

HO-514

Circa 1878

The Railroad Avenue Historic District
Elkridge
Private

The Railroad Avenue Historic District is bounded on the north by the south side of Main Street, Elkridge; on the south by the north side of Paradise Avenue; on the west, by the B & O Railroad tracks and on the east by Furnace Avenue.

Constructed sometime between 1865 and 1875, by 1878 the street was delineated on the Hopkins Atlas of 1878 very much as it is today.

Lined on the east side of the street by houses of the mid to late nineteenth century and featuring on its west side HO-509, Mrs. Mills Double House, believed to date to the eighteenth century, the street comprises an interesting collection of buildings representative of the time, though modest in scale.

MARYLAND HISTORICAL TRUST

HO-514
Dist. 1

MAPI # 140514529

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Railroad Avenue Historic District

2 LOCATION

STREET & NUMBER

Main Street, Railroad Avenue, Furnace Road and Paradise Avenue

CITY, TOWN

Elkridge

___ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Howard

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" 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 checked="" 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 type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME Numerous owners (See accompanying inventories) Telephone #:

STREET & NUMBER

CITY, TOWN

Elkridge

___ VICINITY OF

Maryland

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, Tax Map 38
REGISTRY OF DEEDS, ETC. Hall of Records

Liber #: See accompanying
Folio #: inventories

STREET & NUMBER

Howard County Court House

CITY, TOWN

Ellicott City

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Howard County Historic Sites Inventory

DATE

1978-1979

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

21 State Circle, Annapolis

STATE

Maryland

7 DESCRIPTION

HO-514
Dist. 1

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Railroad Avenue Historic District is bounded on the north by the south side of Main Street, Elkridge, on the south by the north side of Paradise Avenue, on the west by the B & O Railroad Tracks, and on the east by Furnace Avenue.

By this definition, the houses along the south side of Main Street, Elkridge, included in the Main Street, Elkridge Historic District may also be considered to be included in the Railroad Avenue Historic District. See HO-377, The Main Street, Elkridge Historic District.

Essentially, however, we are speaking of the houses which line the east and west sides of Railroad Avenue, which initially was called Schoolhouse Lane.

This lane does not appear on the Martennet Map of 1860, though two structures, one of which is The Mrs. Mills Double House, HO-509, does appear on the map, along with a Sunday School building, which has since been demolished. By 1878, the road appears as it does today. See Attachment 4.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

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 type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Local History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Circa 1878

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Railroad Avenue Historic District is significant architecturally to Howard County and the State of Maryland in its nineteenth century collection of single and two family, frame dwelling units and historically as it almost entirely is comprised of a large tract of land, owned originally in 1871 by Bernard Boyle; an extensive land owner in Elkridge. This very large tract of land comprising all the property now on the east side of Railroad Avenue from HO-513, The Stumpner Shingled House to HO-511, William Bian's Two Frame Houses, with back lots facing Furnace Road, belonged in 1871 to Bernard Boyle, who is believed to have resided at HO-512, O'er The Spring. He later built the mansion on the southeast corner of Main Street and Furnace Road, The Boyle House, HO-385, and had his former home occupied by a Joseph Mewshaw. (See Significance Statement, item #10 for HO-512, O'er The Spring).

It is believed that O'er The Spring was constructed, circa 1865, and Railroad Avenue partially constructed from Main Street to that point with some sort of access to HO-509, Mrs. Mills Double House.

In 1871, Bernard Boyle left this large tract of land to his sister Mary Lee of Kansas, who sold half of it to William Boyle, who resided in 1878 on the south west corner of Furnace Road and what is now Miami Street.

William Boyle sold the half of his half lot along the east side of Railroad Avenue to Daniel Stumpner in 1875 who built HO-513, The Stumpner Shingled House and another house, later owned and occupied by Charles Earp on the south west corner of his property. Later a Mr. Smith bought HO-512, O'er The Spring, and built the little cottage north of his house for his son, circa 1919. Only a few years prior to this, circa 1910, Mr. Toomey constructed the shingled frame house north of the cottage as his private home, the first on the street to have a modern bath installed. It was a show case at that time. By 1920, this section of Railroad Avenue appeared very much as it does today with HO-512, O'er The Spring still creating a focal point by providing its very particular charm to the streetscape.

Mary Lee and her husband Bernard sold another portion of their lot and by 1875 a Mr. William Bians of Baltimore owned four lots; 7, 8, 9 and 10; two of which, 7 and 8, he sold to William Gray and two of which, 9 and 10, he sold to Ann Louisa Lineberger. These last two names appear on the Hopkin's Atlas of 1878, and the houses, though additions have been made, stand today, side by side on the east side of Railroad Avenue. Though modest in scale, they are extremely significant, constructed together in 1875 with identical floor plan and construction, and restored today for modern use and convenience, though retaining much of their

CONTINUE ON SEPARATE SHEET IF NECESSARY

original character.

By 1888, Railroad Avenue was known as School House Lane. The school master, also a Justice of the Peace, wrote many of the deeds for the local people.

The schoolhouse still stands, though it has been altered to accommodate two families and stands on the south side of Railroad Avenue after it makes a right angle east toward Melville Chapel. It is said to have been composed of two large rooms and no central hall.

The Railroad was also located west of the lane and on the west side of the lane, north of HO-509, Mrs. Mills Double House, stood two B & O Railroad Company Houses, of which only HO-510 remains. The Railroad finally dominated the scene and School House Lane became known as Railroad Avenue.

Mr. Leo Hubbard, whose grandfather owned and occupied the William Gray House, one of William Bian's Two Frame Houses, HO-511, lived in the B & O Railroad Company House, which has since been demolished, north of the one which remains today, occupied by Mr. and Mrs. O'Bryan. Mr. Charles Hubbard, his father, was agent of the B & O Railroad. Please see HO-510, item #10, Significance Statement for the B & O Railroad Company House.

The remainder of the road turns right south, before it intersects with Paradise Avenue. Along the north side of Paradise Avenue, two buildings of significance remain, HO-515, The Shipley House and HO-516, The Mrs. Fairbanks House (on the northwest corner of Railroad Avenue and Paradise Lane) HO-517, The John Caples House (one house west of the northwest corner of Railroad and Furnace Avenue) is also significant.

Along the west side of the Furnace Road stands HO-518, comprising three double frame houses, just south of Melville Chapel. Constructed by 1878 and denoted on the Hopkin's Atlas of that year, they are of outstanding significance as an example of the late nineteenth century development of Elkridge. Please see HO-518 for further details.

Also noteworthy and contributory are the Bush House, located north of Melville Chapel on a large tract belonging to a Mr. Weems in 1878. The Titus House, if it is not actually the home of William Boyle, who owned so much of this area, is located very close to the site of his house, also delineated on the 1878 Hopkin's Atlas. Melville Chapel, HO-383 is of outstanding significance and provides a focal point to the west side of Furnace Road.

This entire area is of outstanding architectural and historical significance to the State of Maryland and the Nation as well as to Howard County itself.

In the early days of the sailing ships, Elkridge was of primary importance as a port of entry. Later, in 1817, the Baltimore-Washington Turnpike went through the area and some twenty years later in 1835, the Washington branch of the B & O Railroad passed through the little town.

Today it is off the beaten track and, though partially industrialized, it remains primarily a residential community.

At one time a transportation hub for sea, land and railroad traffic, today it remains relatively quiet, with some railroad commuter traffic passing through the town.

Plans are presently underway to develop a commuter parking facility on the west side of Railroad Avenue, north of HO-510, The B & O Railroad Company House. This plan should meet with the approbation of the residents on the east side of Railroad Avenue, as well as the commuters of the general area.

For these reasons, The Railroad Avenue Historic District should be placed on the National Register of Historic Places, the State Critical Areas Program and included in any local landmark ordinance which the residents of the area might seek to initiate and implement.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Martennet Map of 1860
2. Hopkins Atlas of 1878
3. Interview with Mr. Leo Hubbard of Worthington, February 6, 1979

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY See accompanying maps

Please see Attachment 1, Tax Map 38

VERBAL BOUNDARY DESCRIPTION

Please see Howard County Land Records, Liber _____ Folio _____

See accompanying individual inventories.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE Maryland

COUNTY Howard

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Cleora Barnes Thompson, Archivist

ORGANIZATION

Office of Planning & Zoning-Comprehensive Planning Section

DATE

STREET & NUMBER

3450 Court House Drive

TELEPHONE

CITY OR TOWN

Ellicott City

STATE

Maryland

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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

TRIADELPHIA

HO-514

To Harbor RESERVOIR

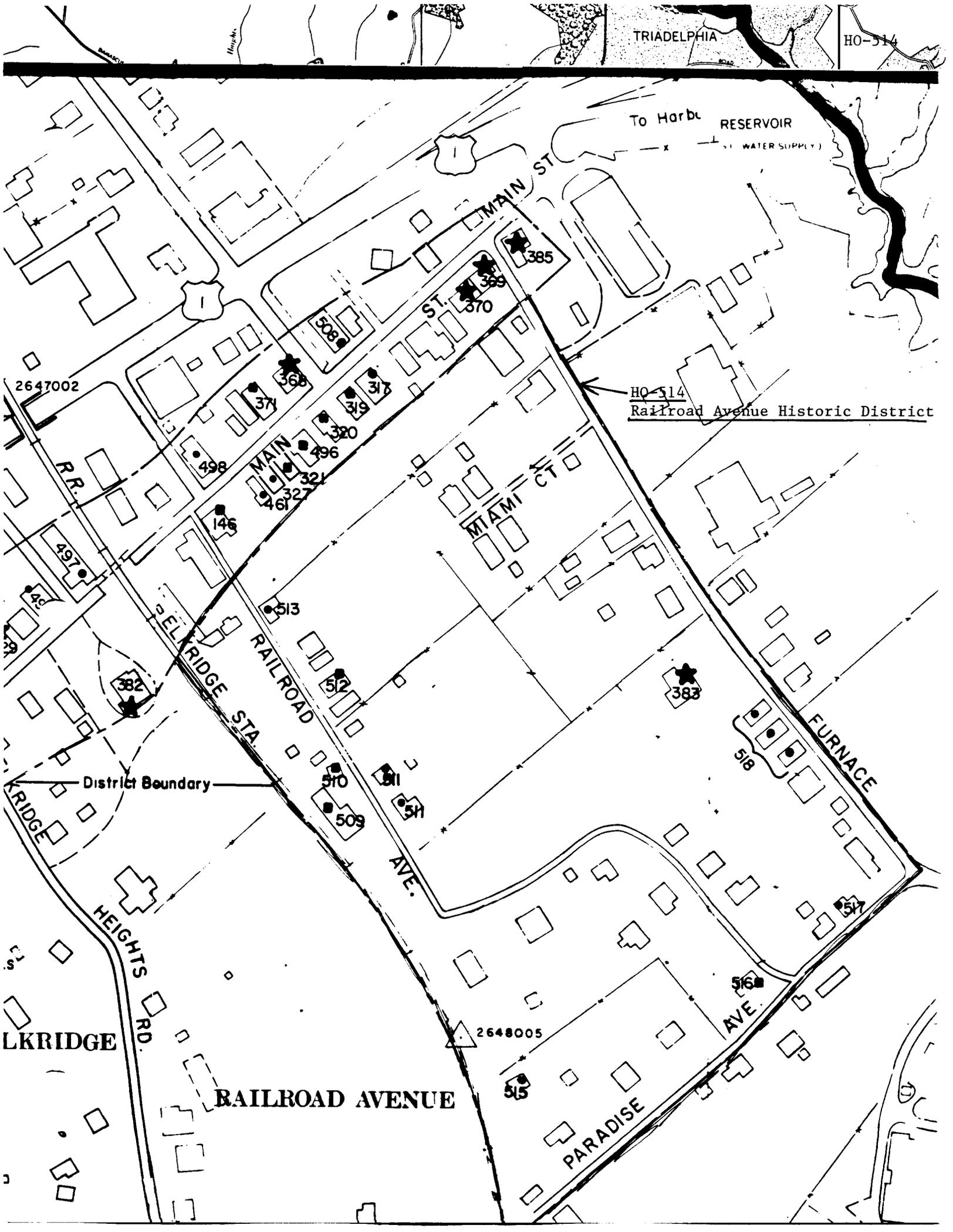
(WATER SUPPLY)

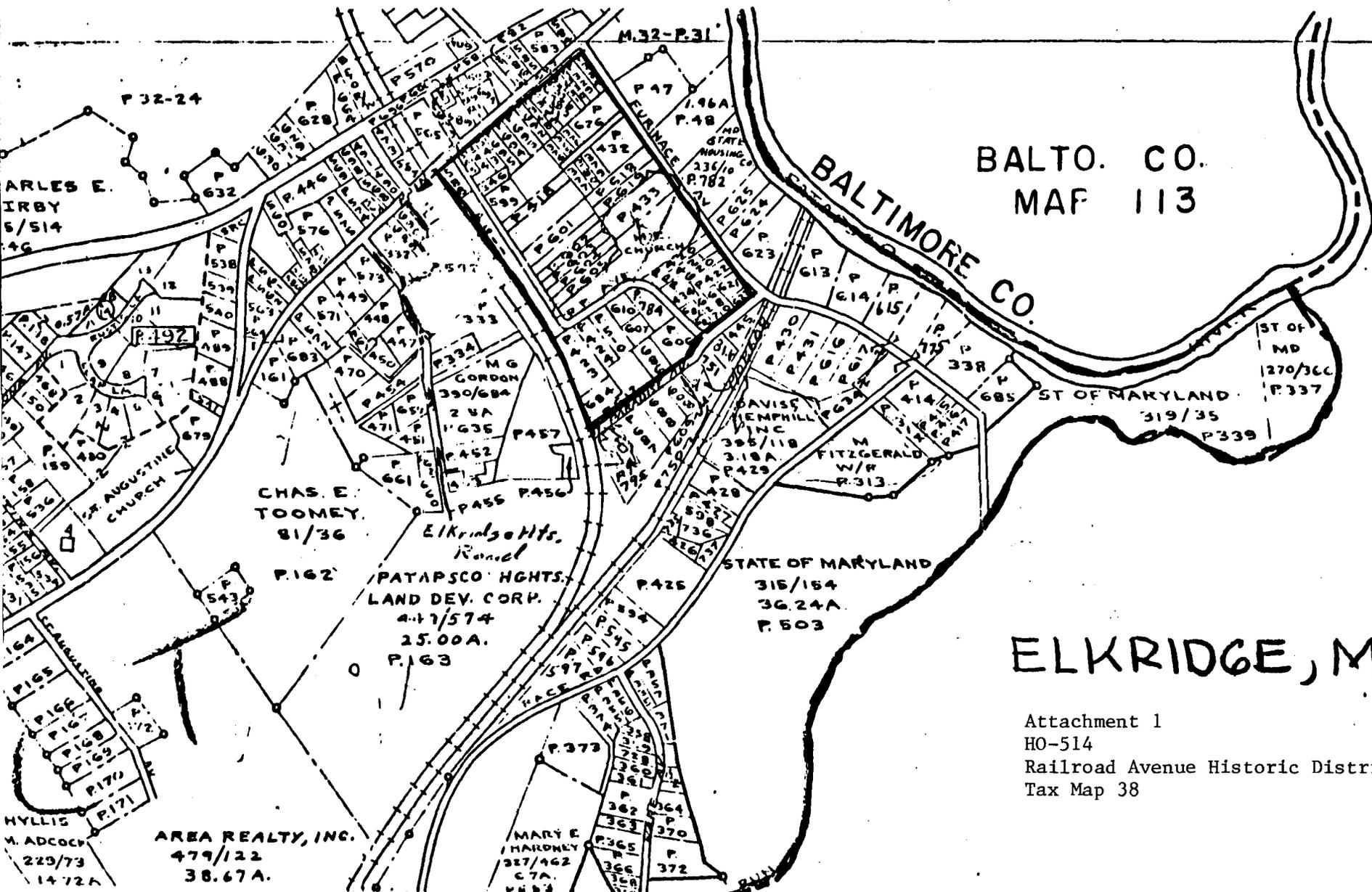
HO-514
Railroad Avenue Historic District

2647002

2648005

District Boundary





BALTO. CO.
MAF 113

BALTIMORE CO.

ST OF MD
1270/36C
P.337

ST OF MARYLAND
319/35
P.339

STATE OF MARYLAND
315/154
36.24A
P.503

ELKRIDGE, MD

Attachment 1
HO-514
Railroad Avenue Historic District
Tax Map 38

AREA REALTY, INC.
479/122
38.67A.

MARY E. HARDNEY
387/462
C7A
P.504

MYLLIS
M. ADCOCK
229/73
14/72A

CHAS. E. TOOMEY
81/36
P.162

Elkridge Hts.
Rural
PATAPSCO HIGHTS.
LAND DEV. CORP.
4-17/574
25.00A.
P.163

DAVIS
MEMPHILL
INC
395/118
3.18A
P.429

M. FITZGERALD
W/R
P.313

P.373

P.365
P.366
P.372

F.32-24

M.32-P.31

P.47

1.96A
P.48

MD STATE HOUSING
236/10
P.782

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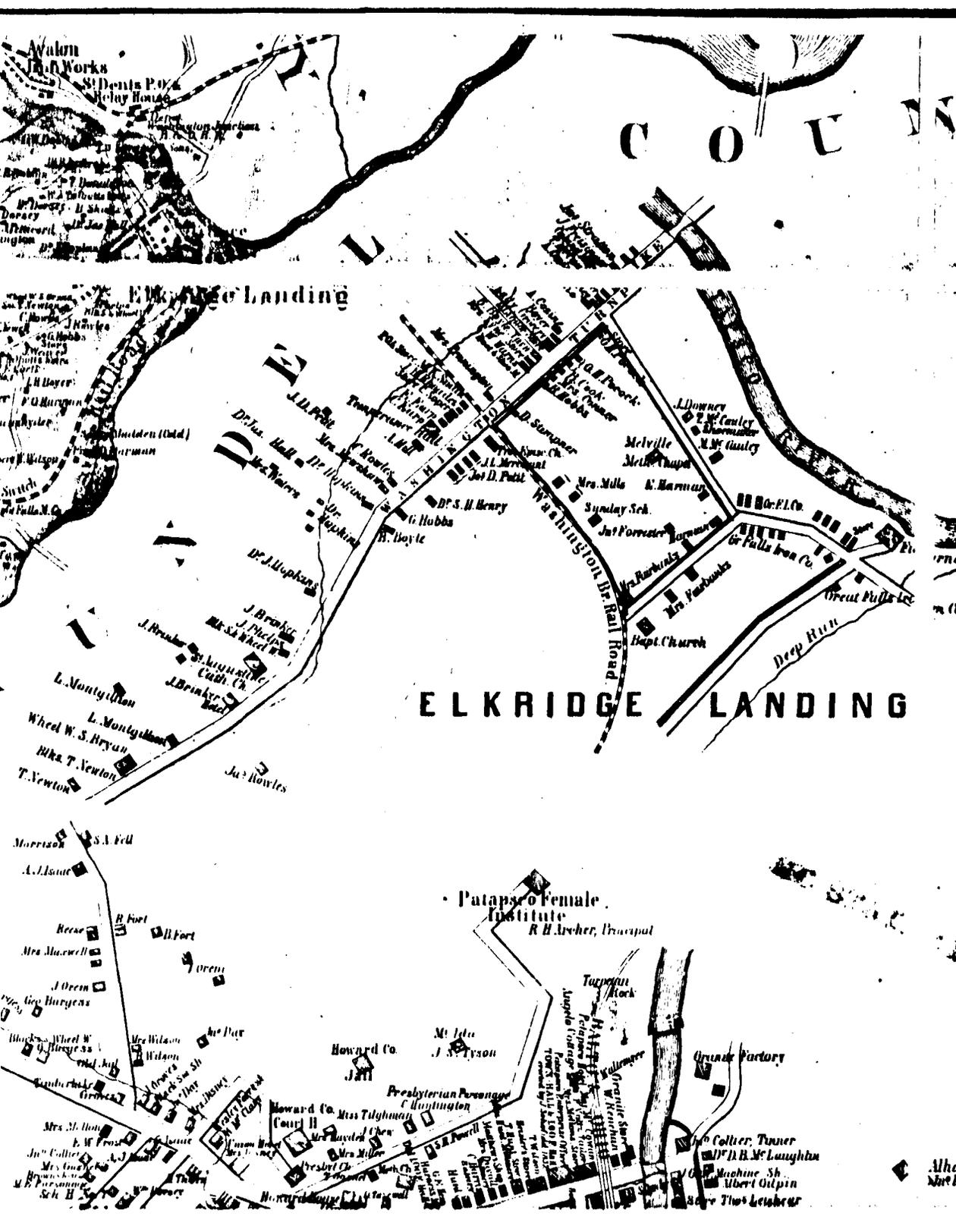
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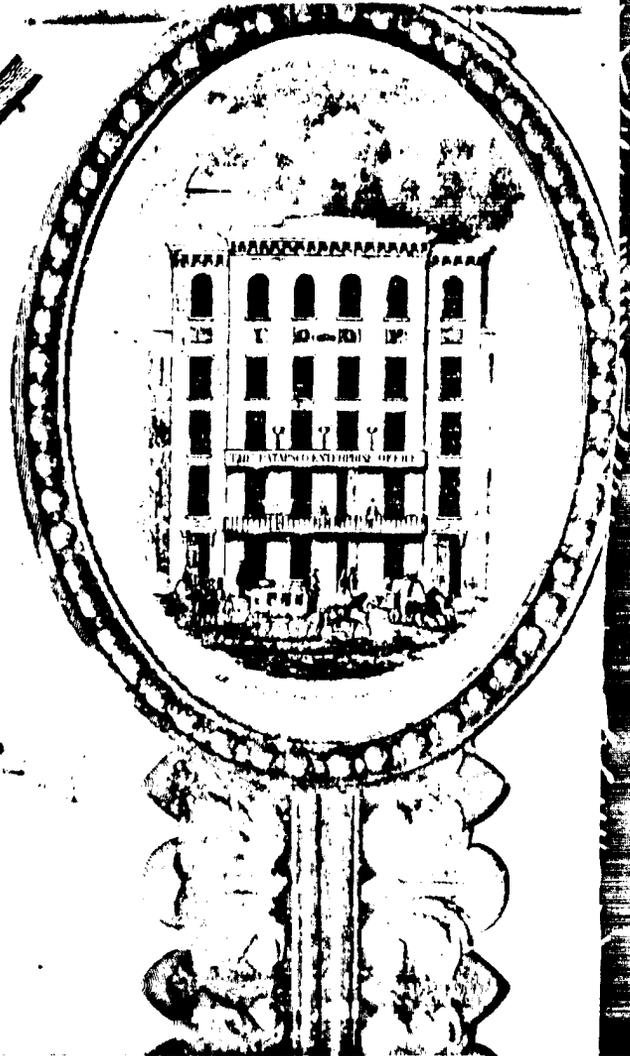
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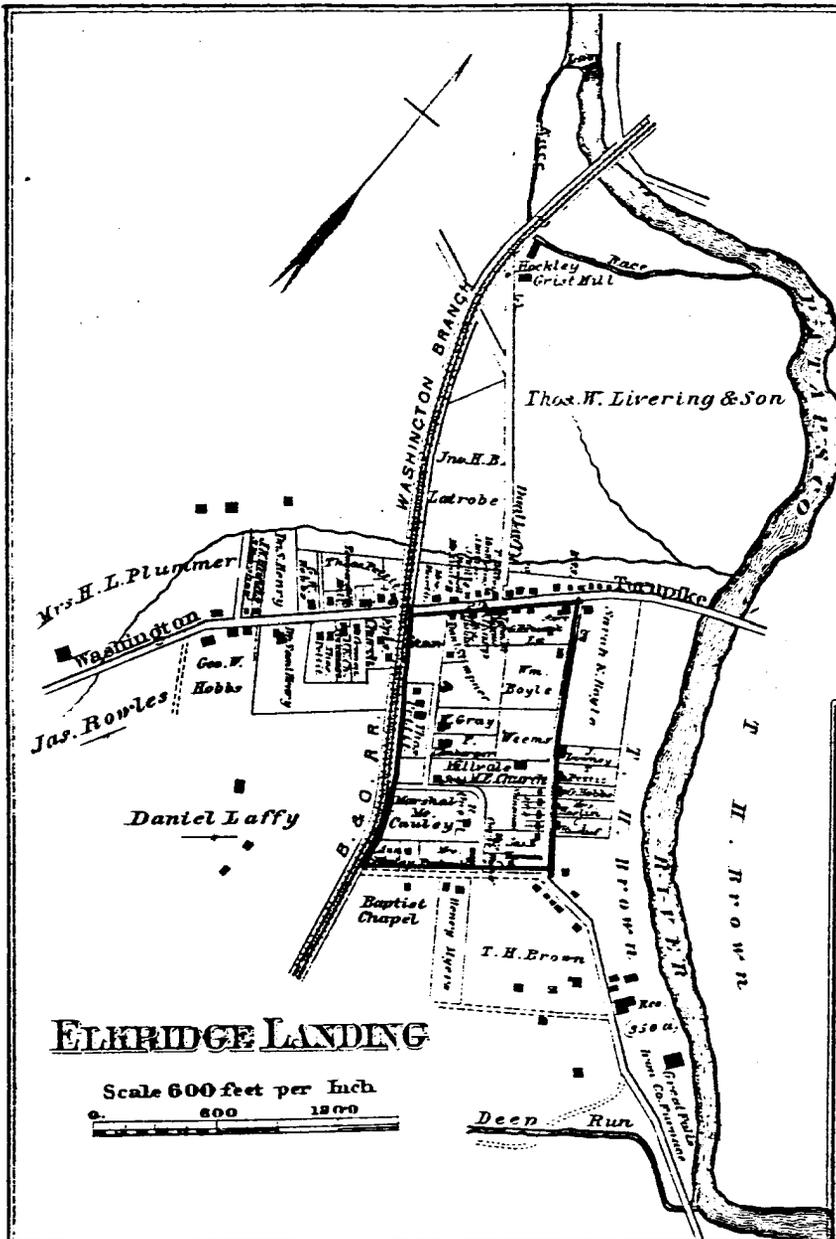
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Attachment 3
 HO-514
 Railroad Avenue Historic District
 Martennet Map of 1860



Alhambra
 Not Elliott



Elkridge Landing Business Notices.

ATTORNEYS AT LAW.
ROBERT A. DOBBINS.
GEORGE W. DOBBINS, 42 St. Paul street, Baltimore.
THOMAS M. DOBBINS, 42 St. Paul street, Baltimore.
BLACKSMITHS AND WHEEL- WRIGHTS.
JOHN BRYAN.
JOHN B. HELM.
CARPENTER.
JAMES ROWLES.
ENGINEER.
JOHN N. HANDS.
GENERAL MERCHANTS.
DANIEL LAFFY.
MARSHALL MCCAULEY.
JOSEPH H. TALBOT.
GEORGE W. FOCOCK.
POST MASTER.
JAMES EARP.
TINSMITH.
GEORGE LANOR, Tin and Sheet Iron Worker, Roofing and Spouting, etc.



FIRST DISTRICT

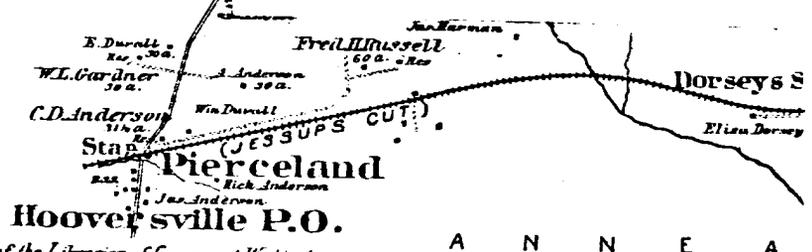
HOWARD COUNTY



EXPLANATIONS

Dist & Co Lines	— — — — —
County Roads	— — — — —
Private "	— — — — —
Turnpike "	— — — — —
Rail Roads	— — — — —
Streams	— — — — —

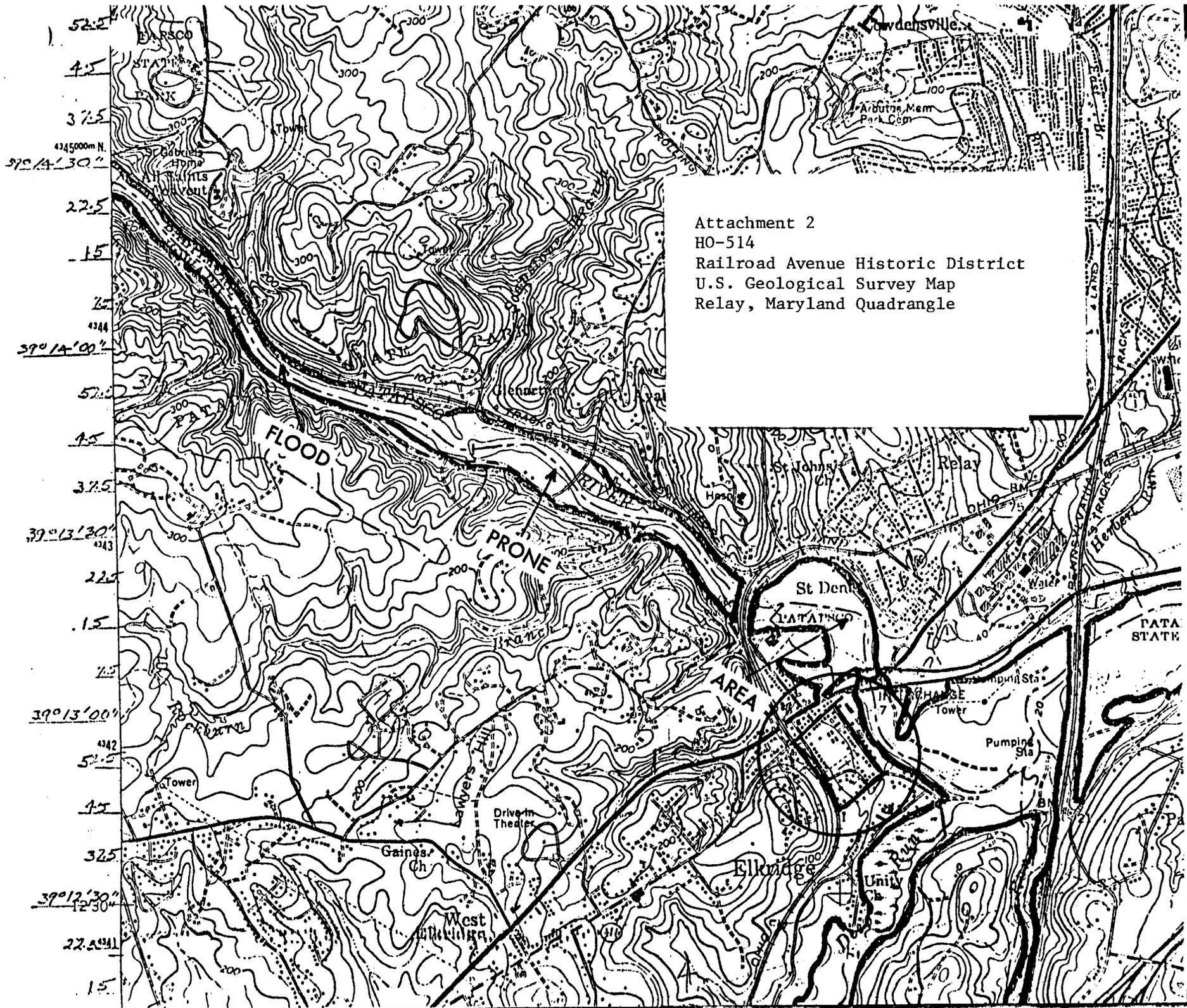
The figures along the Route shows the distance in Rods, from junction to junction thereof



Entered according to act of Congress in the year 1873 by G.M. Hopkins in the Office of the Librarian of Congress at Washington

A N N E A

7/10/84
1/2/85



Attachment 2
HO-514
Railroad Avenue Historic District
U.S. Geological Survey Map
Relay, Maryland Quadrangle

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52.5
45
37.5
39° 13' 30"
443
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15
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39° 13' 00"
442
52.5
45
32.5
39° 12' 30"
4250
22.5
15

DATA STATE