

F-6-51

Ca. 1885-1920

Lantz Survey District

Thurmont vicinity, Maryland

Private

The Lantz Survey District is comprised of seven principal buildings located along Sabillasville Road and the Western Maryland railroad tracks. The district dates from the last quarter of the nineteenth century, and its development directly relates to the establishment of the rail line. The simple, vernacular buildings of the district reveal the utilitarian nature of a small crossroads district associated with the railroad.

F-6-51
Lantz Survey District
Sabillasville
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial/Urban Dominance 1870-1930

Prehistoric/Historic Period Themes:
Architecture, Landscape Architecture and Community Planning
Economic (Commercial & Industrial)
Transportation

Resource Type:
Category: Buildings

Historic Environment: Village

Historic Function and Use:
Domestic/single dwelling/residence
Domestic/secondary structure/garage
Commerce/Trade/speciality store/store
Transportation/rail-related/railroad depot

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. F-6-51

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Lantz Survey District

and/or common

2. Location

street & number Intersection of Foxville-Deerfield Road, Sabillasville
Road and Western Maryland railroad tracks not for publication

city, town Thurmont vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" 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 checked="" 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 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 (give names and mailing addresses of all owners)

name Multiple owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 West Patrick Street folio

city, town Frederick state Md.

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. F-6-51

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved

date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Contributing Resource Count: 7

8. Significance

Survey No. F-6-51

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

7.1 Description:

The Lantz Survey District is comprised of seven principal buildings located along Sabillasville Road and the Western Maryland Railroad tracks. The district dates from the last quarter of the nineteenth century, and its development directly relates to the establishment of the rail line. The focal point of the district lies at the intersection of Foxville-Deerfield Road, Sabillasville Road, and the railroad tracks which merge together. Buildings in the district are oriented to the railroad tracks or to Sabillasville Road.

During the period of its significance, the district contained one commercial building and was otherwise residential. All of the buildings are of frame construction with one covered in stucco. The predominant type of building in the district is a two story, 3 bay I-house. Vernacular designs commonly seen in the region are evident in the buildings.

One building, in particular, lends the district its character as a railroad district at a crossroads. This building, 16110 Sabillasville Road, was originally the railroad station. It is a 2 story frame building sheathed in aluminum siding with a front gable roofline of corrugated tin that runs north to south. Its front gable end faces south as the principal elevation. It contains a hipped 1 story roof, porch that is partially enclosed with brick. Windows and doors have been replaced on the first floor; the second story has 6/6 light windows. The side elevations extend 4 bays long with a rear entry porch on the east side. The west elevation is parallel to the tracks which are located approximately 5 feet from the building. The building has been greatly compromised with alterations and changes, but its form strongly represents a railroad commercial building.

Two houses are located perpendicular to the tracts several yards to the west. 16449A Sabillasville Road contains a 2 story, 3 bay I-house that has german siding and a side gable roof of composition shingling. The 1/1 light windows have segmental arches throughout the building. The main facade faces east and is dominated by a 1 story shed roofed open porch. The rear elevation (west) has a 2 story ell addition. The house located at 16449B Sabillasville Road is also a 2 story, 3 bay I-house sheathed in aluminum siding. It has a 1 story shed roofed enclosed porch on the east facade and a 1 story rear addition.

Other houses of the same type include 16118 Sabillasville Road and 16131 Sabillasville Road. The former is a 2 story, 3 bay I-house with vinyl siding, a side gable roofline and 2/2 light windows. A 3-sided bay projects from the south elevation. The main facade, facing east, is oriented to the road. The house located at 16131 Sabillasville Road is a 2 story 3 bay I-house that is sheathed in weatherboard and german siding. Its side gable roof has incomplete cornice returns. Fenestration includes segmental arches. The principal elevation, facing west, contains a central door opening with a transom and a 1 story shed roof porch with turned columns and brackets.

7.2 Description Continued

The district contains two other contributing resources. The aluminum sided building at 16111 Sabillasville Road is a 2 story gambrel roof house with the gable end facing front. The main facade, facing west, contains a triple window in the second story with an overhang in the top section of the gable. The north and south elevations have gambrel bay projections. Dating from the early twentieth century, the house was possibly inspired by a Sears Roebuck cottage design. A one story stuccoed cottage also is located on Sabillasville Road. It is dominated by its pyramidal hipped roof. Two non-contributing buildings are interspersed with the contributing resources on Sabillasville Road.

Today, the district functions in a residential capacity along a major artery in northwest Frederick County. Its integrity has been undermined by the usual alterations of siding, windows and doors on most of the buildings including the railroad station. A railroad remains in operation on the tracks but is not as significant to the residents of the area today compared to earlier eras. In building forms and layout, however, the district still retains its appearance as a railroad district.

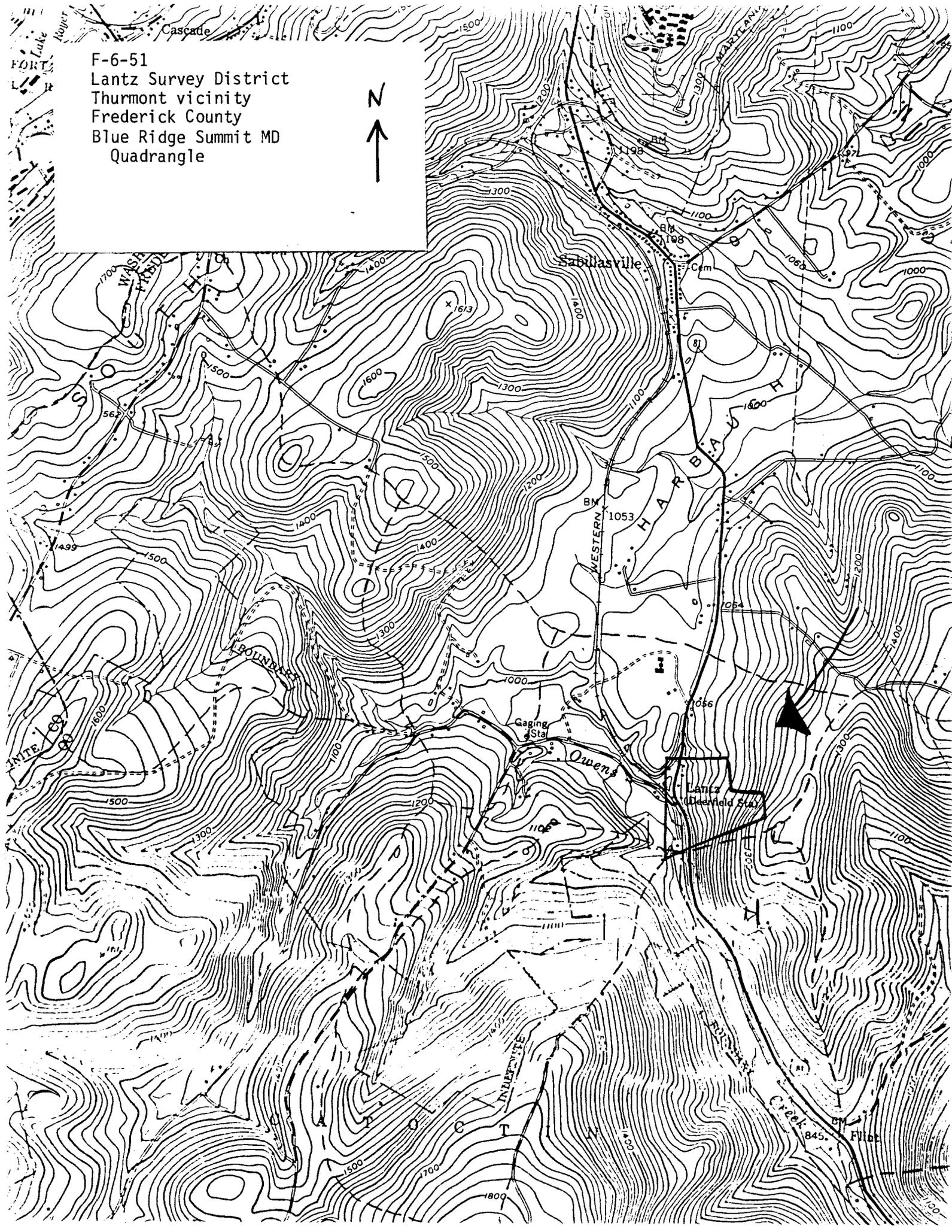
8.1 Significance:

The Lantz Survey District is significant in exemplifying a small community which developed in coordination with the laying of railroad tracks through the intersection of two roads in the late nineteenth century. Its development was dependent upon its crossroads location and was spurred by the advent of the railroad. Several residences and one former commercial building comprise the district and demonstrate a homogenous architectural character: four of the buildings were constructed in the same house type, the I-house. The simple, vernacular buildings of the district reveal the utilitarian nature of a small crossroads district associated with the railroad.

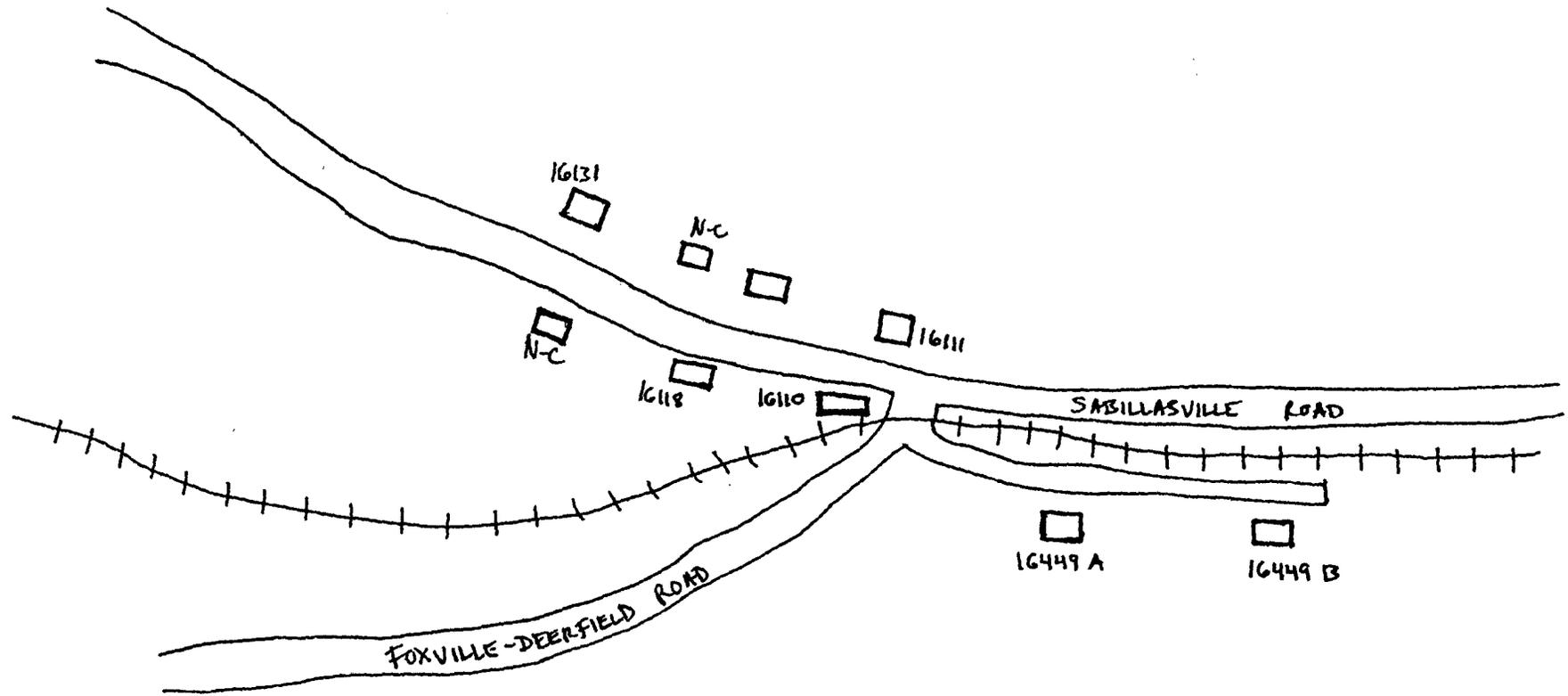
Many towns sprung up along the railline in the Piedmont area that included Frederick County from the mid to late nineteenth century. Once the importance of the railroad declined in the mid-twentieth century, many of the towns became neglected losing their original character and purpose. Today, Lantz exists along a major route through the northwest area of the county, Sabillasville Road, and there is minimal emphasis on the railroad. The basic configuration of the Lantz district, however, still conveys the sense of a late nineteenth century railroad district. In comparison to other districts of its type in the county, Lantz shows an average rating of integrity.

The Western Maryland Railroad began its operations in 1872. The northwest section of Frederick County was opened up by the rail line for a distance of twenty miles. The line extended into Pennsylvania allowing the area economic growth and opportunities. The Lantz district developed in conjunction with the rail line after 1873. The map of 1873 shows that the Western Maryland Railroad was operating through the region, but the district had not begun to develop. By circa 1885, most of the buildings had probably been constructed. The 1886 County Directory refers to a store at Lantz associated with the merchants, J.B. Brown & Son who were considered "first class people and energetic, well-to-do businessmen." (p.244) They probably operated their store at the railroad station building. The growth of the district associated with the railroad commercialism continued into the early twentieth century. The last contributing resource in the district was probably built by 1920. After 1920, the decline of the railroad was experienced in the district and throughout the county. By this time, the significant period of the district had ended.

F-6-51
Lantz Survey District
Thurmont vicinity
Frederick County
Blue Ridge Summit MD
Quadrangle



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LANTZ SURVEY DISTRICT
Sabillasville vicinity, Maryland
FREDERICK COUNTY

reference sketch map 1991
MARY K SHIPE

NOT TO SCALE



FG-51

Lantz Survey District
Sabillasville Road
Sabillasville vicinity
Frederick County

Photo: MARY K SHIPE

MAY 1991

Neg. loc: MARYLAND HISTORICAL TRUST
Annapolis MD

Stone / Depot - south elevation

Y5



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Lantz Survey District
Sabillasville Road
Sabillasville vicinity
Frederick County

Photo: MARY K SHIPE

MAY 1991

Neg. loc: Maryland Historical Trust
Annapolis MD

STORE / DEPOT - north elevation

2/5



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Lantz Survey District
Sabillasville Road
Sabillasville vicinity
Frederick County

Photo: MARY K SHIPE

MAY 1991

Neg. loc.: Maryland Historical Trust
Annapolis MD

16449 A+B Sabillasville Road -
looking southwest

3/5



F-6-51

Lantz Survey District
Sabillasville Road
Sabillasville vicinity
Frederick County

Photo: MARY K SHIPE

MAY 1991

Neg. Loc: MARYLAND HISTORICAL TRUST
Annapolis MD

16118 Sabillasville Road - east elevation

4/5



F6-51

Lantz Survey District

Sabillasville Road

Sabillasville vicinity

Fredenck County

Photo: MARY K SHIPE

MAY 1991

Neg. loc: Maryland Historical Trust
Annapolis MD

16131 Sabillasville Rd. - west elevation

5/5