eastward to Annapolis was originally the Annapolis and Elkridge Railroad, a steam railroad that opened for service in 1840. This railroad was incorporated into the WB&A Electric Railroad in the first decade of the twentieth century. Electric interurban service started on this line in 1908.

In Gambrills, the railroad ran roughly parallel to Annapolis Road, north of the roadway. The tracks crossed over to run south of the road near the current intersection of Annapolis Road and Maryland Route 3. From this point, Annapolis Road becomes Millersville Road, and the tracks run roughly parallel south of the road.

LOCATION OF STATIONS/STOPS

During the period of operation of the A&ERR, two railroad stops were along the line: one at Gambrills and one at Millersville. The Gambrills stop is assumed to be located near the intersection of Gambrills Road and the railroad line (current-day Maple Road). The Millersville station was near the intersection of Millersville Road and Cecil Avenue, close to the historic home of Millersville's first postmaster (discussed in the following section).

During operation of the electric WB&A, an additional stop was established between Gambrills and Millersville. This station, Holladay, is presumably near the intersection of present-day Holladay Road and the railroad line. While this stop does not appear on an undated WB&A promotional map, Holladay is listed as a stop on a 1935 train ticket.

Another stop, Arundel, was established east of the Millersville stop. The location of this stop is presumed to be at the intersections of the railroad line and Arundel Station Road.



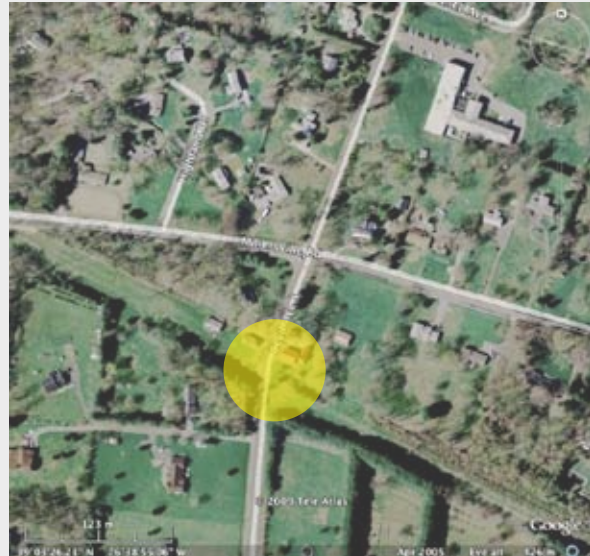
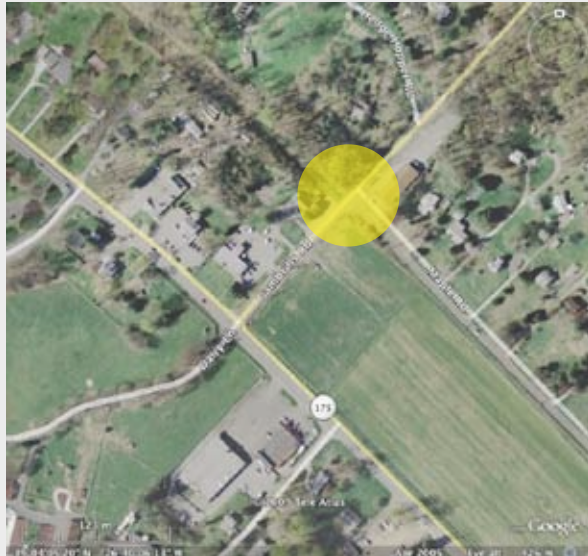
FIGURE 23: Detail of a WB&A Promotional Map (undated)

SOURCE: COURTESY OF THE ANN ARUNDELL COUNTY HISTORICAL SOCIETY

FIGURE 24: 1935 WB&A ticket.
SOURCE: EVERY HOUR ON THE HOUR

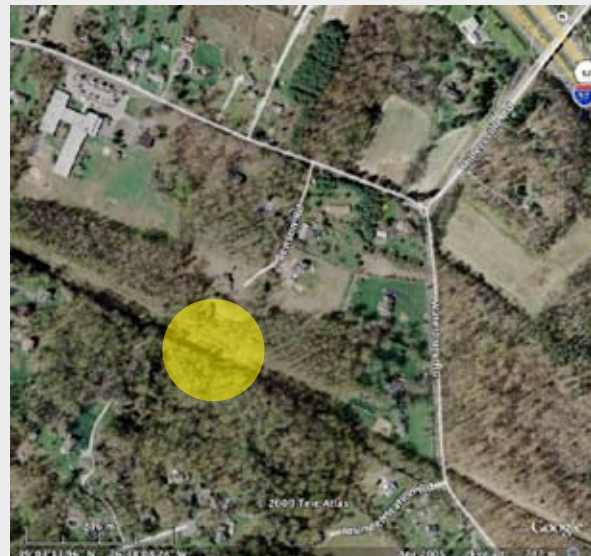
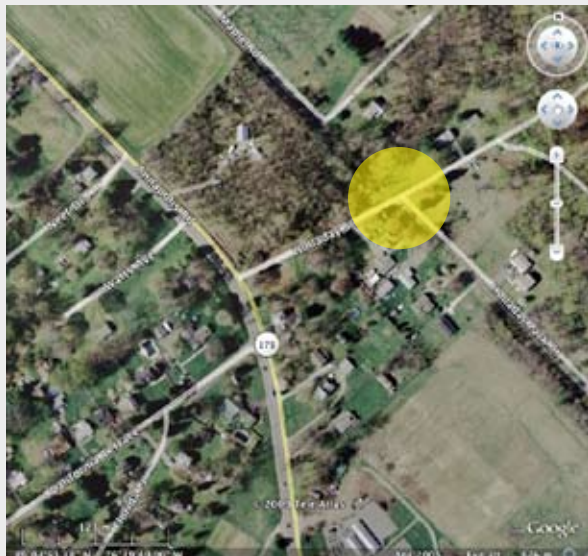
FIGURES 25 (left) AND 26 (right): Satellite maps highlighting the approximate locations of the Gambrills and Millersville railroad stops.

SOURCE: GOOGLE EARTH



FIGURES 27 (left) AND 28 (right): Satellite maps highlighting the approximate locations of the Holladay and Arundel railroad stops.

SOURCE: GOOGLE EARTH



Survey Findings

The following section will discuss the findings of the historic property survey, beginning with a general description of the development patterns associated with both the steam railroad of the mid-nineteenth century and the electric railroad of the early twentieth century. The prominent architectural styles of the area will be discussed, followed by a description of six locations where significant buildings or clusters of buildings were found within the survey area. Appendices A and B contain detailed information on the 32 individual properties surveyed, including building descriptions, locations, and historic notes where appropriate.

GENERAL DEVELOPMENT PATTERNS

The stops of Gambrills and Millersville are notable for extant structures dating to the operation of the A&ERR. The location of the Millersville stop has an intact collection of structures, including a large dwelling, a smokehouse, and a small structure that served as a store. This property, listed on the National Register of Historic Places, served as the Millersville post office, the first such office established on the steam railroad line. The large home housed the post office and the postmaster's residence; the store (of 1920 construction but replacing a mid-nineteenth-century building) was originally operated by the postmaster's family.⁵⁹ Just north of this property, across Millersville Road, is a large dwelling constructed near the turn of the century. Given the house's size, elaborate Colonial Revival architecture, and proximity to the railroad, it is likely that the house was in use by the Cecil family, who purchased the Millersville Post Office properties in 1869. This is also borne out in deed records; according to the land records of Anne Arundel County, Blanche Cecil sold the property in 1925.⁶⁰

In Gambrills, a structure built between 1860 and 1878 lies immediately south of the railroad bed at the intersection of the railroad and Gambrills Road. An 1878 map of Anne Arundel County denotes a store at this site; the MHT historic site inventory form for the property quotes the present owner as stating that the structure was used as a store run by the Miller family, presumably the same family that established a store and post office in Millersville.⁶¹

Five other properties date to the operation of the steam railroad. Two are 1860 farmhouses that lie on the western and eastern edges of the survey area. The remaining three are in close proximity to the site of the Anne Arundel Academy, a private, co-educational high school established in 1854 along Millersville Road.

Based on the approximate dates of construction for the surveyed properties, it is immediately clear that the bulk of development along the steam railroad occurred in Millersville, while the Gambrills area saw considerable development during the operational period of the electric railroad. The period of development in Gambrills also coincides with the establishment of the USNA Dairy Farm in 1913.



ARCHITECTURAL STYLES

American Vernacular — Many of the dwellings surveyed defy simple classification into a specific architectural style. This can be contributed to the largely agricultural and rural make-up of Gambrills and Millersville; these were homes not for the extremely wealthy but for the truck farmers and tradespeople who made their homes near the railroad tracks. While there are some examples dating to the mid-nineteenth century, most of the homes in this style date from the twentieth century. Many are relatively small one-and-one-half story, side-gabled houses.

Colonial Revival — Five dwellings, dating from 1895 to 1920, follow the design elements typical of Colonial Revival architecture, which was prominent in the late nineteenth and early twentieth centuries. Accentuated entrances and paired windows are common of this style, as are gambrel roofs, reminiscent of Dutch Colonial Revival.⁶²

American Foursquare — The most prominent architectural style in the Gambrills area is the American Foursquare. Six homes along Annapolis Road are built in this style, which features a two-story, square-plan house with a pyramidal roof with hipped dormers. Popular in the late nineteenth and early twentieth centuries, the American Foursquare emphasizes massing and geometric forms and eschews elaborate detailing in favor of simple adornment.⁶³ Another two homes in the Gambrills area are Workingman's Foursquares, a one-story variant that was less expensive to build yet provided an efficient use of interior space.⁶⁴

Queen Anne — Two houses of the Queen Anne style are located within the survey area. This variant of Victorian residential architecture was prominent at the turn of the twentieth century.⁶⁵ While not elaborate with decoration, these simpler versions carry the style's steeply sloped gables and busy exterior composition. The example located in Millersville features a tower capped with a pyramidal tower.

FIGURE 29:
Example of
American Vernacular
within survey area

SURVEY PROPERTY G-ANN-09
SOURCE: AUTHOR



FIGURE 30:
Example of
Colonial Revival
within survey area

SURVEY PROPERTY G-MAP-07
SOURCE: AUTHOR



FIGURE 31:
Example of
American Foursquare
within survey area

SURVEY PROPERTY G-ANN-06
SOURCE: AUTHOR



FIGURE 32:
Example of
Queen Anne
within survey area

SURVEY PROPERTY M-MLR-05
SOURCE: AUTHOR



FINDINGS BY LOCATION (GAMBRILLS)

Over the course of three days in late March and early April, properties were surveyed in the Gambrills vicinity, focusing on four areas of the community: Annapolis Road, Claffy Road, the Gambrills Heights subdivision, and Maple Road. Details for each of the 21 surveyed properties are included in Appendix A.

TABLE 1:
Surveyed Properties in the Gambrills Area

SURVEY NUMBER	ADDRESS	APRX DATE	STYLE	MIHP
G-ANN-01	747 Annapolis Rd	1910	American Foursquare	
G-ANN-02	801 Annapolis Rd	1920	Vernacular Bungalow	
G-ANN-03	803 Annapolis Rd	1920	Colonial Revival	AA-1018
G-ANN-04	810 Annapolis Rd	1930	Colonial Revival	
G-ANN-05	818 Annapolis Rd	1910	American Foursquare	
G-ANN-06	823 Annapolis Rd	1910	American Foursquare	
G-ANN-07	837 Annapolis Rd	1914	American Foursquare	
G-ANN-08	912 Annapolis Rd	1860	Early Classical Revival	
G-ANN-09	925 Annapolis Rd	1925	Vernacular	
G-ANN-10	927 Annapolis Rd	1920	American Foursquare	
G-CLA-01	858 Claffy Rd	1910	Vernacular	
G-CLA-02	890 Claffy Rd	1920	Workingman's Foursquare	
G-HTS-01	614 Florida Place	1925	American Foursquare	
G-MAP-01	382 Gambrills Rd	1860	Vernacular	AA-886
G-MAP-02	876 Maple Rd	1918	Workingman's Foursquare	
G-MAP-03	862 Maple Rd	1920	Vernacular	
G-MAP-04	860 Maple Rd	1924	Vernacular	
G-MAP-05	840 Maple Rd	1914	Queen Anne	
G-MAP-06	836 Maple Rd	1920	Colonial Revival	
G-MAP-07	832 Maple Rd	1920	Colonial Revival	
G-MAP-08	826 Maple Rd	1920	Colonial Revival	



Annapolis Road

From the intersection of Burns Crossing Road southeast to the intersection of Maryland Route 3, this roughly mile-long stretch of Annapolis Road is dotted with homes dating from the mid-nineteenth century to the present-day. Largely residential, this stretch also has pockets of agricultural viewsheds, primarily property of the USNA Dairy Farm, currently leased by Anne Arundel County. Notable along this mile is the number of American Foursquare homes that lie on either side of the roadway, all dating to the first quarter of the twentieth century. Also notable is the house at 912 Annapolis Road, which dates from the mid-nineteenth century.



FIGURE 33: Viewshed from Annapolis Road
SOURCE: AUTHOR



FIGURE 34: 912 Annapolis Road, Gambrills
SURVEY PROPERTY G-ANN-08 | SOURCE: AUTHOR

Claffy Road

A small collection of dwellings were erected along Claffy Road, which makes a loop off of Annapolis Road. This group of homes is located between a small retail center and the Gambrills Heights subdivision, and backs upon the USNA Dairy Farm. The homes along the outer loop of Claffy Road, primarily one-story bungalows, date to the 1940s according to local tax records. However, two homes within the parcel created by Claffy Road's loop are contemporary with the operations of the WB&A Electric Railroad.



FIGURE 35: 890 Claffy Road, Gambrills
SURVEY PROPERTY G-CLA-02 | SOURCE: AUTHOR

Gambrills Heights

Originally platted in 1924, and further subdivided in 1926, this residential area is bounded by the USNA Dairy Farm to the west and south and residential and commercial development to the north. Anne Arundel County tax records indicate that most of the residences closest to the entrance on Annapolis Road were constructed in the 1940s (after the railroad went bankrupt in 1935). Homes further from the entrance are more recent (late twentieth century). One notable residence in this older subdivision is near the entrance: an American Foursquare that, according to tax records, dates from the creation of Gambrills Heights in 1924.



FIGURE 36: 614 Florida Place, Gambrills
SURVEY PROPERTY G-HTS-01 | SOURCE: AUTHOR

Maple Road

Based on satellite images, it appears that Maple Road in Gambrills is built on top of the old WB&A railroad line, dating construction of the road to no earlier than 1935 when the railroad went bankrupt. Along this short stretch of road, eleven houses face south towards the tracks and the USNA Dairy Farm. Tax records indicate that seven

of the homes date from 1914 to 1924, within the electric railroad's period of operation. Deed records indicate that owners were to respect an additional 30-foot right-of-way north of the railroad's right-of-way, presumably for access. This explains the position of the houses far back from the current road.

Maple Road is also notable for the viewshed south towards the site of the former USNA Dairy Farm. Between Maple and Annapolis roads is a corn field that is part of the dairy farm property. This view is particularly illustrative of the agricultural history tied to the Gambrills area.



FIGURE 37: View south from Maple Road towards USNA Dairy Farm.
SOURCE: AUTHOR



FINDINGS BY LOCATION (MILLERSVILLE)

On April 13, a property survey of the Millersville vicinity was taken, focusing on two areas: the stretch of Millersville Road from Maryland Route 3 to Waterbury Road, and the Cecil Avenue area. Details for each of the eleven surveyed properties are included in Appendix B.

TABLE 2:
Surveyed Properties in the Millersville Area.

SURVEY NUMBER	ADDRESS	APRX DATE	STYLE	MIHP
M-CEC-01	886 Cecil Avenue	1915	Vernacular Craftsman	
M-CEC-02	894 Cecil Avenue	1920	Folk Gothic/Tudor Revival	
M-CEC-03	1652 Millersville Rd	1895	Colonial Revival	
M-CEC-04	1003 Cecil Avenue	1840	Vernacular	AA-110
M-CEC-04A	1003 Cecil Avenue	1920	Vernacular	AA-110
M-MLR-01	1554 Millersville Rd	1865	Early Classical Revival	AA-883
M-MLR-02	1594 Millersville Rd	1856	Vernacular Gothic Revival	AA-1020
M-MLR-03	1602 Millersville Rd	1929	Vernacular Bungalow	
M-MLR-04	1608 Millersville Rd	1900	Colonial Revival	
M-MLR-05	1618 Millersville Rd	1900	Queen Anne	
M-MLR-06	1700 Millersville Rd	1910	American Foursquare	

Cecil Avenue

During the 1840s, the intersection of what is today Millersville Road and Cecil Avenue was the village's hub of activity. A railroad stop was located just a few yards south of this intersection. Adjacent to the train tracks was the Millersville Post Office and a small store, originally ran by the Miller family and later the Cecil family. Today, the original post office structure and adjoining postmaster's residence are still extant, as is a 1920s general store, now an antique store. A grand Colonial Revival House, dating to the 1890s, lies just north of the postmaster's house. North of the intersection, Cecil Avenue slopes upwards on a crest. At the top of this hill are two homes that date to operation of the WB&A Electric Railroad in the early twentieth century.

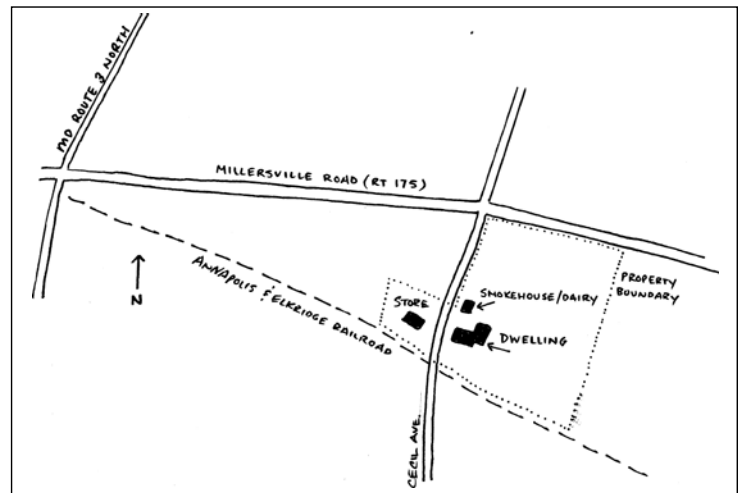


FIGURE 38: Site map of 1003 Cecil Avenue
SOURCE: MARYLAND INVENTORY OF HISTORIC SITES FORM AA-110

Millersville Road

The A&ERR tracks lie south of Millersville Road, on a roughly parallel course before veering southward toward Annapolis. In the 1850s, a private, co-educational high school, Anne Arundel Academy, was built near the current site of Millersville Elementary School, in the 1600 block of Millersville Road. While it is highly doubtful that students commuted via the old steam railroad, the proximity of the school to the railroad tracks suggest the railroad influenced the location of the school. Three properties are in close proximity to the school, and one served as a boarding house for the academy's students.⁶⁶



FIGURE 39: 1594 Millersville Road, Millersville
SURVEY PROPERTY M-MLR-02 | SOURCE: AUTHOR

Targeted Resources for Preservation

Given the wealth of historic resources dating from the railroads' operational period (1840-1935), numerous sites stand out for further study and possible protection (discussed in further detail in the following chapter). This section describes notable areas that contain a concentration of historic resources or individual properties that could merit architectural or historic significance designation.

RESOURCES IN GAMBRILLS

The row of dwellings along Maple Road are notable for their close orientation to the railroad's right-of-way (now paved and serving as Maple Road), providing a visual clue to the run of the railroad through the heart of Gambrills. Seven of the houses along this road were constructed between 1914 and 1924, contemporary to the operation of the WB&A. This area is also the site of the circa 1860 structure that served as a store for both the A&ERR and WB&A lines.

While not as densely concentrated as the properties along Maple Road, the six American Foursquare houses along Annapolis Road speak to the established development of the area in the 1910s, just two years after the electrification of the railroad. The later erection of bungalow and Colonial Revival homes in the 1920s, and the platting of the Gambrills Heights subdivision in 1924, indicate continued residential development in Gambrills after the 1913 establishment of the USNA Dairy Farm.

In addition to the built environment, Annapolis Road has viewsheds that provide windows to the agricultural history of Gambrills. In addition to the corn field between Maple Road and Annapolis Road, a large swath of pasture (part of the dairy farm grounds) is visible from the roadway. Opposite this viewshed are densely wooded



parcels nestled between Annapolis Road and the railroad right-of-way, again recalling an earlier period before wide-scale agricultural use.

RESOURCES IN MILLERSVILLE

The collection of dwellings and structures close to the original Millersville train stop along Cecil Avenue illustrate the density and eclectic architectural styles that can be found near nineteenth-century rural train stops. From vernacular houses and stores to an elaborate Colonial Revival home, these resources point to the culture of commerce and community that sprung up in this historically agricultural area.

Also of note in Millersville is the small group of residences that were built across Millersville Road from the original site of the Anne Arundel Academy. Most prominent of these dwellings is the vernacular Gothic Revival house that served as a boarding house for students.





**... [O]ur historic resources are all
that physically link us to the past...
Archives, photographs, and books are
not sufficient to impart the warmth and
life of a physical heritage. The shadow
simply does not capture the essence of
the object.”**

**— ROBERT E. STIPE
A RICHER HERITAGE**

Preservation Strategies

The final chapter of the report examines how the historic and rural character of Gambrills and Millersville can be preserved in the future, especially in light of increased development to the east in Odenton and Fort Meade and to the south along the Maryland Route 3 corridor. The chapter begins with a review of local, state, and federal protections that are in place and could be used as preservation tools in the future. The subsequent section looks at preservation tools that are not currently utilized, and explores how these tools can be used to effectively manage development pressures and preserve and protect historic resources and viewsheds. The chapter concludes with two case studies for preservation: the first looks at Linthicum, Maryland, a nearby community working to retain its railroad heritage through preservation. The second case study sheds light on how development in Odenton has eclipsed preservation concerns and is poised to damage the town's historic fabric.

Protections in Place

The historic resources in the survey area are afforded protections under a collection of federal, state, and local historic preservation laws. Federal and state protections primarily come into play when an agency undertakes an activity that affects the resources, and are thus limited to the actions of a government entity, not an individual property owner.

FEDERAL LEVEL

At the federal level, two key laws help to protect historic resources from adverse effects from government action.⁶⁷ While federal action in the survey area might seem unlikely, federal funding of road improvements related to the expansion of Fort Meade are not outside the realm of possibility. Federal licensing and permitting for infrastructure and utility improvements are also probable in the area. Given that Maryland Route 175 (which cuts through the Gambrills area) connects the Fort Meade area to the Maryland Route 3 corridor, this roadway has the potential to become a commuter route for fort employees, and may be targeted for expansion.

Section 106 of the National Historic Preservation Act directs federal agencies to consider any adverse effect to historic properties by a government undertaking. Historic properties are resources that are listed or eligible for listing on the National Register of Historic Places. Given the age and significance of the resources within the survey area, it is highly likely that the properties are eligible for listing based on local and state significance for architectural and historic reasons.

Section 106 protections are limited, as the regulation's provisions require that federal agencies "take into account" the effect on a historic property and comply with a series of procedural requirements.⁶⁸ A more substantive federal law for protecting historic properties is Section 4(f) of the Department of Transportation Act. Limited to federal transportation projects, the act prohibits federal approval or funding of projects that "use" historic sites (this includes not only the taking of historic sites, but also effects that would impair the value of the sites).⁶⁹

STATE LEVEL

The State of Maryland has a number of protections that prevent state government actions from adversely affecting historic properties listed or eligible for listing in the Maryland Inventory of Historic Properties (as well as

PREVIOUS PAGE

VIEW EAST ALONG MAPLE ROAD FROM THE INTERSECTION OF MAPLE ROAD AND GAMBRILLS ROAD, GAMBRILLS
SOURCE: AUTHOR

properties listed or eligible for listing on the National Register). Under Title 5A, state agencies are required to consult with the Maryland Historical Trust on capital projects that will adversely affect historic properties, in a process similar to the federal Section 4(f). Article 83B provides for a Section 106 type review, requiring state agencies to examine the impact of undertakings on cultural resources. While the laws do not afford the complete avoidance of effects on historic properties, they do provide for procedures to identify and mitigate harm from state undertakings.

LOCAL (COUNTY) LEVEL

Article 17 of the Anne Arundel County Code (§§ 17-6-501-504) establishes limited protections for historic properties with regard to development. Historic resources “shall be retained and preserved to the extent practical,” and new development is required to be sited in a manner not to impact historic resources. Section 504 also provides protections along scenic and historic roads in order to protect landscapes viewed from the roadway.

Recommended Future Protections

In order to help protect and preserve the homes and viewsheds tied to the railroad and agricultural heritage of Gambrills and Millersville, several preservation strategies are available. This section will discuss protections derived from governmental authorities, as well as perceived weaknesses in the current county-level codes and regulations. The section will also review common protective measures initiated by private action.

GOVERNMENT PROTECTIONS

As mentioned above, Anne Arundel County (as well as the state and federal governments) has protections in place, primarily with regard to new development. The county reviews demolition and subdivision permits to ensure that identified resources (including those listed on the Maryland Inventory of Historic Properties) are not destroyed. Generally speaking, however, the county has very little authority to prevent actions that would adversely affect the significance and integrity of historic properties. Homeowners are encouraged to maintain and restore a historic property’s original fabric, but there is no authority to prevent potentially damaging alterations. The general weakness in the county’s preservation code can be attributed to a number of causes, including the pro-development/pro-business focus of the county council and a wide-held tenet on the sanctity of property rights.

Although county-level protections are not as strong as preferred, it is important to examine the various local tools available that, at a minimum, work to protect historic resources from local government action.

Local Scenic and Historic Road Designation

Anne Arundel County, like many of the state’s counties, has implemented a historic and scenic roads designation that helps to protect both historic properties and cultural landscapes sited along or near the roadway. These designations, which require approval by the General Assembly of Maryland, recognize “the important role historic transportation networks play in defining our sense of place.”⁷⁰ The Maryland Route 175 corridor (Annapolis and Millersville roads) through Gambrills and Millersville is an excellent candidate for designation, given its historic ties to one of the state’s first railroads and within the context of the area’s agricultural heritage.

For scenic and historic road designation, two of seven criteria must be met; the Gambrills/Millersville corridor clearly meets criteria 2, 3, and 7; further investigation and argument could determine the corridor's compliance under criteria 4, 5, and 6.

TABLE 3:
Criteria for Scenic and Historic Road Designation

CRITERIA: A scenic and historic road shall:	DOES THE GAMBRILLS/MILLERSVILLE CORRIDOR MEET CRITERIA?
1) have outstanding natural features along its right-of-way or borders	NO. With the exception of vistas of rolling farmland, no outstanding natural features exist along the roadway.
2) have outstanding vistas of rural landscape	YES. Significant rural landscapes are visible from the Maryland Route 175 corridor through Gambrills, accompanied by the presence of late 19th and early 20th century farmhouses.
3) have historic significance or be a component of a historic landscape	YES. The corridor possesses significance through its railroad and truck farming heritage; the area also possesses elements of Civil War history.
4) have low traffic volume, with the road designed primarily for local use	ARGUABLE. Further research is necessary to determine whether this criterion is met; however it is assumed that most traffic is local, given observed traffic volume and the existence of little truck traffic.
5) be narrow, without sidewalks, curbs, or gutters	ARGUABLE. The corridor's roadway is narrow (two-lane); there are some curbs and gutters, but only in few locations along the roadway.
6) have a winding horizontal or undulating vertical alignment, with steep side embankments	ARGUABLE. The roadway does have horizontal curves between Gambrills and Millersville. Much of the corridor through Gambrills is straight, running parallel to the old railroad right-of-way.
7) have integrity and the ability to convey its significance	YES. The mostly residential and historic nature of the structures along the roadway, coupled with vistas of farmland, indicate an integrity of the cultural landscape.



Historic District Designation

A common preservation tool is the designation of a local historic district, which places limitations on the extent of renovations and additions that will adversely affect the historic nature and significance of individual properties. Districts designated at the local level are automatically placed on the state's inventory, ensuring protections under the state's 4(f)- and Section 106-type review processes.

Based on the results of the site survey, there are few areas that are feasible for district designation, given a lack of integrity and the general lack of cohesive, closely spaced properties. One arguable exception is the row of early twentieth-century dwellings along Maple Road in Gambrills. Although there are some infill properties constructed after the railroad's demise, mainly from the 1960s, the general density and integrity of homes dating to the early-twentieth century could merit a district designation.

Under the county's criteria for the designation of a historic property (which are based on those of the National Register of Historic Places), the Maple Road collection of houses would fall under the criterion for an "association with events that have made a significant contribution to the broad patterns of history." Significance could be attributed to the suburbanization of rural areas of the county due to the presence of the railroad, which made commuting to the Annapolis, Washington, and Baltimore areas feasible. The presence of the electric railroad, which enabled electricity delivery to houses along the railroad, could also be an attributing factor to significance, denoting the technological advances related to electricity in the early twentieth century.

Significance could also be argued under another criterion relating to the architecture of the dwellings: having "distinctive characteristics of a type or period of architecture... or representative of a significant and distinguishable entity whose components may lack individual distinction." With an assemblage of Colonial Revival and early twentieth-century vernacular architecture, the houses as a group illustrate a tapestry of

TABLE 4:

Anne Arundel County Historic Districts

Outside of Annapolis, which is an independent municipality with its own preservation ordinances and regulations, there are fifteen locally designated historic districts in Anne Arundel County, with four listed on the National Register of Historic Places.

Historic District	MIHP Reference	National Register Status
Annapolis Roads/ Highland Beach	AA-949	
Bay Ridge	AA-950	
Davidsonville	AA-1006	Listed
Fort Meade*	AA-2095	
Galesville	AA-2242	
Gibson Island	AA-936	
Glen Burnie	AA-996	Determined Eligible
Harmans	AA-1075	
Jessup	AA-991	
Linthicum Heights	AA-990	Listed
Odenton	AA-869	Determined Eligible
Owensville	AA-70	Listed
Severn	AA-1076	
Sherwood Forest	AA-941	
Woodwardville	AA-890	Listed

architectural tastes prevalent during the early 1900s and typical of a rural Maryland community impacted by the presence of a railroad.

Although district designation may seem like an adequate protective measure, the county's regulatory framework for historic districts is not as strong as some neighboring governments, such as Prince George's and Montgomery counties and the cities of Baltimore and Annapolis. Anne Arundel County's historic districts operate without infill guidelines or other frameworks for the review of appropriate demolition or alteration. The county does not have a historic preservation review board or similar public commission, leaving all reviews and permit approvals to the Cultural Resources Division staff of the county's Office of Planning and Zoning. It is also worth noting that homeowner sentiment may be predisposed to reject district designation. Not only might residents fear a loss of private property rights due to designation, it is not beyond reason to assume that some property owners may choose to subdivide their properties, given the development trends in the area and possible financial gains.

Individual Property Designation

Outside of district designation, individual property designation could be sought to protect historic homes in the Gambrills and Millersville areas from county, state, and federal action. Noteworthy candidates include the American Foursquare homes in Gambrills, the properties along Maple Road in Gambrills, and properties located near the site of the Anne Arundel Academy in Millersville. Many properties dating to the nineteenth century are already listed on the Maryland Inventory of Historic Properties; designation of dwellings from the early twentieth century would help complete the documentation of properties in the area and provide limited protections on sites that are directly tied to the presence of the electric railroad.

Development of South Shore Trail from Annapolis to Odenton

In 1990, the former North Shore Line of the WB&A Electric Railroad opened as a hiking and biking trail, linking Annapolis with Glen Burnie, Maryland. The 13.3-mile Baltimore & Annapolis (B&A) Trail, named after the successor railroad to the WB&A, was the second rail-to-trail project in the state, and cost nearly \$10 million to complete.⁷¹ With one-third of county residents living within a mile of the trail, the B&A Trail has proved a popular recreational destination, and has provided economic benefits, including the opening of bicycle shops and refreshment stands. Real estate agents report that proximity to the trail is an attractive quality and serves as an incentive for homebuyers.⁷²

With the success of the B&A Trail, the county has proposed the development of the ten-mile South Shore Line, between Annapolis and Odenton, into a rail-to-trail project. This proposed trail would follow the WB&A rail bed, running through Millersville and Gambrills, and connect with an existing trail in Odenton.

In addition to the recreational benefits afforded by the trail, preservation initiatives could be funded by federal transportation enhancement (TE) money through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). TE activities can include the acquisition of scenic easements and scenic and historic sites, historic preservation initiatives (including the preservation of buildings and the restoration of historic buildings for transportation-related purposes) and the preservation of abandoned railway corridors.⁷³ Not only could any extant structures related to the railroad be preserved and potentially adapted for



contemporary use, signage and other interpretive and beautification enhancements could be placed along the trail. TE funds could also be used for archeological planning and survey work.

PRIVATE INITIATIVES

Historic Preservation Easements

Easement programs, such as the one operated by the Maryland Historical Trust, allow individual homeowners to ensure the protection of their historic properties over future generations. A preservation easement is a voluntary legal agreement between a property owner and the easement acceptance entity, typically a non-profit or governmental organization. The easement binds the current and future owners to protect the historic character of the property subject to the rules established in the easement agreement. A property must meet certain criteria to qualify for an easement: listing on the National Register of Historic Places, eligibility for listing on the register, or a contributing resource within a locally certified or National Register-listed historic district.

For homeowners, an easement not only ensures that the property will be maintained in a manner consistent with the structure's historic nature, but the donation of the easement to the non-profit or government entity results in a tax benefit, typically 10 to 15 percent of the structure's assessed value. Often reductions can be seen in both federal and state income taxes, and in some cases, estate and property taxes.⁷⁴

The Maryland Historical Trust holds easements on more than 600 properties, and 65 in Anne Arundel County. As of November 2008, no properties in the Millersville or Gambrills area had preservation easements.⁷⁵

Conservation Easements

Similar to the preservation easement, a conservation easement protects large parcels of land from subdivision and development. The Maryland Environmental Trust accepts conservation easements on any land whose conservation is within the public interest, including wooded areas, farmland, and scenic areas.⁷⁶ Within the survey area, one area that would be a probable candidate for a conservation easement is the wooded area west of Maryland Route 3 along Annapolis Road. This general area is already seeing development, as a new subdivision is being created north of the roadway along Holladay Park Road.



FIGURE 40: Photo-illustration of subdivision development on Holladay Park Road

SOURCE: AUTHOR

CASE STUDY

Linthicum Heights, Maryland

After thirty years of fits and starts, copious research, and photographic recordation, the Linthicum Heights Historic District was placed on the National Register of Historic Places in May 2006. The history of Linthicum Heights and the vicinity is also tied to the WB&A Electric Railroad — Linthicum served as the junction between the Washington-Baltimore main line and the North Shore line service to Annapolis. Platted in 1908, Linthicum Heights was a planned suburban community, just eighteen minutes away from downtown Baltimore via the electric railroad. The primarily residential district contains 254 contributing resources in a variety of architectural styles popular in the early twentieth century, including Arts and Crafts, Colonial Revival, Bungalow, and American Foursquare.⁷⁸

The drive for a historic district designation began in the 1980s, initiated by residents active in the Ann Arrundell County Historical Society. While this initial effort did not succeed, the groundwork was laid including research on the history of the area and photographic documentation of many of the historic homes of Linthicum Heights. A second drive occurred in the 2000s, spurred by the county's development of small area plans guided by public comment. The final report for Linthicum's small area plan recommended the investigation of historic district designation. In the run-up to the unincorporated town's 2008 bicentennial, residents and local historians (including former historical society president Beth Nowell) worked to develop the property survey and documentation, leading to designation in 2006.

Skip Booth, a Linthicum Heights Historic District resident and current president of the Ann Arrundell County Historical Society, said that preserving the history and feel of Linthicum Heights was the primary reason for seeking district designation. "It's a way to provide a 'pride of place,'" he said. "For new residents, it provides a sense of history for the community."⁷⁹ The protections afforded under designation were also important, given Linthicum's proximity to Fort George G. Meade, Thurgood Marshall Baltimore-Washington International Airport, and the federal and state roadway network that runs through and around Linthicum.

With concerns about the demolition of the historic homes, as well as inappropriate infill, it was hoped that district designation would help maintain the historic fabric of the community. Booth noted that a contributing resource was recently demolished, and he cited examples of infill that are both inappropriate with the fabric of the neighborhood and not in accordance with county building codes. However, he said that the designation is a symbolic first step, and plans are underway to develop compatible building guidelines that could be enforced by the county.

Although historic district designation within Anne Arundel County does not afford protections as robust as neighboring Baltimore or Annapolis, the designation and placement on the National Register of Historic Places and the Maryland Inventory of Historic Properties does provide limited protections from county, state, and federal actions. The apparent haphazard enforcement of the county's Article 17 codes illustrate that more is needed — whether through more rigorous regulation or more vigilant oversight and enforcement — to ensure that districts like Linthicum Heights maintain the integrity that portrays their historical significance.



CASE STUDY

Odenton, Maryland

The heart of Odenton lies at the crossroads of Maryland Routes 170 and 175, both of which follow the railroad lines of the WB&A Electric Railroad. The town's history has been inextricably tied to the railroads, as Odenton was a junction for the WB&A and the Pennsylvania Railroad.

Today the town is facing a wave of new development pressures, spurred in part by the expansion of Fort Meade. Tens of thousands of new jobs are expected at the U.S. Army installation, potentially creating demands for increased housing and retail offerings in the Odenton vicinity.⁸⁰ With its regional MARC rail service, the community has been the focus of state-supported transportation-oriented development.

In 1985, a historic property survey conducted by the county examined the “crossroads” area of Odenton where Routes 175 and 170 intersect. The area north of Route 175 and west of the Amtrak line (the former Pennsylvania Railroad line) was extensively surveyed, with numerous properties noted as mid-level and good contributing resources.

The area is now the focus of the proposed Odenton Town Center, a mixed-use development with residential and retail offerings designed to establish a central meeting place and center of activity for the community, all within the concept of transportation-oriented development centered around the Odenton MARC station. The county's *Odenton Illustrative Vision Plan* shows this area devoid of the historic resources (including a cemetery) tied to Odenton's link to the railroads.

While the town center development has been slow, the BRAC-related expansion of Fort Meade has provided new incentives to proceed with the plan.

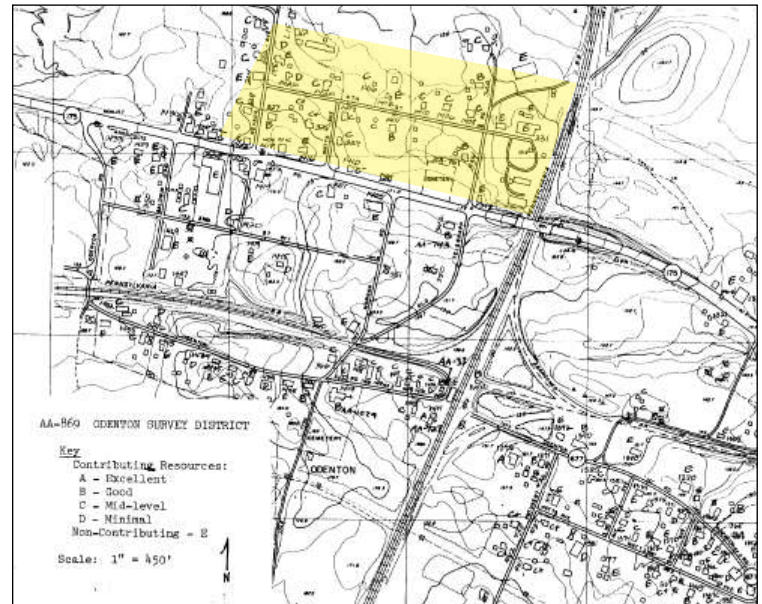


FIGURE 41: Odenton Survey District map with Odenton Town Center area highlighted in yellow.


SOURCE: MHT STATE HISTORIC SITES INVENTORY FORM AA-869



FIGURE 42: Odenton Illustrative Vision Plan (same area highlighted in Figure 41 above) showing the proposed Odenton Town Center.

SOURCE: ANNE ARUNDEL COUNTY OFFICE OF PLANNING AND ZONING

With cheerleading by both local business and political leaders, and the relative weakness of the county's historic preservation laws, it is likely that historic resources will be demolished to make way for development. While the protection of resources is lauded in the county's Small Area Plan, the fact that the county's vision for the area does not reference the existing historic resources speaks to the power of development over the preservation of historic resources.



**...[M]uch progress has been made
in conservation, but it remains
a portentous task to stave off a
continuation of one of our worst
traditions — the heedless destruction
of the remains of our past.”**

— WITH HERITAGE SO RICH

Conclusion

In today's car-focused, news-on-demand, twenty-four hour society, it can be hard to image that just a century ago, train travel was the way to go for more than a trip to the local general store. Electricity was a new, modern convenience still out of reach for most Americans, and most of the food consumed was grown by local farmers. Country roads were rarely paved and automobiles even rarer — Ford's production of the Model T had just begun in 1908.

By no means is this conclusion a nostalgic remembrance of the “good ol’ days” — life expectancy in 1900 for both white men and women was around 47 years of age, ten years less for people of color.⁸¹ Antibiotics were still long from being discovered, segregation and racism were strongly embedded in the American culture, and voting was a white man's privilege.

What is amazing is that glimpses of the old landscapes can be seen today in Gambrills and Millersville. A long stretch of an abandoned railroad is still visible, carrying electricity overhead on modern-day power lines. A string of houses, in a neat row perched on the crest of a hill, provide a clue to the importance of the railroad that once cut through rural pockets in Maryland. A field of corn or a vast pasture can still fill the windshield when turning into a gently curving corner.

Due in large part to the presence of the USNA Dairy Farm, the rural heritage of this part of the county is very much alive. However, as development encroaches on these small unincorporated towns, the history and heritage shaped by the railroads and the farming society may soon be no more than a footnote, save for the acreage of the dairy farm saved by federal, state, and local regulations.

While the railroad may be long gone, its legacy has survived for more than a century. This legacy, which has shaped the cultural landscape of Gambrills and Millersville, reflects a significant period in Maryland and American history. The railroad did more than bring new efficiencies in transport — it helped to create a sense of place and shaped development in an area once just dotted with truck farms and vernacular farmhouses. Like an old scar, the line of the Annapolis & Elkridge Railroad (and its successor, the WB&A Electric Railroad) cuts through Gambrills and Millersville, today seen as a straight row of power lines slicing through woodland. In portions, such as along Maple Road in Gambrills and on Cecil Avenue in Millersville, the built environment provides clues to the railroad's presence, as dwellings are sited in a specific relationship to the long-removed railroad tracks. The architecture of the dwellings in the two communities also reflect patterns of Maryland and American history, as American Foursquare, Colonial Revival, and Queen Anne houses provide a sense of the popular trends in residential architecture in the late nineteenth and early twentieth centuries.

The railroad's legacy is also intertwined with the agricultural history of Anne Arundel County. Truck farmers were given new opportunities for selling their produce. No longer held to the local markets, truck farmers were able to distribute their strawberries, melons, and other produce to consumers along the East Coast through rail connections to the ports of Baltimore and Annapolis. The railroad also enabled the establishment of the USNA Dairy Farm, which has carried the region's agricultural history forward through the twenty-first century.

PREVIOUS PAGE

ABANDONED WB&A ELECTRIC RAILROAD TRACKS IN ODENTON (NEAR LOCATION OF ACADEMY JUNCTION STATION)
SOURCE: AUTHOR



The railroad brought technological innovation, especially as the electrification of the line allowed for power distribution to the homes and businesses that sprang up in proximity to the tracks. Also noteworthy is how new technologies and innovations in automobile production and road paving led another wave of change — unsettling the railroad as the dominant mode of transportation in favor of cars, buses, and trucks.

New waves of change are now upon the Gambrills and Millersville areas. With the expansion of Fort George G. Meade and the increasing commercialization of the Maryland Route 3 corridor, these towns — especially Gambrills with its more rural character — will be increasingly eyed as prime areas for development. Gambrills is already seeing new subdivisions, carving up once wooded parcels into new suburban areas.

The recognition and preservation of western Anne Arundel County's railroad heritage will probably not be an easily accomplished task in the face of increased development pressures. However, a host of preservation tools could be used to help protect this history and heritage for future generations. From designations for historic districts, individual properties, and scenic and historic roads, to private initiatives, such as historic preservation and land conservation easements, a collection of strategies can be utilized. Perhaps most crucial is an enhancement of the county's preservation codes and regulations, which would work to provide an adequate balance between preservation and growth.

Regardless of the strategies to protect the railroad heritage of Gambrills and Millersville, this report has shown that both communities are home to a wealth of historic resources, from nineteenth-century farmhouses, vernacular stores, and post offices to a variety of residential structures illustrating the diversity of architectural tastes in the early twentieth century. It is hoped that a better understanding of the area's resources — not just of the already inventoried nineteenth century structures, but also the numerous dwellings and buildings from the early twentieth century — will aid preservation measures and bring to light a heritage that could easily be lost to unchecked and inappropriate development.

On the surface, the resources of Gambrills and Millersville could be easily be categorized as quaint and charming. But when woven together with the story of the transportation, technology, and agriculture, these historic properties speak to an important, and easily forgotten, chapter of Maryland and American history.

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Appendix A: Gambrills Property Survey

Over the course of three days (March 31, 2009 and April 4-5, 2009), a property survey of the Gambrills vicinity was completed, focusing on four areas of the community: Annapolis Road, Claffy Road, the Gambrills Heights subdivision, and Maple Road. For each of the twenty-one dwellings surveyed, a brief description of the structure was crafted, accompanied by an approximate date of construction, the architectural style, address, and description of the location.

TABLE 5:
Surveyed Properties in the Gambrills Area

SURVEY NUMBER	ADDRESS	APRX DATE	STYLE	MIHP
G-ANN-01	747 Annapolis Rd	1910	American Foursquare	
G-ANN-02	801 Annapolis Rd	1920	Vernacular Bungalow	
G-ANN-03	803 Annapolis Rd	1920	Colonial Revival	AA-1018
G-ANN-04	810 Annapolis Rd	1930	Colonial Revival	
G-ANN-05	818 Annapolis Rd	1910	American Foursquare	
G-ANN-06	823 Annapolis Rd	1910	American Foursquare	
G-ANN-07	837 Annapolis Rd	1914	American Foursquare	
G-ANN-08	912 Annapolis Rd	1860	Early Classical Revival	
G-ANN-09	925 Annapolis Rd	1925	Vernacular	
G-ANN-10	927 Annapolis Rd	1920	American Foursquare	
G-CLA-01	858 Claffy Rd	1910	Vernacular	
G-CLA-02	890 Claffy Rd	1920	Workingman's Foursquare	
G-HTS-01	614 Florida Place	1925	American Foursquare	
G-MAP-01	382 Gambrills Rd	1860	Vernacular	AA-886
G-MAP-02	876 Maple Rd	1918	Workingman's Foursquare	
G-MAP-03	862 Maple Rd	1920	Vernacular	
G-MAP-04	860 Maple Rd	1924	Vernacular	
G-MAP-05	840 Maple Rd	1914	Queen Anne	
G-MAP-06	836 Maple Rd	1920	Colonial Revival	
G-MAP-07	832 Maple Rd	1920	Colonial Revival	
G-MAP-08	826 Maple Rd	1920	Colonial Revival	

Property Survey Number System

Each property surveyed was assigned a specific code. The components of the six character code indicate the community in which the property.

G-ANN-01

G (Gambrills) ANN (Annapolis Road) 01 (Property Number)

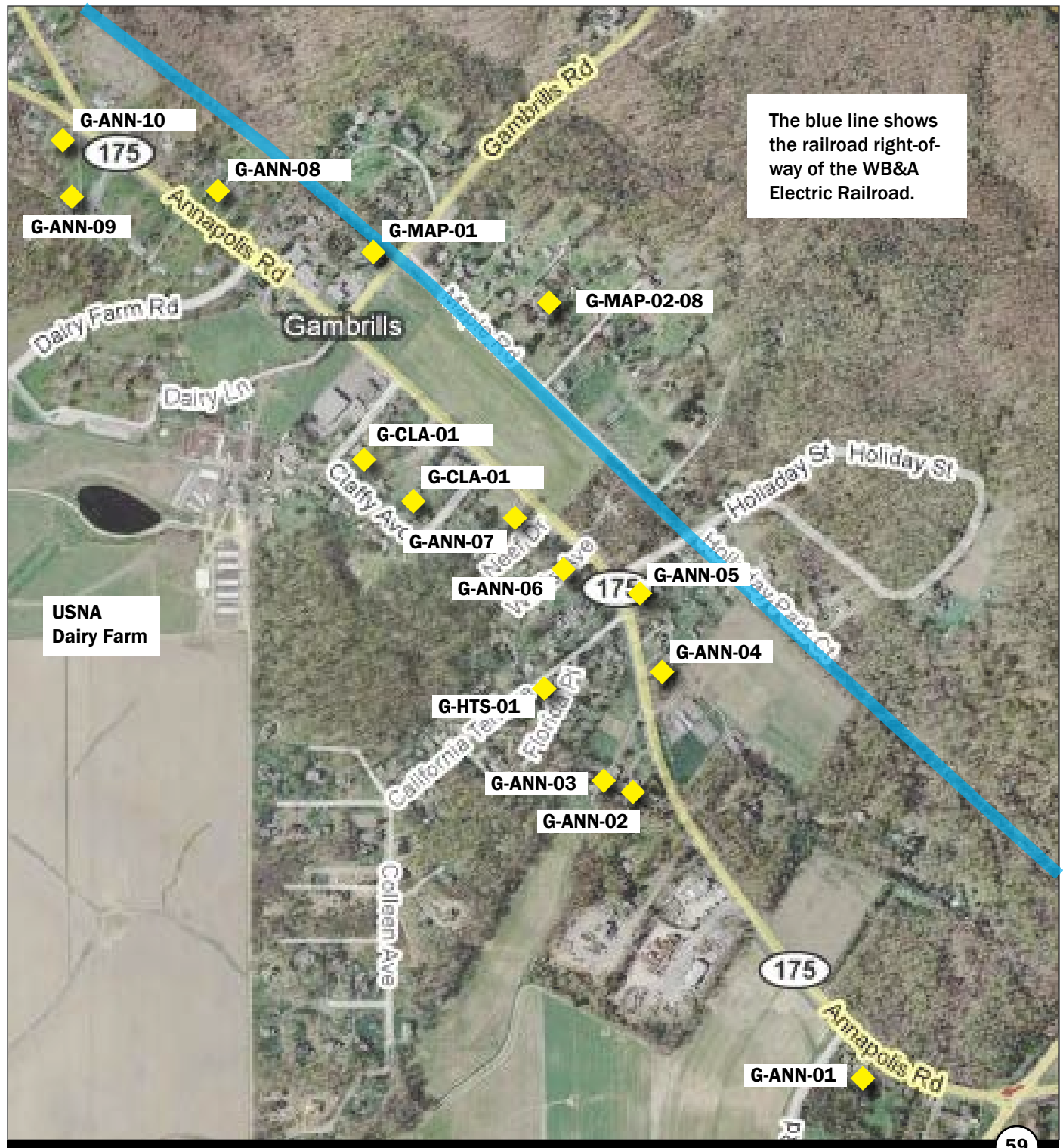
For the Gambrills area, four areas were surveyed:

ANN Annapolis Road
CLA Claffy Road
HTS Gambrills Heights
MAP Maple Road



FIGURE 43:
Satellite Image of the Gambrills Area with Surveyed Properties

SOURCE: GOOGLE MAPS



Annapolis Road

From the intersection of Burns Crossing Road southeast to the intersection of Maryland Route 3, this roughly mile-long stretch of Annapolis Road (Maryland Route 175) is dotted with homes dating from the mid-nineteenth century to the present day. Largely residential, this stretch also has pockets of agricultural viewsheds, primarily property of the former USNA Dairy Farm, and now owned by Anne Arundel County. Notable along this corridor is the number of American Foursquare homes that lie on either side of the roadway, all dating to the first quarter of the twentieth century. Also notable is the house at 912 Annapolis Road, which dates from the mid-nineteenth century.



SOURCE: AUTHOR

CODE: G-ANN-01

ADDRESS: 747 Annapolis Road

LOCATION: South side of Annapolis Road east of the intersection with McKnew Road

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, three-bay, hipped-roof house is typical of the American Foursquare style. The first-story features a near-center entrance (falling closer to the left — easternmost — side of the house). The windows are one-over-one, and appear to be replacement. Each window is flanked with narrow, dark brown shutters. A hipped dormer punctuates the center of the roof's front. The dwelling is clad in cream-colored asbestos shingles, and the roof is covered with brown composite shingles.

DATE: c. 1910



CODE: G-ANN-02

ADDRESS: 801 Annapolis Road

LOCATION: South side of Annapolis Road across from the Gambrills Flower Farm nursery.

ARCHITECTURAL STYLE: Early twentieth-century vernacular bungalow

DESCRIPTION: This is a one-and-one-half story, side-gabled dwelling with a centered shed dormer. A screened porch is contained under the main roof, although the angle of the roof breaks to a shallower slope over the porch. On either side of the centered entranceway is a set of two six-over-six windows; each set has a pair of black shutters. The centered shed dormer contains three windows, each with six lights. The three-window set is framed by a pair of black shutters. An exterior brick chimney is on the house's eastern elevation. The house is clad in white horizontal siding (probably vinyl) and the roof is composed of light gray composite shingles.

DATE: c. 1920



SOURCE: AUTHOR

CODE: G-ANN-03 (AA-1018)

ADDRESS: 803 Annapolis Road

LOCATION: South side of Annapolis Road across from the Gambrills Flower Farm nursery.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This three-bay, two-story dwelling has a hipped roof with a center gable. A full-width front porch is covered with a hipped roof projection and is supported by four posts. A baluster railing runs the perimeter of the porch, with a break in front of the house's centered entranceway. The central door is flanked by double-hung windows, both with shutters. The second story has three similar windows. The side elevations extend one bay with a window on each floor. A two-story addition is attached to the rear of the dwelling. The house is clad with white horizontal siding of vinyl or other material; the roof has light gray composite shingles.

DATE: c. 1920



SOURCE: GABRIELA HARRIS/ANNE ARUNDEL COUNTY



SOURCE: AUTHOR

CODE: G-ANN-04

ADDRESS: 810 Annapolis Road

LOCATION: East side of Annapolis Road roughly 200 feet south of intersection with California Terrace.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This side-gabled, one-and-one-half story dwelling has a full-width, screen-enclosed porch under a hipped projection. The first floor has a centered entranceway; one window is found to each side of the front door. A set of brick steps is in line with the front door with five steps leading to the ground. Two gable dormers punctuate the steeply pitched roof. Each dormer has a one-over-one window with flanking shutters of dark red. There is a shed roof addition at the rear elevation spanning the width of the dwelling. The house is clad in white horizontal siding (probably vinyl) and the roof is made of light gray composite shingles.

DATE: c. 1930



SOURCE: AUTHOR

CODE: G-ANN-05

ADDRESS: 818 Annapolis Road

LOCATION: North side of Annapolis Road at the intersection of California Terrace.

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, two-bay, hipped-roof house is typical of the American Foursquare style. The first-story features an off-center entrance on the north side of the front elevation. The south side of the elevation has a closed porch with one set of six-over-six lights. The half-width one-story porch and closed-in section is covered by a hipped roof; the porch area is supported by two posts. The second story is fenestrated with two six-over-six sash windows. The hipped dormer has one two-over-two, double-hung window that appears to be original to the house. Both side elevations are of two-bays, with two symmetrically balanced six-over-six sash windows on each floor. The dwelling is clad in white asbestos shingles, and the roof is of light gray composite shingles. There is a shed-roof addition at the rear of the house.

DATE: c. 1910



CODE: G-ANN-06

ADDRESS: 823 Annapolis Road

LOCATION: South side of Annapolis Road at the intersection of Holladay Street

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, three-bay, hipped-roof house is typical of the American Foursquare style. The first-story front elevation features a centered entrance flanked by a one-over-one window on each side. Each window has a pair of narrow shutters. The portico-like entranceway has a gable roof with an arched, decorative verge board. The second floor features three one-over-one sash windows, tightly spaced with relation to the bays of the first floor. The hipped dormer has one window consisting of four horizontal lights. A hipped dormer of the same composition is on the north side elevation of the house. The dwelling is clad in siding (likely vinyl), and the roof is of composite shingles. A single-story shed addition is at the rear of the house.

DATE: c. 1910



SOURCE: AUTHOR

CODE: G-ANN-07

ADDRESS: 837 Annapolis Road

LOCATION: South side of Annapolis Road, east of Neef Road

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, two-bay, hipped-roof house is typical of the American Foursquare style. The first-story features an off-center entrance on the south side of the front elevation; to the left of the front door is a small decorative square window with twelve small lights surrounding one larger light. A set of three windows is opposite the front door. A full-width one-story porch is covered by a hipped roof supported by four posts, with a set of five steps leading down to the ground in line with the entranceway. The porch's railing features tightly spaced turned balusters. Each bay on the second story features a set of two one-over-one windows. The hipped dormer has two horizontally sliding windows, each with two sashes. The dwelling's first floor is clad with siding (likely vinyl); the color of the siding on the second floor is deep red. The roof is covered with composite shingles. A one-story shed addition has been built on the rear elevation.

DATE: c. 1914

CODE: G-ANN-08



SOURCE: AUTHOR



SOURCE: AUTHOR

ADDRESS: 912 Annapolis Road

LOCATION: North side of Annapolis Road, roughly mid-point between Burns Crossing and Gambrills Road

ARCHITECTURAL STYLE: Early Classical Revival

DESCRIPTION: This heavily-altered, cross-gabled, two-story dwelling spans six bays. The projecting two-story front gable is roughly centered, and contains the entranceway on the first floor. A red door is flanked by three-pane sidelights; a rectangular, four-light transom is above the door. A hipped roof shelters the porch that wraps around the center gable projection and is supported by six posts. The sides of the projection feature one four-over-four sash window on each floor; each window has shutters. Above the doorway on the second floor is a set of paired four-over-four sash windows flanked by shutters (as are all the windows in the front elevation of the house). The wing to the right (northern) side of the front gable is three-bays. Each bay of the first floor contains what appears to be a triple-hung window, with six lights in each sash. Each bay of the second floor has one six-over-six sash window. The southern wing of the house also spans three bays. On the first floor, the bay closest to the front gable projection has a doorway (protected by the hipped porch roof). The other two bays contain a set a paired four-over-four sash windows. This fenestration is repeated on the second story. A small, one-story shed-roof addition projects from the southern wing's side elevation. Two red brick chimneys punctuate the roofline; one is at the exterior side elevation of the northern wing; the second is an interior chimney on the southern wing, placed in a vertical line running between the two sets of windows in this wing. The dwelling is clad in horizontal wood siding, and the roof is covered in composite shingles.

DATE: c. 1860



CODE: G-ANN-09

ADDRESS: 925 Annapolis Road

LOCATION: On south side of Annapolis Road south of intersection with Burns Crossing; set back approximately 250 feet and facing southeast

ARCHITECTURAL STYLE: Early twentieth-century vernacular

DESCRIPTION: This three-bay, one-and-one-half-story house features a side-gable roof. The front elevation has a closed-in porch with a right-of-center entranceway. A set of two one-over-one windows (possibly screen) are on the entranceway's left; two sets of paired one-over-one sash windows are to the right of the front door. A gable dormer punctuates the center of the roof; the dormer has two one-sash windows. The building is clad in white siding, presumably vinyl, and the roof is covered in light gray composite shingles.

DATE: c. 1925



SOURCE: AUTHOR

CODE: G-ANN-10

ADDRESS: 927 Annapolis Road

LOCATION: On south side of Annapolis Road a few yards north of intersection with Burns Crossing

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, hipped-roof house is typical of the American Foursquare style. The first-story features an off-center entrance on the north side of the front elevation, with a six-over-six window at the elevation's center. Instead of a third bay at the south end, the porch wraps around to the south elevation, meeting a projecting wing one unit back. The full-width of the front one-story porch is covered by a hipped roof supported by four posts. Two additional posts support the ell portion of the porch on the south elevation. Two six-over-six sash windows punctuate the second story's front façade. The hipped dormer has two six-light windows. The dwelling is clad in a light blue siding (likely vinyl), and the roof is of bluish-gray composite shingles. A one-story shed addition is at the rear of the dwelling.

DATE: c. 1920



SOURCE: AUTHOR

Claffy Road

A small collection of dwellings were erected along Claffy Road, which makes a loop off of Annapolis Road. This group of homes is located between a small retail center and the Gambrills Heights subdivision, and backs upon the USNA Dairy Farm. The homes along the outer loop of Claffy Road, primarily one-story bungalows, date to the 1940s according to local tax records. However, two homes within the parcel created by Claffy Road's loop are contemporary with the operations of the WB&A Electric Railroad.



SOURCE: AUTHOR

CODE: G-CLA-01

ADDRESS: 858 Claffy Road

LOCATION: Southeastern corner of inner parcel bounded by Claffy Road

ARCHITECTURAL STYLE: Early twentieth-century vernacular

DESCRIPTION: This one-and-one-half-story, two-bay house features a side gable roof with a shallow angle extension at the front elevation. A continuous dormer spans most of the second story, fenestrated with four six-over-six sash windows set in pairs. The southern pair has shutters on both sides of the windows; the western pair only has shutters at the sides. The first story is heavily fenestrated, with the single six-over-six sash window with sidelights on the western end of the front elevation, three closely spaced one-over-one sash windows in the center and a door at the western end. The house appears to be clad in light gray vinyl siding. The odd massing suggests that the continuous dormer was a mid- to late twentieth-century alteration to create a second story.

DATE: c. 1910



SOURCE: AUTHOR

CODE: G-CLA-02

ADDRESS: 890 Claffy Road

LOCATION: Center-north portion of inner parcel bounded by Claffy Road

ARCHITECTURAL STYLE: Workingman's Foursquare

DESCRIPTION: This one-and-one-half story, three-bay dwelling has a balanced symmetry and pyramidal roof with a hipped dormer. Spanning the front of the dwelling is a porch closed with screen. The wooden door to the porch is flanked by screen windows. The house is clad in light green siding (possibly asbestos shingle) with a composite shingle roof.

DATE: c. 1920

Gambrills Heights

Originally platted in 1924, and further subdivided in 1926, this residential area is bounded by the USNA Dairy Farm to the west and south and residential and commercial development to the north. Anne Arundel County tax records indicate that most of the residences closest to the entrance on Maryland Route 175 were constructed in the 1940s (after the railroad went bankrupt in 1935). Homes further from the entrance are of more recent constructions (late twentieth century). One notable residence in this older subdivision is near the entrance: an American Foursquare, that according to tax records, dates from the creation of Gambrills Heights in 1924.



SOURCE: AUTHOR

CODE: G-HTS-01

ADDRESS: 614 Florida Place

LOCATION: Facing northeast toward Annapolis Road (Maryland Route 175) on a triangular lot at the junctions of Florida Place and California Terrace.

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, hipped-roof house is typical of the American Foursquare style. The first story features an off-center entrance on the southeast side of the front elevation, with a set of two six-over-six sash windows (flanked by shutters) opposite the front door. A full-width one-story porch is covered by a hipped roof supported by three posts featuring gingerbread decorations. Of the three bays of the second story, the side bays feature six-over-six sash windows with shutters; a smaller six-light window with shutters is in the center bay. The hipped dormer has two six-light windows. The dwelling is clad in a light yellow siding (likely vinyl), and the roof is of dark gray composite shingles.

DATE: c. 1925

NOTE: This dwelling is likely to be the first home constructed in the Gambrills Heights subdivision, predating the surrounding homes by at least ten years.

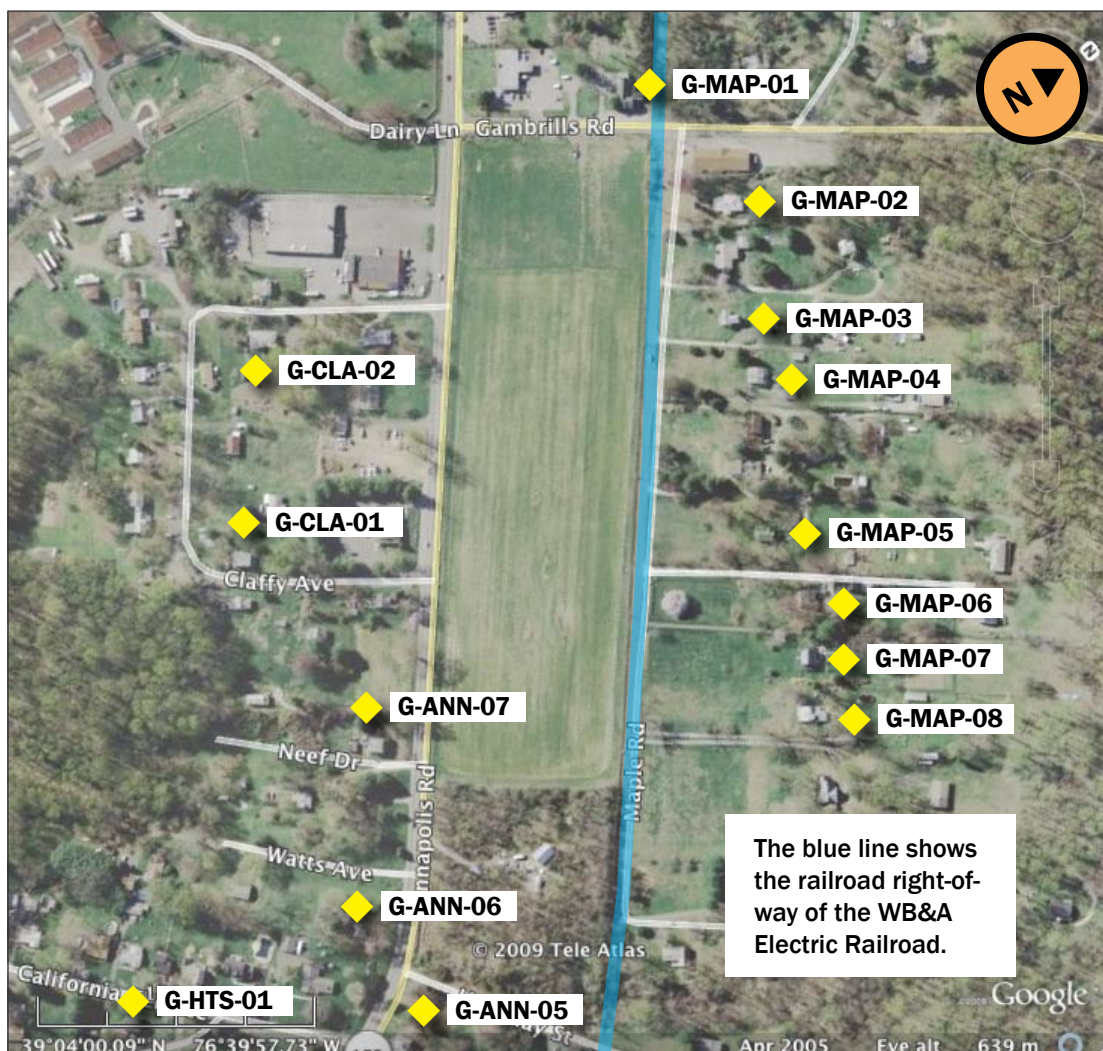


Maple Road

Maple Road in Gambrells is built on top of the old WB&A line, dating construction of the road to no earlier than 1935 when the railroad went bankrupt. Along this short stretch of road, eleven houses face south towards the tracks and to the USNA Dairy Farm. Tax records indicate that seven of the homes date from 1914 to 1924, during the electric railroad's period of operation. Deed records indicate that owners were to respect an additional thirty-foot right-of-way north of the railroad's right-of-way, presumably for access. This explains the deep setback of the houses from the current road.

FIGURE 44:
Satellite Image of Maple Road and Claffy Road Surveyed Properties

SOURCE: GOOGLE EARTH





SOURCE: AUTHOR

CODE: G-MAP-01 (AA-886)

ADDRESS: 382 Gambrills Road

LOCATION: East side of Gambrills Road immediately south of the abandoned Annapolis and Elkridge Railroad (WB&A) bed and Maple Road.

ARCHITECTURAL STYLE: Mid-nineteenth-century vernacular

DESCRIPTION: The two-story, three-bay house has a centered cross-gable. The first floor front façade is clad with brick. The sides and rear of the first floor are clad in horizontal white vinyl siding; the second story's front, rear, and sides are also clad in white vinyl siding. The front façade has two one-over-one windows (presumably vinyl in construction) flanked by doors on either side. The open porch is sheltered by a shed-roof projection. The second story is fenestrated by three six-over-six sash windows (also presumably vinyl replacements) with dark grey shutters. The roof has dark gray composite shingles. A one-bay, one-story addition to the north side of the house features a bay window at the front and clerestory windows at the roofline on both the front and side. Also on the north side, a shed addition appears to have been added to the original structure.

DATE: 1860-1878. The 1878 Hopkins map denotes a store to the west of the railroad at Gambrills Station (no notation is found on the 1860 Martenet map).

NOTE: The house is located next to the old rail bed of the Annapolis and Elkridge Railroad and subsequent WB&A Electric Railroad. According to the MHT Inventory Form for the property, the house once operated as a general store run by the Maynard and Miller families. The house has been significantly altered and lacks historic integrity.



CODE: G-MAP-02

ADDRESS: 876 Maple Road

LOCATION: First residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Early twentieth-century vernacular farmhouse; Workingman's Foursquare

DESCRIPTION: The one-and-one-half-story house spans five bays, with a screened porch across the three central bays. The roof is pyramidal, with a three-window hipped dormer in the front. The basic form of this house is evocative of a one-story derivative of an American Foursquare.

DATE: c. 1918

NOTE: The residence is one of the earliest built along Maple Road, after the original property owned by Edwin and Blanche Cecil was subdivided into four parcels in 1912 (Land Records of Anne Arundel County Liber GW 93, Folio 121 and Liber WNW 5, Folio 123). It is potentially significant with its relation to the railroad and commerce. Further research is recommended to determine connections to the owners/residents of this home to the likely general store located across Gambrills Road. (Ethel and Foster Maynard are listed as co-owners of this house in 1938; the MHT State Sites Historic Inventory Form AA-886 notes the general store was run by a member of the Maynard family.) The house may also be architecturally significant as an example of a one-story "Workingman's" Foursquare.



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: G-MAP-03

ADDRESS: 862 Maple Road

LOCATION: Third residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Early twentieth-century vernacular farmhouse

DESCRIPTION: The side-gabled, two-story house features a false gable in the façade's center, providing strong symmetry to the house's overall appearance. On the front elevation, the side bays on each floor are fenestrated with a one-over-one sash window with red shutters. The center bay on the first floor contains a door; there is no fenestration in the center bay on the second floor. The front porch with simple balusters is covered with a hipped projection; at the top of the four supporting posts are gingerbread decorations. The house is clad on all sides with light cream color horizontal siding, presumably vinyl.

DATE: c. 1920



SOURCE: AUTHOR

CODE: G-MAP-04

ADDRESS: 860 Maple Road

LOCATION: Fourth residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Early twentieth-century vernacular farmhouse

DESCRIPTION: This one-and-one-half story residence spans three bays and has a side-gabled roof with the gable dormer. The dormer is notable for its two arched one-over-one sash windows. A screened front porch, sitting on a stone foundation, spans the front of the house. Four simple columns support the roof at the front. An access ramp has been built at the east side of the porch.

DATE: c. 1924

NOTE: The stone foundation of the porch is unique to properties within the survey area.



CODE: G-MAP-05

ADDRESS: 840 Maple Road

LOCATION: Seventh residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Queen Anne

DESCRIPTION: This house is a two-and-one-half story, cross-gabled frame dwelling built in a simple Queen Anne style. A covered porch extends across the front and extends along the west side to the projecting wing; the porch's supporting posts feature gingerbread detailing. The gable front extends across three bays. On the first floor, the first (westernmost) bay features a door with sidelights and a rectangular transom. The second and third bays two two-over-two sash windows flanked by green shutters. The second story is fenestrated with three two-over-two sash windows with green shutters. At the peak of the bay there is a smaller two-over-two sash window. The house is clad in horizontal siding, possibly wood.

DATE: c. 1914



SOURCE: AUTHOR

CODE: G-MAP-06

ADDRESS: 836 Maple Road

LOCATION: Eight residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This two-story, two-bay house features a gambrel roof with a continuous dormer spanning the entire second floor. In the front elevation, the forward projection of the roof covers an open porch. The first (eastern) bay contains a door; the second (western) bay features a triptych of windows. The triptych fenestration is also carried out in the two bays of the second floor continuous dormer. The house is clad on all sides with horizontal siding (possibly wood). The roof is covered in composite shingles.

DATE: c. 1920



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: G-MAP-07

ADDRESS: 832 Maple Road

LOCATION: Ninth residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This two-story dwelling features a steeply pitched gambrel roof with a continuous dormer spanning the second floor. The first floor is heavily fenestrated with a set of three six-over-six sash windows flanking both sides of the central doorway. The front door features sidelights and is covered with a projecting gable with an arched verge board. The continuous dormer of the second story is fenestrated with two sets of paired six-over-six sash windows, each set flanked by shutters. Both gable ends feature an exterior chimney. In addition to the main wing of the house, a one-bay wide, hipped-roof addition extends from both sides of the house. The front elevation of the eastern addition is clad in red brick and is fenestrated with three four-over-four sash windows. The western addition is fenestrated with four fixed windows and is clad with horizontal siding, as is the rest of the house. The roof is covered in composite shingles.

DATE: c. 1920



SOURCE: AUTHOR

CODE: G-MAP-08

ADDRESS: 826 Maple Road

LOCATION: Tenth residential structure on north side of Maple Road west of Gambrills Road.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This one-and-one-half-story house has a gambrel roof punctuated in the center by a hipped dormer. The front porch is closed and is fenestrated with three-sash awning windows, three on each side of the centerline door. A small brick porch extends from the front doorway accessed by stairs east along the front façade. Both gable ends feature an exterior chimney. The hipped dormer window appears to be a double casement, flanked by dark blue shutters.

DATE: c. 1920



Appendix B: Millersville Property Survey

On April 13, a property survey of the Millersville vicinity was completed, focusing on two areas: the stretch of Millersville Road from Maryland Route 3 to Waterbury Road, and the Cecil Avenue area. For each of the eleven dwellings surveyed, a brief description of the structure was crafted, accompanied by an approximate date of construction, the architectural style, address, and description of the location.

TABLE 6:
Surveyed Properties in the Millersville Area

SURVEY NUMBER	ADDRESS	APRX DATE	STYLE	MIHP
M-CEC-01	886 Cecil Avenue	1915	Vernacular Craftsman	
M-CEC-02	894 Cecil Avenue	1920	Folk Gothic/Tudor Revival	
M-CEC-03	1652 Millersville Rd	1895	Colonial Revival	
M-CEC-04	1003 Cecil Avenue	1840	Vernacular	AA-110
M-CEC-04A	1003 Cecil Avenue	1920	Vernacular	AA-110
M-MLR-01	1554 Millersville Rd	1865	Early Classical Revival	AA-883
M-MLR-02	1594 Millersville Rd	1856	Vernacular Gothic Revival	AA-1020
M-MLR-03	1602 Millersville Rd	1929	Vernacular Bungalow	
M-MLR-04	1608 Millersville Rd	1900	Colonial Revival	
M-MLR-05	1618 Millersville Rd	1900	Queen Anne	
M-MLR-06	1700 Millersville Rd	1910	American Foursquare	

Property Survey Number System

Each property surveyed was assigned a specific code. The components of the six character code indicate the community in which the property.

M-MLR-01

G (Millersville) MLR (Millersville Road) 01 (Property Number)

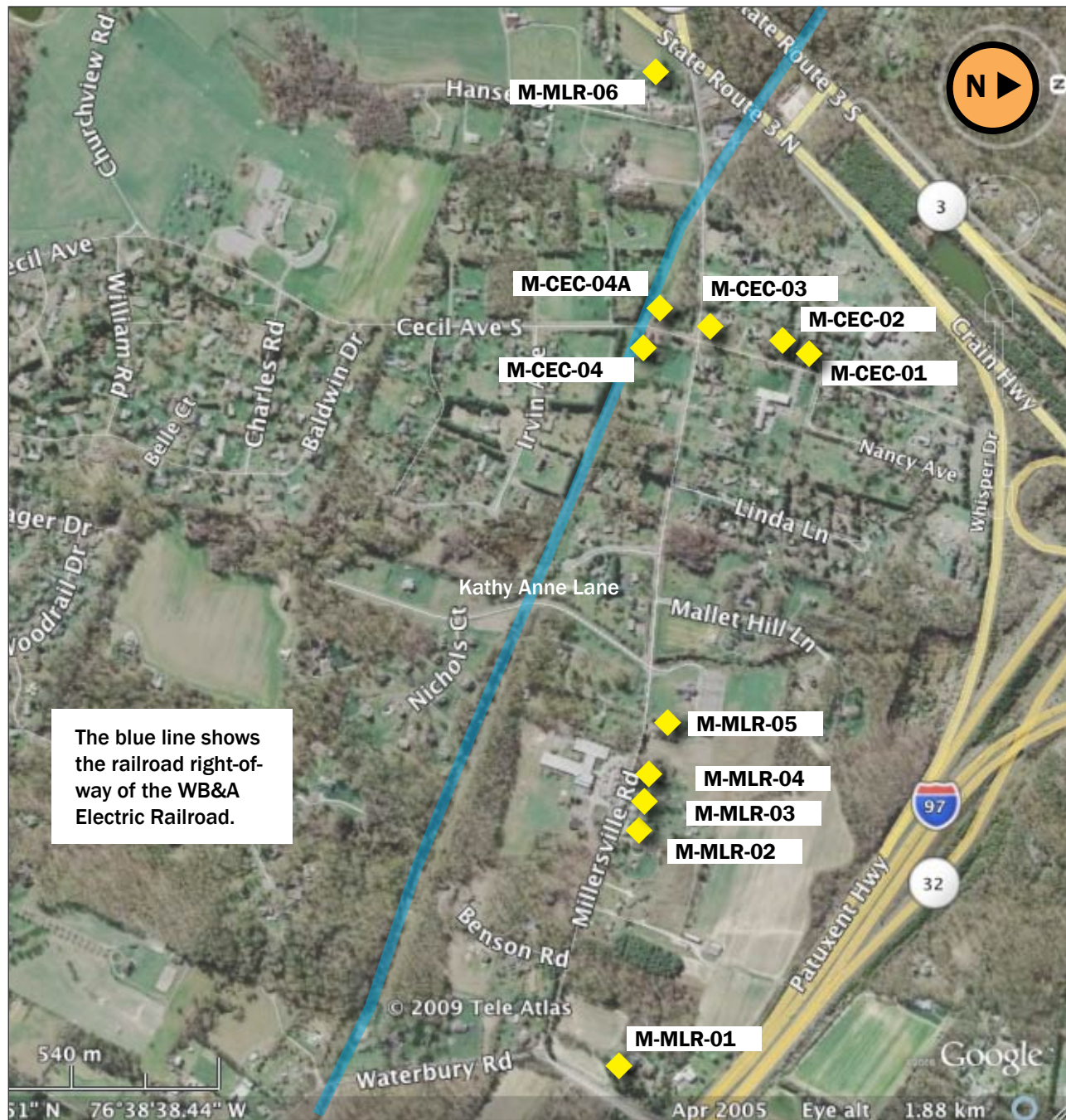
For the Millersville area, two areas were surveyed:

CEC Cecil Avenue

MLR Millersville Road

FIGURE 45:
Satellite Image of the Millersville Area with Surveyed Properties

SOURCE: GOOGLE EARTH



Cecil Avenue

During the 1840s, the intersection of what is today Millersville Road and Cecil Avenue was the village's hub of activity. A railroad stop was located just a few yards south of this intersection. Adjacent to the train tracks was the Millersville Post Office and a small store, originally run by the Miller family and later the Cecil family. Today, the original post office structure and connecting postmaster's residence are still standing, as is a 1920s general store, now an antique store. A grand Colonial Revival house, dating to the 1890s, lies just north of the postmaster's house. North of the intersection, Cecil Avenue slopes upwards on a crest. At the top of this hill are two homes that date to the WB&A Electric Railroad period in the early twentieth century.

CODE: M-CEC-01

ADDRESS: 886 Cecil Avenue

LOCATION: East side of Cecil Avenue at intersection with Nancy Avenue

ARCHITECTURAL STYLE: Early twentieth-century vernacular bungalow (with Craftsman elements)

DESCRIPTION: This dwelling is a low-pitched, front-gabled, one-and-one-half story dwelling. The entranceway is off center on the southern side of the front elevation, and features a half-width porch, with a baluster fence supported by one post at the corner. Two six-over-six sash windows punctuate the northern side of the front elevation; each window has red shutters. The gable has a Palladian-style window, also flanked by shutters.

DATE: c. 1915



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: M-CEC-02

ADDRESS: 894 Cecil Avenue

LOCATION: East side of Cecil Avenue at intersection with Nancy Avenue

ARCHITECTURAL STYLE: Folk Gothic/Tudor Revival

DESCRIPTION: This steeply pitched, side-gabled, one-and-one-half story dwelling features a prominent front-gabled entranceway projection, notable for its steep slope and uneven length of the gable. A heavy brick exterior chimney is adjacent to the entranceway on its southern side. A six-over-six sash window is on either side of the entranceway. The dwelling's front façade is clad with light-colored asbestos shingles. On the northern elevation, a series of narrow, grouped one-light windows are present on the first floor. The side gable has a window comprised of a large center window flanked by narrower windows. The northern elevation is clad with horizontal siding, possibly vinyl. The roof is covered in light-gray composite shingles.

DATE: c. 1920



SOURCE: AUTHOR

CODE: M-CEC-03 (AA-749)

ADDRESS: 1652 Millersville Road

LOCATION: Northeast corner of the intersections of Millersville Road and Cecil Avenue

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This two-and-one-half story dwelling has four bays at the front (south-facing) elevation. A screened porch runs the full width of the front façade, with a balustrade balcony above, accessed by a center line door. At the western side of the second story's front façade, a bay window is capped with a hexagonal tower with a bell-shaped profile. At the eastern side are two one-over-one sash windows, each with black shutters. A hipped dormer with a single one-over-one window punctuates the roof's front. The eastern and western elevations have a two-story projection capped with a hipped dormer. The house is clad in white horizontal siding and has a dark gray roof of composite shingles.

DATE: c. 1895

CODE: M-CEC-04

(AA-110 - NATIONAL REGISTER PROPERTY)

ADDRESS: 1003 Cecil Avenue

LOCATION: East side of Cecil Avenue south of Millersville Road

ARCHITECTURAL STYLE: Mid-nineteenth-century vernacular

DESCRIPTION: This two-part dwelling consists of a primary side-gabled, two-story structure attached at its eastern side to an earlier one-and-one-half story side-gabled dwelling. The primary building, with its entrance facing north, features a gable portico supported by two posts. The dwelling's windows are six-over-six sash windows with black shutters. The secondary building features one-over-one windows with a series of six-pane casement windows on the half-story. Both buildings are clad with horizontal siding (wood) and a red metal roof.

DATE: c. 1840-1850

NOTE: This structure, in addition to the circa 1840 smokehouse a few yards north of the dwelling and the structure across Cecil Avenue (described below as M-CEC-04A), are inventoried on the National Register of Historic Places. The dwelling was the home of George Miller, the first postmaster for Millersville, and was also used for postal duties. The structures are located roughly fifty feet north of the rail bed of the Annapolis and Elkridge Railroad (later the WB&A Electric Railroad). The 1841 Millersville Post Office was the first post office established along the A&ERR, which began service in 1840. The dwelling and outbuildings were placed on the National Register in 1985.



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: M-CEC-04A

(AA-110 - NATIONAL REGISTER PROPERTY)

ADDRESS: *See location note*

LOCATION: West side of Cecil Avenue south of Millersville Road, directly across from 1003 Cecil Avenue

ARCHITECTURAL STYLE: Mid-twentieth-century vernacular

DESCRIPTION: This building is one-and-one-half stories and is front gabled. The entranceway is flanked by six-over-six sash windows with red shutters. The entrance is covered by a one-story shed roof. At the center of the gable is a six-over-six window. On the building's northern side, there is an additional entrance in the center of the elevation (also covered with a shed roof), with another six-over-six sash window to the right of the side doorway. The building is clad with horizontal siding; the roof is composed of asphalt shingles.

DATE: c. 1920

NOTE: According to the National Register inventory form, the building operated as a general store. The current structure is a replacement of an earlier building from 1840. The nineteenth-century structure was destroyed by fire; the replacement building was modeled after the earlier structure.



Millersville Road

The A&ERR tracks lie south of Millersville Road, running roughly parallel to the road before veering south toward Annapolis. In the 1850s, a private, co-educational high school, Anne Arundel Academy, was built near the current site of Millersville Elementary School, in the 1600 block of Millersville Road. While it is doubtful that students commuted via the old steam railroad, the proximity of the school to the railroad tracks and a nearby train stop (Arundel Station) suggests that the railroad influenced the location of the school. Five properties in the area date to the steam railroad's operation, one being a boarding school for the academy's students.

CODE: M-MLR-01 (AA-883)

ADDRESS: 1554 Millersville Road

LOCATION: North of the Y-intersection of Millersville and Waterbury Roads

ARCHITECTURAL STYLE: Early Classical Revival/Early Colonial Revival

DESCRIPTION: This large dwelling is composed of a five-bay, side-gabled two-story central block and a front-gabled wing on the house's western elevation. The first story of the main block features a full-width porch covered with a hipped roof and supported by seven Ionic wooden columns. The centered entranceway is flanked by three-light sidelights. The bays are fenestrated with tall, four-over-four sash windows that extend from the ground to the porch's roof. The second story and gable dormers are fenestrated with six-over-six sash windows. Three brick chimneys, two at the front and one in the rear, punctuate the roof. The western block features a two-story bay projection capped with a hipped roof. The peak of the gable is fenestrated with a large window flanked by smaller windows with four lights. The house is clad with cream colored horizontal siding. The roof is of dark gray composite shingles.

DATE: c. 1865

NOTE: This dwelling underwent numerous additions from its original construction in the 1860s through the early twentieth century. The original portion of the home, built by Owen Cecil in the 1860s, was a three-bay central passage plan (the three westernmost bays of the central block). In 1890, the cross-gable wing was added by Harry Baldwin Gantt, a local doctor who purchased the home from Cecil. Gantt extended the central block eastward in 1910, adding two additional bays.



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: M-MLR-02 (AA-1020)

ADDRESS: 1594 Millersville Road

LOCATION: North side of Millersville Road opposite historical marker for the Anne Arundel Academy.

ARCHITECTURAL STYLE: Vernacular Gothic Revival

DESCRIPTION: This two-and-one-half story dwelling is cross-gabled with three bays. The central bay features a door with three-light sidelights and a four-light transom. The entranceway is covered by a shallow gable projection with an arched verge board. At the peak of the centered front gable is a set of paired arched windows. Each bay is fenestrated with a six-over-six, double-hung sash window. The house is clad with wood shingles of dark gray color; the roof is covered with reddish brown composite shingles.

DATE: c. 1856

NOTE: According to a MHT Historic Sites Inventory Form, the dwelling served as a boarding house for students attending the Anne Arundel Academy, located across Millersville Road (the site is now indicated by a historical marker). The academy was a co-educational private institution, established in 1855. The house was originally owned by Philmore Leakin, the founder of the academy and one of its faculty members.



SOURCE: AUTHOR

CODE: M-MLR-03

ADDRESS: 1602 Millersville Road

LOCATION: Fourth dwelling on north side of Millersville Road east of intersection with Kathy Anne Lane.

ARCHITECTURAL STYLE: Early-twentieth century vernacular bungalow

DESCRIPTION: This is a one-and-one-half story, side-gabled dwelling with a centered shed dormer. An open porch is contained under the main roof, supported by three posts and featuring a simple baluster railing. The porch is supported from the ground by piers of rusticated concrete blocks, with lattice boards spanning the piers. The entrance is on the western side of the front façade; two one-over-one shuttered windows are opposite the doorway. The centered shed dormer contains two one-over-one sash windows. The house is clad in white horizontal siding and the roof is composed of light gray composite shingles.

DATE: c. 1929

CODE: M-MLR-04

ADDRESS: 1608 Millersville Road

LOCATION: Second dwelling on north side of Millersville Road east of intersection with Kathy Anne Lane.

ARCHITECTURAL STYLE: Colonial Revival

DESCRIPTION: This side-gabled, two-story structure consists of a two-bay main block with a two-story side-gabled addition on the western side and a one-story shed-roof addition on the eastern side. In the main block, a gable projection covers the entranceway, which is on the east side of the façade. The bays are fenestrated with a set of two six-over-six windows, each pair flanked with white shutters. The western addition features a screened porch with a shed roof; the second story has a window configuration similar to the main block. The windows of the main block and eastern addition appear to be wood in construction and could be original; the glass appears wavy, also indicating fenestration original to the house. The eastern addition has a set of paired four-over-four windows. The house is clad in white asbestos shingles, and the roof is of light gray composite shingles.

DATE: c. 1900



SOURCE: AUTHOR

CODE: M-MLR-05

ADDRESS: 1618 Millersville Road

LOCATION: First dwelling on north side of Millersville Road east of intersection with Kathy Anne Lane.

ARCHITECTURAL STYLE: Queen Anne

DESCRIPTION: This cross-gabled, three-bay, two-story house sits on a low cinderblock foundation. The entranceway is at the western end of the front façade, and features a covered, screened-in porch which wraps around to the western elevation; the porch's roof is metal and is bright green in color. The bays are fenestrated with one-over-one sash windows with dark green shutters. The central bay is capped with a pyramidal tower with a spherical finial. The house is clad in beige asbestos shingles, and the roof is covered in dark green composite shingles.

DATE: c. 1900



SOURCE: AUTHOR



SOURCE: AUTHOR

CODE: M-MLR-06

ADDRESS: 1700 Block of Millersville Road

LOCATION: Southeast corner of Millersville Road and northbound Maryland Route 3

ARCHITECTURAL STYLE: American Foursquare

DESCRIPTION: This two-and-one-half-story, hipped-roof house is typical of the American Foursquare style. The house sits on a foundation faced with rusticated concrete blocks painted dark gray. The first-story features a centered entrance on the front north-facing elevation. Sets of paired six-over-six sash windows flank each side of the doorway, which has a small porch covered with a hipped roof, and lined on the sides by a baluster rail. The second story façade also features paired six-over-six sash windows. Hipped dormers at the front and west elevations feature a set of two six-light windows. The western elevation has a narrow brick exterior chimney, with the letter “G” set in stones. The eastern elevation has a one-story hipped-roof addition, while the rear of the house has a hipped roof screened porch running the width of the back of the house. The house is clad in white horizontal siding, and the roof is of light gray composite shingles.

DATE: c. 1920



Property Survey Form

HISTORIC PROPERTY SURVEY

Tracking Change

ADDRESS _____

LOCATION (in relation to WB&A Railroad Bed)

PRIMARY COMPONENTS

COMPONENT	TYPE/Form	MATERIAL & TREATMENT
ROOF	<input type="checkbox"/> Gable (side) (front) (cross) <input type="checkbox"/> Hipped (simple) (pyramidal) <input type="checkbox"/> Saltbox <input type="checkbox"/> Other	<input type="checkbox"/> Shingle <input type="checkbox"/> Composition <input type="checkbox"/> Wood <input type="checkbox"/> Metal
WALLS	<input type="checkbox"/> Brick <input type="checkbox"/> Shingle <input type="checkbox"/> Stone <input type="checkbox"/> Stucco <input type="checkbox"/> Board <input type="checkbox"/> Siding	<input type="checkbox"/> Siding type <input type="checkbox"/> Wood <input type="checkbox"/> Metal <input type="checkbox"/> Vinyl
WINDOWS	<input type="checkbox"/> Double/single hung <input type="checkbox"/> Fixed <input type="checkbox"/> Casement <input type="checkbox"/> Other	<input type="checkbox"/> Wood <input type="checkbox"/> Metal/vinyl LIGHTS ____ / ____
PORCH	STORY ____ BAYS ____	(open) (closed)
CHIMNEY	<input type="checkbox"/> Interior <input type="checkbox"/> Exterior	<input type="checkbox"/> Brick <input type="checkbox"/> Other

STORY HEIGHT _____ BAYS _____

ARCHITECTURAL STYLE _____ EST DATE _____

NOTES _____

