

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Overlea Waiting Station Survey Number: BA-2772

Project: Replace Overlea Waiting Station Agency: MTA

Site visit by MHT Staff: no yes Name B. Hannold, P. Kurtze Date 11/14/96

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Overlea Waiting Station is eligible for the Maryland Register under Criterion A for its association with the Baltimore streetcar network and with the development of Overlea, a streetcar suburb. The profound impact of the streetcar on the development of Baltimore is ably captured in a quote from a 1909 *Baltimore Sun* piece:

Providence and progress... were on the side of the street car. It began to multiply rapidly and to send out its tracks in all directions. It turned farms into building lots and brought the country people way out on the Fremont street hills and the Monument street steps down town in half an hour.

Home builders followed it. Suburban settlements sprang up along its routes. It changed Baltimore from a compact little town to a great sprawling city, 15 miles from end to end. (page 7 of JMA report)

The first electric streetcar began service in Baltimore in 1885 and the network grew rapidly during the remainder of the 19th century and the early part of the 20th century. The line to Overlea was initially to have stopped at Gardenville, in Baltimore City, but the developers of Overlea persuaded the streetcar company to extend the line to Overlea. A building boom followed the arrival of streetcar service in Overlea in 1903. The present trolley shelter was erected in 1917.

The continued importance of the streetcar into the mid-20th century is summed up by another quote:

However you traveled out of town, you usually took the trolley to get to places in the city. Autos were fewer, driving more difficult, and almost everything worthwhile was on a car line anyway. There were fewer routes than today's MTA bus system, but those of 1945 carried more people and ran more often. (page 11 of JMA report)

Documentation on the property/district is presented in: Project file, Phase II Architectural Resources Investigation: Overlea Waiting Station (John Milner Assoc 1996), Inventory BA-2772

Prepared by: Douglas C. McVarish, John Milner Associates, Inc.

Elizabeth Hannold November 21, 1996
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
Peter Z. Kurtze 12/3/96
Reviewer, NR program Date

gmg

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: building

Historic Environment: suburban

Historic Function(s) and Use(s): transportation-rail related

Known Design Source: _____

Overlea Waiting Station
Internal Determination of Eligibility
continued

However, the demise of the streetcar system was imminent and progressed rapidly with the introduction of buses in the late 1940s. The Overlea route was one of the last two lines to be converted to buses. The last streetcar arrived at the Overlea trolley shelter on November 2, 1963. Today, little remains to remind us of the once omnipresent streetcar system. According to information provided by MTA, four other shelters are known to survive in the Baltimore area. The fact that there is little physical evidence left to represent the system only increases the significance of what does remain.

Though but a small component of the vast streetcar system, shelters played a significant role in promoting ridership. The JMA report includes a copy of an advertisement, apparently dating from the 1920s, aimed at convincing the car-owning suburbanite that the streetcar is the civilized way to travel to work. A trolley shelter similar to the Overlea Waiting Station figures prominently in the illustration accompanying the advertisement.

The Overlea trolley shelter is in poor condition and in need of a thorough rehabilitation. On the other hand, its condition is no worse than might be expected for a public building which has been in service for 80 years and which has undoubtedly received only minimal maintenance for much of that time. The alterations, including replacement of the slate roof with asphalt, enclosure or removal of windows, and interior alterations, are not particularly damaging and are reversible. A comparison with the historic photographs shows that the building in its present state is quite recognizable. It retains its distinctive form and massing. The original fenestration pattern can still be read, though it is somewhat obscured. The most significant details, such as the prominent roof brackets, remain. With regard to structural integrity, we have seen no evidence that the building is devoid of structural integrity. To conclude, the Overlea Waiting Station possesses sufficient significance and retains sufficient integrity to warrant inclusion in the Maryland Register of Historic Properties.

BA-2772

Overlea Waiting Station
Overlea, Maryland

Capsule Summary

The Overlea Waiting Station was built in 1917 to serve the Belair Road (U.S. Route 1) suburban streetcar line between downtown Baltimore and Overlea, Baltimore County. Located at the end of this line, the station adjoined a trolley turnaround on the west side of Belair Road. The building, which still functions as a Belair Road bus stop, has been subject to significant alterations and physical deterioration. As a minor and changed component of the Baltimore streetcar system, the Overlea Waiting Station lacks the integrity and significance necessary for Maryland Register eligibility.

BA-2772

Overlea Waiting Station
Overlea, Maryland

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Periods:
Industrial/Urban Dominance (1870-1930)
Modern Period (1930-present)

Prehistoric/Historic Period Theme(s):
Transportation

Resource Type:

Category: building

Historic Environment: suburban

Historic Function and Use: streetcar waiting station for Overlea (Belair Road) streetcar line

Known Design Source: possibly in-house, United Railways and Electric Company

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA-2772

Magi No.

DOE yes no

1. Name

historic Overlea Waiting Station (preferred)

and/or common Overlea Trolley Shelter

2. Location

street & number southwest corner of Belair Road and West Overlea Ave. not for publication

city, town Baltimore vicinity of congressional district

state Maryland county Baltimore

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Maryland Department of Transportation, Mass Transit Administration

street & number 6 Saint Paul Street telephone no.: 410-333-3434

city, town Baltimore state and zip code MD 21202-1614

5. Location of Legal Description Parcel transferred to MTA as part of assets of Baltimore Transit Company

courthouse, registry of deeds, etc. Baltimore County Clerk's Office liber unavailable

street & number Courts Building, 401 Bosley Avenue folio unavailable

city, town Towson state Maryland

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. BA-2772

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved

date of move _____

The Overlea Waiting Station is situated at the southwest corner of West Overlea Avenue and Belair Road (Route 1) in Overlea, a suburb immediately northeast of the Baltimore city limits. The adjacent Belair Road is a heavily traveled thoroughfare that connects Baltimore with the Harford County seat of Bel Air. In the vicinity of the station, Belair Road is lined by single and two story commercial buildings.

The Overlea waiting station is a rectangular, hip-roofed, wood-framed building with a shed roofed rear ell. It measures approximately 35 feet long and 21 feet deep, including a six foot front roof overhang. The rear ell measures 6 feet, 6 inches deep and 7 feet wide. The east facade of the building is divided into three bays, each of which is defined by wood angle brackets. The south bay contains a 12-light, wood door flanked by 12-light windows. The central bay originally contained a four-light window. The window has been removed and the window opening is now covered by a metal screen. The north bay contains a rectangular opening, providing access to a sheltered waiting area. This open north bay has paired window openings on its north wall, and a single window opening in its west wall. These openings originally contained six over six, double hung sash windows.

The interior is divided into three spaces. The larger, south room has been significantly altered on the interior. The walls, probably originally plaster, have been covered with imitation wood paneling, while the ceiling has been lowered with acoustical tiles set in a metal framework. The original door to the rear ell has been replaced with a modern hollow core, wood door, and the walls of the rear ell have been covered with sheetrock. The north room, now used as a lavatory, was inaccessible. This room has been changed from its original configuration. When built, the room was divided into two smaller spaces by an angled central wall. Entrance to one space was by a door in a vestibule off the south room, while entrance to the second space was from the open north bay.

The walls are sheathed in stucco over wood lath. The roof junction is marked by a boxed cornice. The rear corners of the roof are cut away, and the fascia is marked by ornamental cross rafter ends. The roof of the building is sheathed in asphalt shingles.

Reference to the original architectural drawings reveals some of the many changes made to the building since it was erected in 1917. These include enclosure of the original four-light transom windows in the south bay of the facade, removal or covering of the molded wood panels below the window openings of the south bay, removal of the original wood benches along the walls of the open north bay, enclosure of the original four-light windows that illuminated the rear ell, and replacement of the original slate roof with an asphalt shingle roof. In addition, the building has deteriorated. This deterioration is most notable along the north wall and rear of the building where patches of stucco are missing revealing the wood lath beneath.

8. Significance

Period	Areas of Significance--Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1917, 1963 Builder/Architect not known

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

The Overlea Waiting Station, built in 1917, is a surviving element of the Baltimore area streetcar network. From 1917 until the termination of the Overlea (Route 15) line in 1963, it accommodated waiting passengers and provided them with convenience items at a newsstand. It was situated at the turnaround loop marking the end of the Overlea line.

Overlea was one of the Baltimore suburban areas that developed in response to the expansion of the streetcar network in the early twentieth century. Streetcar service on Belair Road developed from the Franklin Square Line (# 15), established in the late nineteenth century. This line originally extended from Garrison Lane (Franklintown Road) via Baltimore Street and Gay Street to North Avenue and returned via Gay, Ashland, Ensor, and Baltimore. By 1898, it ran from Caroline via Preston, Milton, North Avenue, and Belair Road to Fullerton, a distance of four miles (Moore 1965:7).

Initial plans for an extension of the line further northeast along Belair Road called for it to terminate at Gardenville. Developers purchased land in the present Overlea, realizing that it was an excellent site for subdivision because of its upland location. The developers persuaded the United Railways and Electric Company that the extension of its line to Overlea would prove a profitable investment (Anonymous 1914). Streetcar service was begun to Overlea on July 14, 1903 (Moore 1965:7).

The extension of the streetcar line to Overlea led to a building boom in the community. The Kennard Land Company and the Overlea Land Company divided the land of the former Lange and Streett estates into 50 by 150 foot lots (Bishop 1971). Soon hundreds of houses and cottages lined streets extending from either side of Belair Road (Anonymous 1914). The community was first known as Lange's Farm, but the name was later changed to Overlea, "over the meadow," because of its elevation (Bishop 1971).

The community never had rigidly defined boundaries. Its heart is the 6800 and 6900 blocks of Belair Road, and its borders are approximately Everall Avenue on the west, Kenwood Avenue on the south and east, and Fullerton Avenue on the north (Bishop 1971).

Overlea grew rapidly in the early twentieth century. By 1911, its population was approximately 830. Three years later, an anonymous writer characterized its population:

Like Roland Park, the people of Overlea, while not aristocratic by any means, represent a high type of citizenship. They are house-loving and progressive, taking a deep pride in making their places attractive. They have well-kept lawns and luxuriant flower beds. Their cottages are artistically built. In some cases the more industrious residents grow a vegetable garden to supply the needs of his family in fresh produce throughout the summer (Anonymous 1914).

The same article noted that:

9. Major Bibliographical References

Survey No. BA-2772

see continuation sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Baltimore East

Quadrangle scale 1:24,000

UTM Refernces **do NOT** complete UTM references

A	<input type="text"/>				
	Zone	Easting		Northing	

B	<input type="text"/>				
	Zone	Easting		Northing	

C	<input type="text"/>				
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D	<input type="text"/>				
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E	<input type="text"/>				
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F	<input type="text"/>				
---	----------------------	----------------------	----------------------	----------------------	----------------------

G	<input type="text"/>				
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H	<input type="text"/>				
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Verbal boundary description and justification

The boundary includes all of that parcel indicated on the attached Sanborn map, located at the southwest corner of Belair Road and West Overlea Avenue. This represents the original and present boundary of the property.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Douglas C. McVarish, Project Architectural Historian

organization John Milner Associates, Inc. date October 1996

street & number 1216 Arch Street, 5th Floor telephone 215-561-7637

city or town Philadelphia state PA

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

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

return to: MARYLAND HISTORICAL TRUST
 DHCP/DHCD
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032
 301-514-7600

8.1

Overlea is continually expanding. As the territory lying to the northwest of it is virtually undeveloped, there is every possibility that Overlea will rival in population and expanse, any suburb in Baltimore County (Anonymous 1914).

By the middle of the second decade of the twentieth century, the village's commercial district had developed along Belair Road. Four churches were located in the community, and a school was located in nearby Fullerton (Anonymous 1914). In 1917, the present streetcar shelter was erected at the terminus of the Overlea line. A photograph in the collection of the Baltimore Streetcar Museum shows its appearance shortly after its construction.

The Overlea route remained unchanged until after World War II. In 1948, the West Baltimore Street portion of the Route 15 was converted to a bus route. In 1954, the #4 streetcar line was consolidated as part of Route 15, and use of the Edmondson barn was discontinued. On November 2, 1963, the Overlea streetcar line was converted to buses (Farrell 1973:175).

The station has been altered significantly. Major alterations include removal and covering of windows, reconfiguration and alteration to interior spaces, and replacement of the original slate roof with an asphalt shingle roof. In addition, the fabric has been changed by deterioration of stucco and exterior wood members. Because of these changes and deterioration, the building's integrity has been compromised.

The Overlea station is one of five known surviving passenger shelters from the Baltimore streetcar system. The others are located in Guilford, Catonsville, Junction, Paradise Avenue, and University Parkway median (north of Keswick Road). In preparing this form, the Guilford shelter, located at the intersection of Charles and St. Paul streets, was also examined. This shelter is similar in design to the Overlea station. Unlike the Overlea station which is constructed of wood-frame sheathed in stucco, the Guilford shelter is constructed of concrete block. It retains a slightly higher degree of integrity than the Overlea shelter, although it too has undergone significant alterations.

The Overlea station is the early twentieth century equivalent of a bus shelter. Similar to bus shelters, streetcar shelters were built to service the lines that crisscrossed the metropolitan area. They served as places for transit passengers to wait. Some, including the Overlea shelter, were more elaborate and contained an enclosed space that was rented out for a newsstand or other commercial enterprise. These buildings were a small part of the infrastructure of a typical streetcar line, which often included a car barn, a power station, bridges and viaducts, and repair shops.

9.1

Anonymous. Overlea, The Growing Suburb. *The New Era* (Towson, Maryland). August 15, 1914. Typescript copy in Overlea vertical file, Maryland Room, Enoch Pratt Free Library.

Baltimore Streetcar Museum. Photographs of the Overlea Waiting Station. 1925 and c. 1950-1963.

Bishop, Audrey. Overlea. *Baltimore News-American*. November 7, 1971.

Farrell, Michael R. *Who Made All Our Streetcars Go?* Baltimore: Baltimore National Railroad Historical Society, 1973.

CONTINUATION SHEET

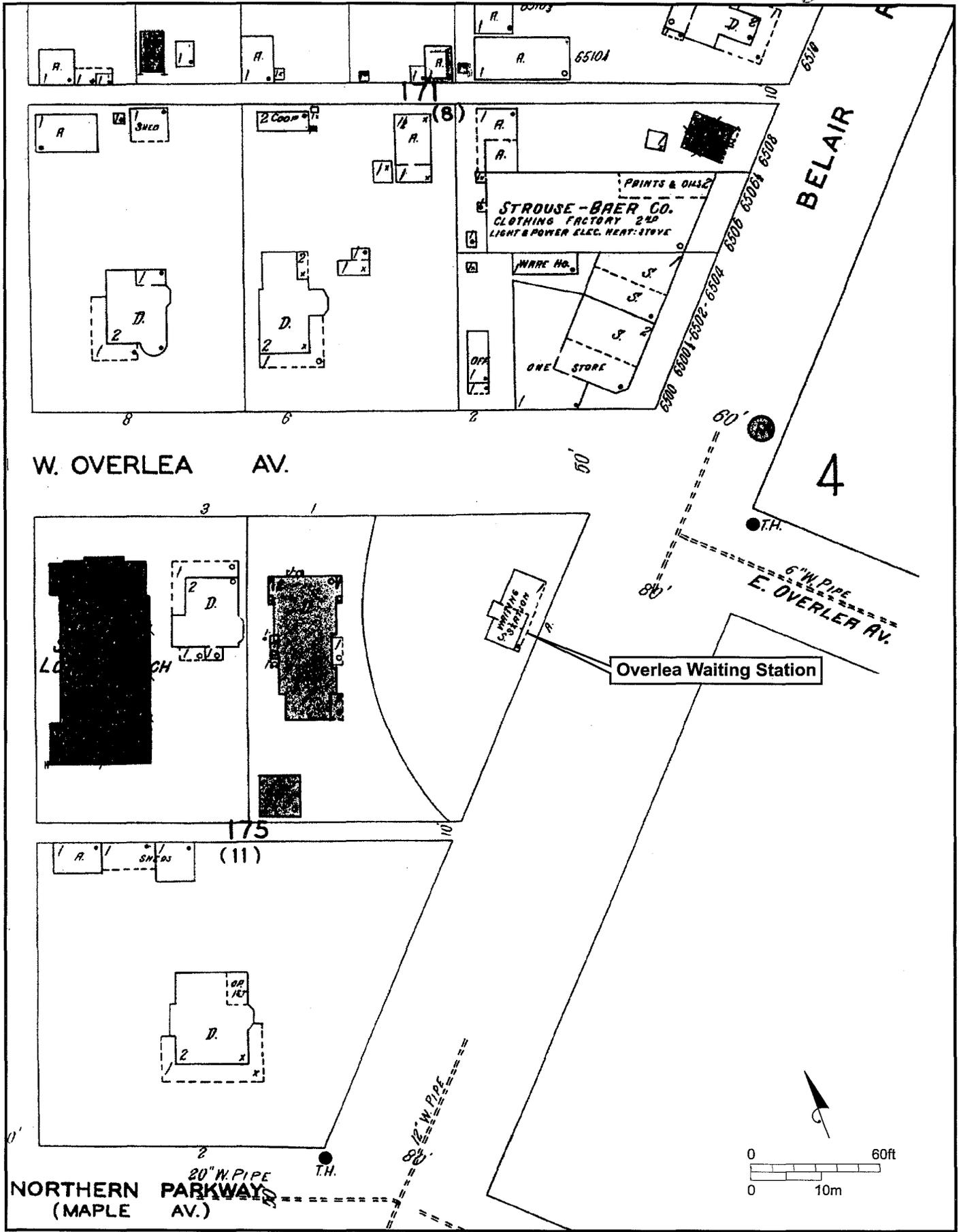
Survey No. BA-2772
Overlea Waiting Station, Baltimore County

9.2

Moore, Kenneth. Baltimore Streetcar Routes. Typescript in the Maryland Room, Enoch Pratt Free Library, Baltimore. 1965.

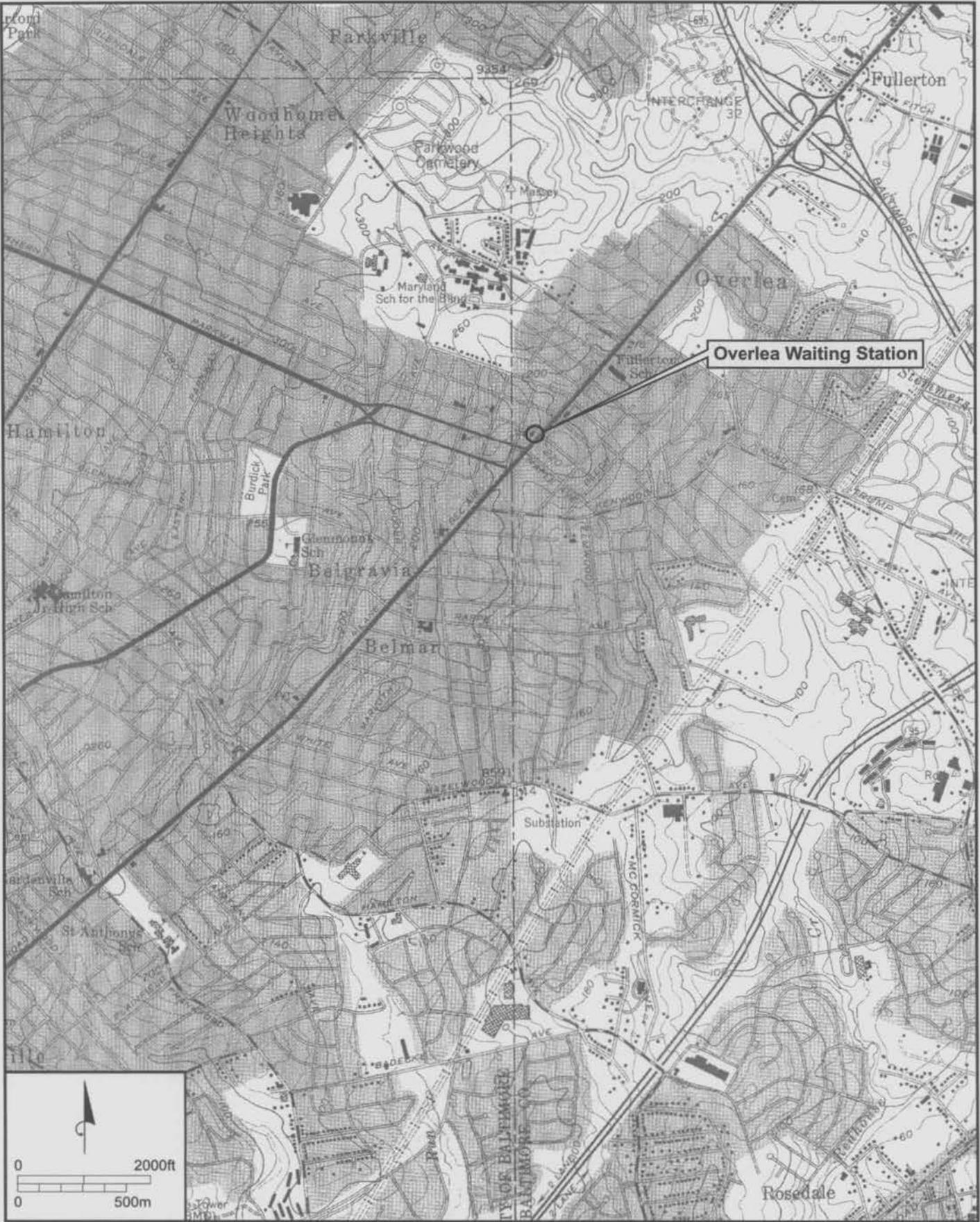
Sanborn Map Company. *Insurance Map of Overlea, Maryland*. New York: Sanborn Map Company, 1926.

United Railways and Electric Company. Overlea Waiting Station. 1917. Architectural blueprint in collection of the Baltimore Streetcar Museum.



Detail, Insurance Map of Overlea, Maryland (Sanborn 1926), showing Overlea Waiting Station (BA-2772).

BA-2772



BA-2772. Overlea Waiting Station, Baltimore vicinity, Baltimore County (detail of Baltimore East. MD Quadrangle, USGS 1953, photorevised 1966 and 1974).



BA-2772

Overlea Waiting Station

Baltimore County, Maryland

Douglas - McVarrish

October 1996

Maryland SHPO

Southeast facade toward northwest

1/6



BA-2732

Overlea Waiting Station

Baltimore County, Maryland

Douglas C. McVinish

October 1996

Maryland Slits

Southeast facade and southwest side tower north

2/6



BA-2772

Overlea Whiting Station

Baltimore County, Maryland

Douglas - McVarish

October 1996

Maryland SHPO

Northeast and Northwest sides toward south

3/6



BA-3772

Overlea Waiting Station

Baltimore County, Maryland

Douglas C McVarn

October 1996

Maryland SHPO

Open bus stop bay, near the end, toward north end

4/6



BA-2772

Overlea Waiting Station

Baltimore County, Maryland

Douglas C McVinish

October 1996

Maryland SHPO

Northwest corner showing deterioration of stucco toward
southeast

SL6



BA-2772

Overlea Waltham Station
Baltimore County, Maryland

Douglas C. McVarrish

October 1996

Maryland SHPO

Interior, main room (toward northwest (all room
in background)

6/6