HO-742

Guilford Industrial Historic District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 05-03-2004

CAPSULE SUMMARY SHEET

Survey No.: HO-742 **Construction Date:** 1760s-1970s

Name: Guilford Industrial Historic District

Location: Off of Old Guilford Road, directly east of Route 32, Howard County

Public and Private Ownership / Present use: Park/ Occupied and Unoccupied/ Condition: Deteriorated / Restricted and Unrestricted Access

Description:

Guilford was a late 19th-/early 20th-century village centered on a mill and quarry just north of the Little Patuxent River and north of Savage in Howard County. The area that once comprised Guilford has been extensively altered in the past 20 years. The original Guilford Road and original Route 32 that passed through the village have been rerouted, destroying the majority of the industrial complex. Remaining elements include the quarry that was first excavated in 1830 and later expanded in the early 20th century; the 1902 Pratt Through Truss Bridge; the railroad freight spur from the Baltimore & Ohio's Washington Branch to Guilford; and possible, scattered archeological remnants of a mill race and miscellaneous buildings. New Route 32 now separates the extant portions of the village, including houses, churches, and other community buildings, from these elements.

Significance:

The area immediately east of Route 32 at Guilford Road was once the location of a mill, several related support structures, a quarry, and a small village. Today, with the exception of the quarry, a railroad bridge and portions of the railroad bed (south of the site), little remains of the industrial core of Guilford.

Although the study area has an industrial history which led to the initial development of the village of Guilford, the area of the former Guilford industrial complex has been extensively compromised by new construction, and, therefore, lacks the integrity required for listing in the National Register. The remnants of the former industrial core have been isolated by the construction of a major highway from the village that once supported it. Furthermore, little remains in the industrial landscape, other than the Guilford Pratt Through Truss Bridge (which is recommended individually eligible for the National Register) and the quarry, to provide a compelling and clear understanding of this aspect of Guilford's history.

On the south side of the Little Patuxent River, a suburban development was built over 20 years ago. Today, it is difficult to ascertain by reading the landscape, what had been there before its construction. A scenic trail follows the south side of the river and provides a buffer between the river and the housing development. Most of the trail is paved. South of the Guilford Truss Bridge, it appears to follow the former railroad right-of-way for at least a portion of the spur.

Preparer
KCI Technologies, Inc.
September 1999

Survey No. HO-742

Maryland Historical Trust
Maryland Inventory of Historic Properties

DOE ___yes ___no

1. Name (indicate preferred name)

historic Guilford Industrial Historic District (preferred)

and/or common

2. Location

street & number : Old Guilford Road ____ not for publication

city, town __X_ vicinity of Guilford congressional district 6th

state Maryland county Howard

3. Classification

Category	Ownership	Status	Present Use	
_x_district	___public	_x_occupied	___agriculture	___museum
___building(s)	___private	_x_unoccupied	___commercial	_x_park
___structure	_x_both	___work in progress	___educational	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	___religious
___object	___in process	_x_yes: restricted	___government	___scientific
	___being considered	_x_yes: unrestricted	___industrial	___transportation
	___not applicable	___no	___military	___other:

4. Owner of Property (give names and mailing addresses of all owners)

name N/A

street & number telephone no.:

city,town state and zip code

5. Location of Legal Description

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

street & number Courthouse Drive folio

city,town Ellicott City state MD

6. Representation in Existing Historical Surveys

title 18HO108, 18HO109, 18HO110, and HO 349

date mid 1970s through early 1980s ___federal _x_state ___county ___local

depository for survey records Maryland Historical Trust

city,town Crownsville state MD

7. Description

Survey No. HO-742

Condition		Check one	Check one	
___excellent	_x_deteriorated	____unaltered	_x_original site	
___good	___ruins	_x_altered	___moved	date of move _____
___fair	___unexposed			

Resource Count: 5

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

Guilford was a late 19th-/early 20th-century village centered on a mill and quarry just north of the Little Patuxent River and north of Savage in Howard County. The area that once comprised Guilford has been extensively altered in the past 20 years. The original Guilford Road and original Route 32 that passed through the village have been rerouted, destroying the majority of the industrial complex. Remaining elements include the quarry that was first excavated in 1830 and later expanded in the early 20th century; the 1902 Pratt Through Truss Bridge; the railroad freight spur from the Baltimore & Ohio's Washington Branch to Guilford; and possible, scattered archeological remnants of a mill race and miscellaneous buildings. New Route 32 now separates the extant portions of the village, including houses, churches, and other community buildings, from these elements.

Some of the industrial components of Guilford were previously surveyed by archeologists and architectural historians in the mid 1970s to early 1980s. A full discussion of these components, including their location, is found in the draft *Phase I Archeological Survey and Historic Architectural Evaluation of Howard County Spinal Pathway System Construction Phase* 3. A recent visual reconnaissance of the vicinity of archeological sites 18HO108, 18HO109 and 18HO110 was conducted in September 1999 to determine whether these remnants comprised a district. Although vegetation prevented a thorough examination of the ground surface, a general assessment of the area was completed.

The reconnaissance encountered a remnant of a mill race running along the south side of the old Guilford Road to the west of the Guilford Quarry Pratt Through Truss Bridge (18HO110; HO-349). The race has been partially covered by the north approach to the bridge, but also is visible on the east side of the bridge where the race enters the Little Patuxent River. A mound of earth and granite boulders adjacent to the race near the northeast corner of the bridge may be associated with the wheel pit of a former mill that reportedly occupied this location, although this association is not conclusive. No artifacts or other possible features associated with the former mill were visible on the surface during the reconnaissance. The construction of a sewer line that runs along the north side of the Little Patuxent River through this area may have obliterated other aspects of these components.

The location of a former factory (18HO108) on the north side of the old Guilford Road across from the bridge appears to have been extensively disturbed during the construction of the current Guilford Road. No artifacts or potential features associated with the factory were observed during the reconnaissance in two small wooded patches that remain between the old and current roads.

The granite quarry pit (18HO109) is easily visible on the north side of current Guilford Road, just to the west of an office building at 9175 Guilford Road. While this property was not traversed during the reconnaissance, it seems likely that the area around the pit has been extensively altered during landscaping activities for the adjacent office complex.

The railroad spur from Savage to Guilford followed the south and east side of the Little Patuxent River. The tracks are no longer extant and it is unclear how much, if any, of the former right-of-way remains. A scenic trail is now located along the river approximately where the right-of-way may have been south of the Guilford Bridge.

The quarry pit, the railroad bridge, the mill race remnants and a mound possibly associated with a former mill are the only apparent extant surface features remaining of the industrial complex that occupied the vicinity of sites 18HO108, 18HO109 and 18HO110. Archaeological deposits or features associated with this complex may be preserved, but their identification would require systematic testing and excavation. Recent activities in and around this location, including road building, commercial development and sewer line installation along the north bank of the river to either side of the bridge are likely to have disturbed any potential archaeological deposits to some degree, but the extent of the disturbance cannot be assessed at this time.

8. Significance

Survey No. HO-742

Period	Areas of Significance -- Check and justify below			
__prehistoric	__archaeology-prehistoric	__community planning	__landscape architecture	__religion
__1400-1499	_x_ archeology-historic	__conservation	__law	__science
__1500-1599	__agriculture	__economics	__literature	__sculpture
__1600-1699	__architecture	__education	__military	__social/ humanitarian
__1700-1799	__art	__engineering	__music	
_x_ 1800-1899	__commerce	__exploration/settlement	__philosophy	__theater
__1900-	__communications	_x_ industry	__politics/government	__transportation
		__invention		__other (specify)

Specific dates 1760-c.1970 **Builder/Architect** unknown

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.

The area immediately east of Route 32 at Guilford Road was once the location of a mill, several related support structures, a quarry, and a small village. Today, with the exception of the quarry, a railroad bridge and portions of the railroad bed (south of the site), little remains of the industrial core of Guilford.

The Guilford area began to be developed in the mid 18th century as a small milling complex, responding to the shift in local agricultural practices from tobacco to wheat farming. A gristmill was built by Alexander Warfield and Elizabeth Warfield Ridgely near where the quarry is sometime in the 1760s (*Draft Phase I Archeological Survey and Historic Architectural Evaluation of Howard County Spinal Pathway System Construction Phase 3*). A 1792 deed of trust describes the property as including a gristmill, a sawmill, a blacksmith shop, and a stable. A small granite quarry was excavated in the 1830s nearby, but due to the difficulties in hauling the stone by wagon, the quarry did not grow significantly until the beginning of the 20th century.

It was not until the late 19th century that more than a handful of structures existed in Guilford near the future site of the Guilford railroad bridge. Martenet's 1860 *Map of Howard County,* indicates several structures in the area near where the bridge would be later located and denotes the conglomerate as Guilford Factory. The structures include a factory north of the river, but south of old Guilford Road, another building immediately to its south on the other side of the river, and five buildings lining Guilford Road, including a wheelwright. The map is clearly an approximation of buildings' locations.

The 1890 U.S. Geological Survey Map notes but a single building where the Martenet map had noted several. Nonetheless, it does indicate that the area was called Guilford. The next 15 years saw significant development in the area, probably encouraged by the opening of the Baltimore and Ohio (B&O) freight spur from Savage to Guilford in 1902. In 1901, the quarry was purchased by the Maryland Granite Company. It is unclear whether the company purchased the site in anticipation of the freight line being extended or if the company had some influence in getting it constructed a year later. With the introduction of the railroad, quarrying clearly became more lucrative and led to the growth of Guilford, although by then the mill appears to have been shut down. According to USGS maps, by 1904, the village had over two dozen buildings, including two churches. The village was centered around old Guilford Road and present-day Oakland Mills Road, just to the east of modern Route 32 and the mill and quarry site. Several unpaved roads had been cut through the area, as well. This increase in building had subsided by the early years of the century. Maps through the 1930s show that little, if any additional development took place from the turn of the century until that time. Most of this took place much farther south along Guilford Road, just north of Savage as that village expanded. The 1940 *Map of Howard County Showing Topography and Election Districts* shows that the spur north from Savage was no longer in use. No railroad tracks are indicated on the map. The quarry was closed during the 1950s and eventually flooded. By 1982, only two walls of the mill structure were standing and these were toppled during the realignment of Route 32. The construction of new Route 32 also isolated the former industrial/milling core of Guilford from the rest of the village. Today, a handful of historic buildings remain in Guilford. The village is undergoing a transformation from a crossroads community to a suburban development—all to the east of Route 32 and entirely separated from the Little Patuxent River which was the catalyst for its founding.

8. Significance (Continued)

National Register Evaluation:

Although the study area has an industrial history which led to the initial development of the village of Guilford, the area of the former Guilford industrial complex has been extensively compromised by new construction, and, therefore, lacks the integrity required for listing in the National Register. The remnants of the former industrial core have been isolated by the construction of a major highway from the village that once supported it. Furthermore, little remains in the industrial landscape, other than the Guilford Pratt Through Truss Bridge (which is recommended individually eligible for the National Register) and the quarry, to provide a compelling and clear understanding of this aspect of Guilford's history.

On the south side of the Little Patuxent River, a suburban development was built over 20 years ago. Today, it is difficult to ascertain by reading the landscape, what had been there before its construction. A scenic trail follows the south side of the river and provides a buffer between the river and the housing development. Most of the trail is paved. South of the Guilford Truss Bridge, it appears to follow the former railroad right-of-way for at least a portion of the spur.

On the north side of the river, Guilford Road has been rerouted to accommodate a lengthy office park development. A small segment of the former road is in place to allow access to an abandoned mid-20th-century house. However, most of old Guilford Road west of Route 32 (the vicinity of the former industrial core) has either been torn up or cut off to traffic. The quarry that was once serviced by the railroad spur is flooded and has been incorporated into the landscape of a large office building (9175 Guilford Road). None of the buildings associated with the quarry are extant. A second, smaller quarry, located between the river and Route 32, south of the principal quarry site has been entirely isolated by the realignment of Route 32. There are no roads accessing it and its connection to the main quarry is no longer evident. It, too, has been flooded.

In their current condition, the vicinity of archeological sites 18HO108, 18HO109 and 18HO110 do not retain enough surface features to convey the layout or the activities of the former industrial complex.

Because of the lack of integrity of the Guilford industrial complex in location, feeling, and association, the complex does not appear to warrant designation as a historic district or landscape.

MARYLAND HISTORICAL TRUST
Eligibility recommended _____ Eligibility Not Recommended X
Comments:

Reviewer, OPS: _____ Date: 3/28/2000
Reviewer, NR Program: _____ Date: 3/29/00

9. Major Bibliographical References

Survey No. HO-742

See Continuation Sheet

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Savage, MD Quadrangle scale 1:24,000

Verbal boundary description and justification
See Continuation Sheet

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 Julianne Mueller and Richard Geidel

organization KCI Technologies, Inc. date September 1999

street & number 10 North Park Drive telephone (410) 316-7800

city or town Hunt Valley state Maryland 21030

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 purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

9. Major Bibliographical References (Continued)

Secondary Sources

Harwood, Herbert H. Jr., *Impossible Challenge, The Baltimore and Ohio Railroad in Maryland.* Baltimore: Barnard, Roberts and Company, Inc., 1979, pp 241-242.

Draft Phase I Archeological Survey and Historic Architectural Evaluation of Howard County Spinal Pathway System Constuction Phase 3. Prepared by Esther Doyle Read for the Bureau of Engineering, Howard County Department of Public Works, December 1998.

Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Prepared by P.A.C. Spero & Company and Louis Berger & Associates for the Maryland State Highway Administration, July 1995.

Maps

Martenet's Map of Howard County. Baltimore: John Schofield, 1860.

Maryland Geological Survey, Field Operations, Bureau of Soils. *Map of Howard County Showing the Agricultural Soils.* 1920

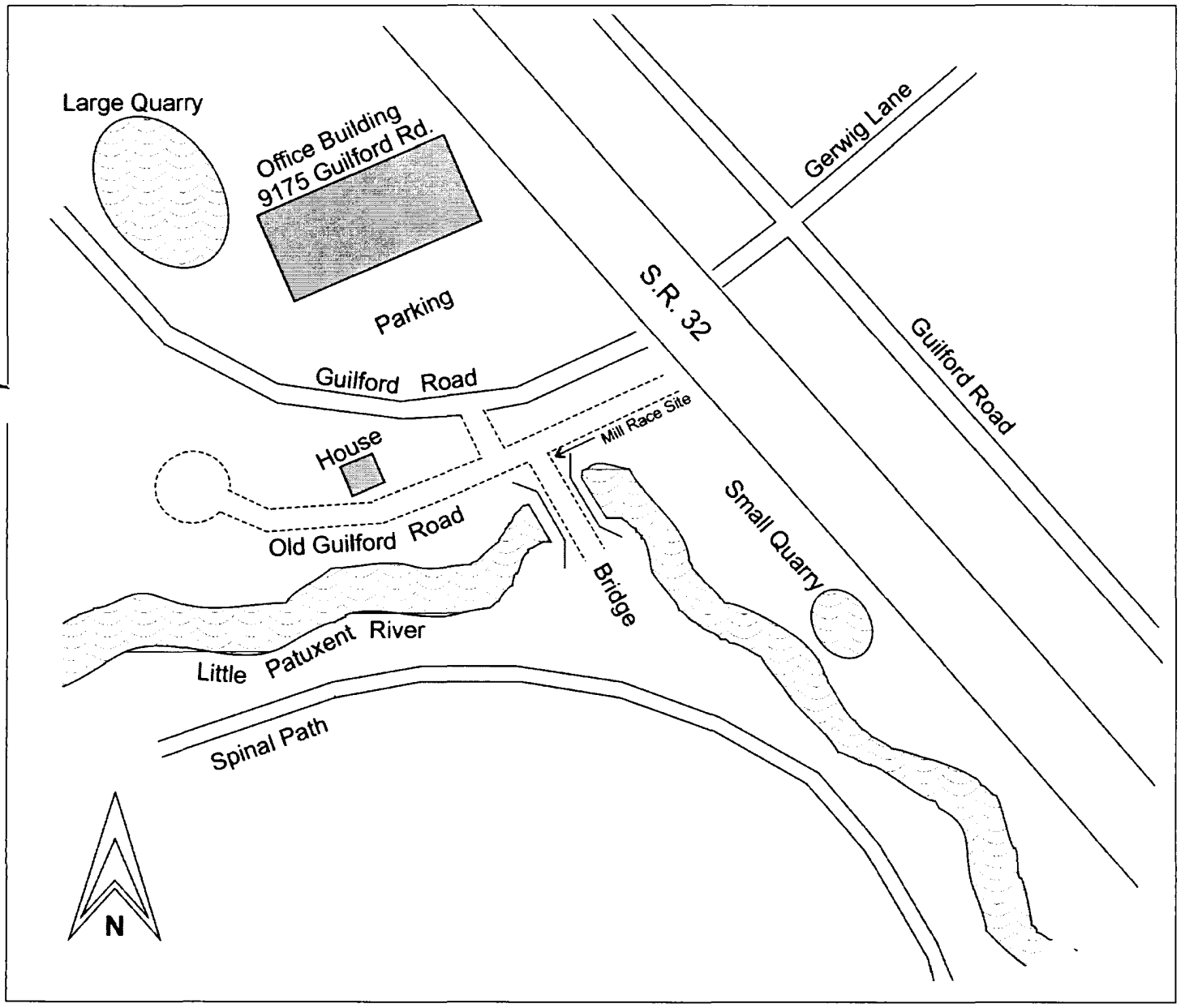
Maryland Geological Survey. *Map of Howard County Showing the Topography and Election Districts.* 1910, 1927, 1940

U.S. Department of Agriculture, Department of Soils. Soil Map for Howard County, MD, 1916.

U.S. Geological Survey. Laurel Quadrangle Maps, 1890, 1894, 1904-1906, 1313-1915, 1926, 1949,

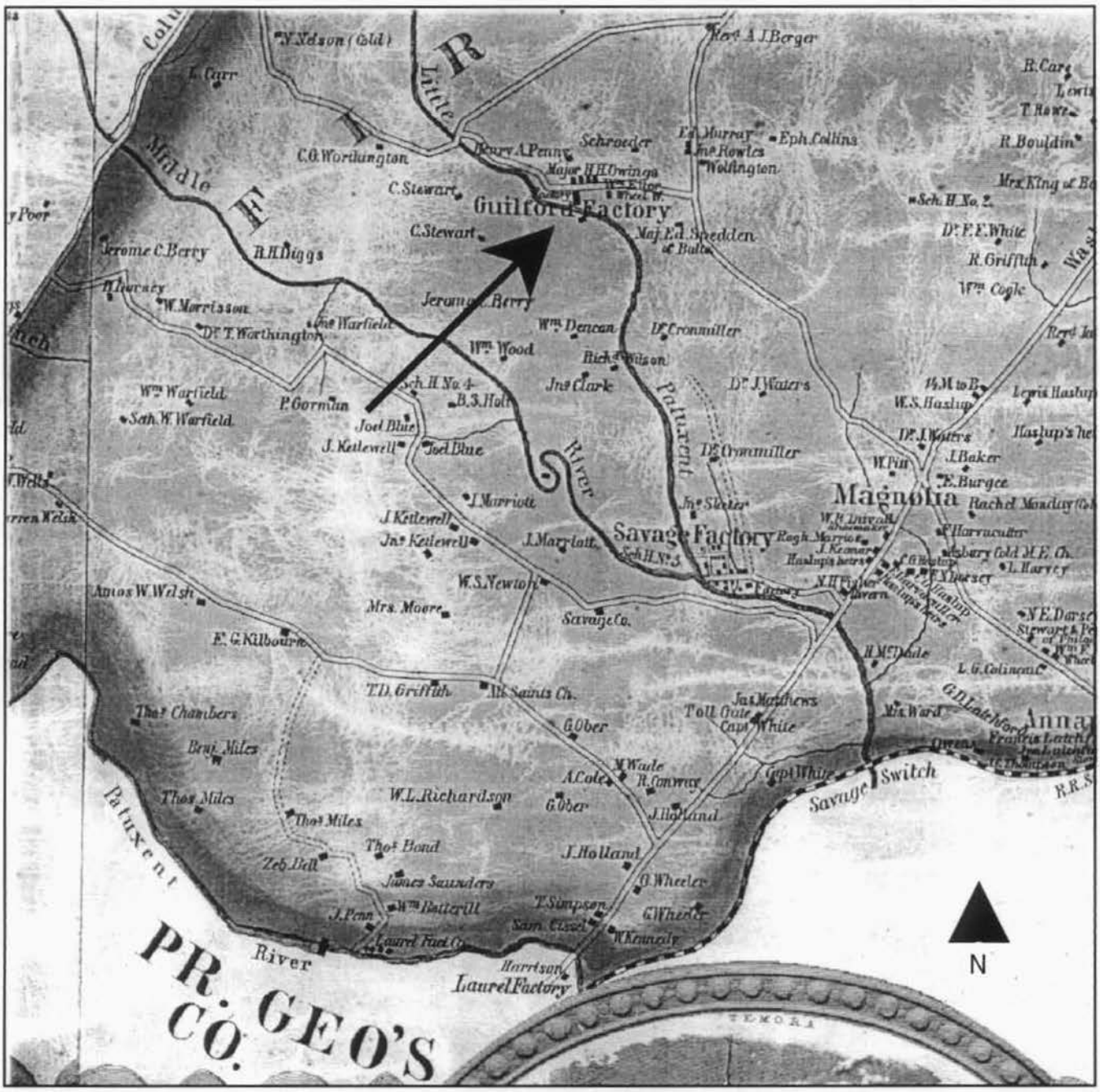
10. Geographical Data (Continued)

Resource Sketch Map:



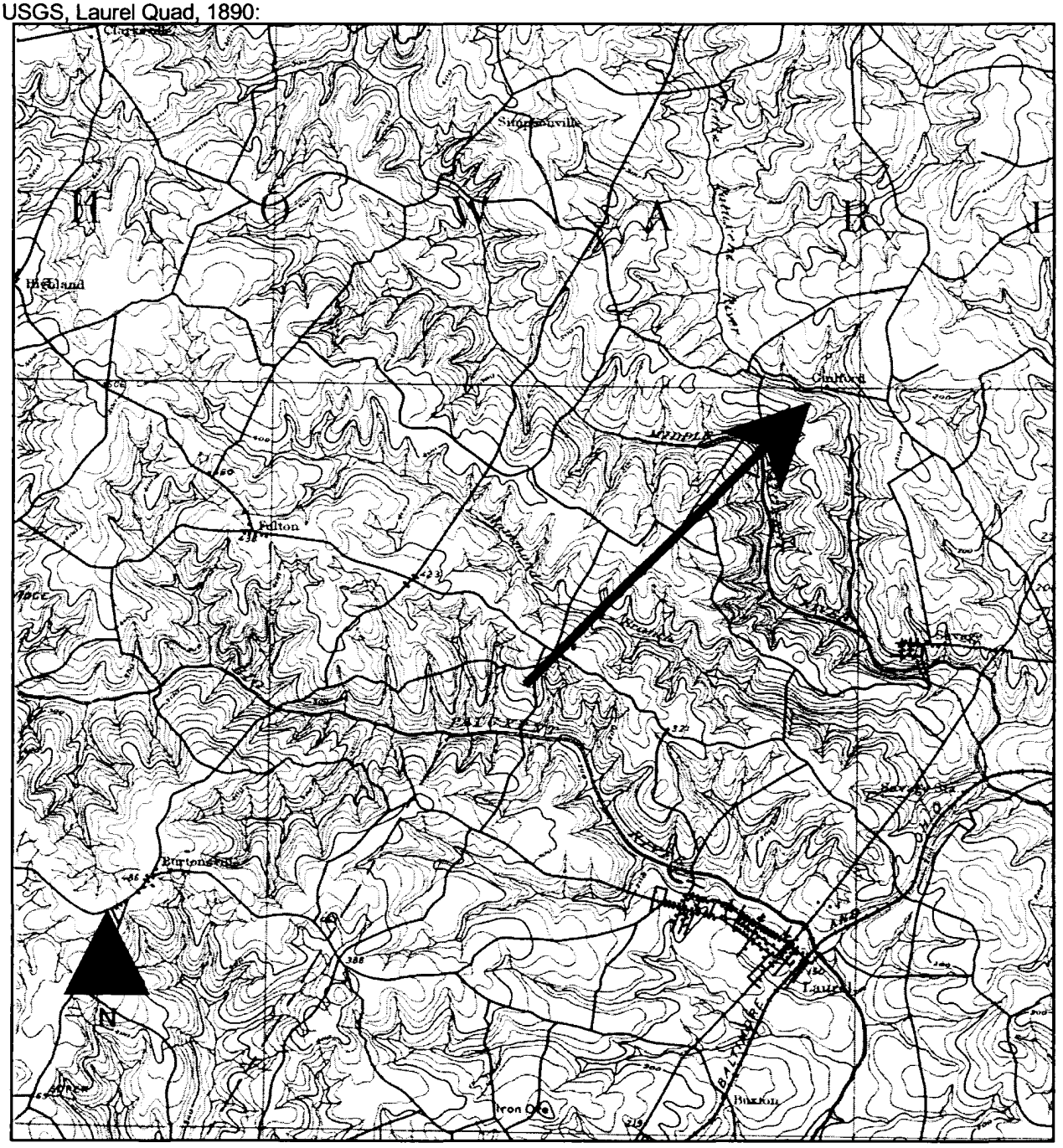
10. Geographical Data (Continued)

Martenet's Map of Howard County, Maryland, 1860:



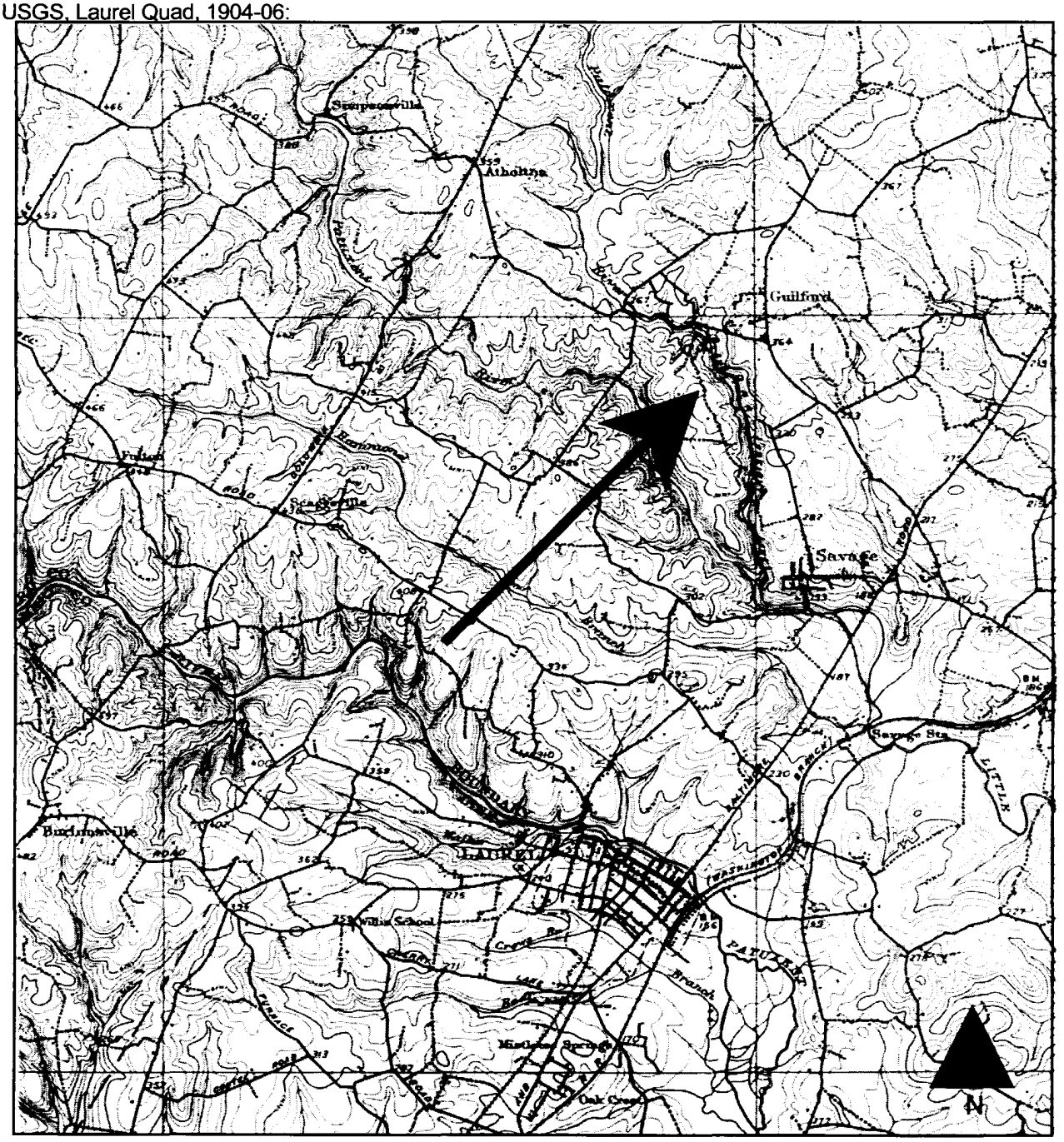
10. Geographical Data (Continued)

USGS, Laurel Quad, 1890:



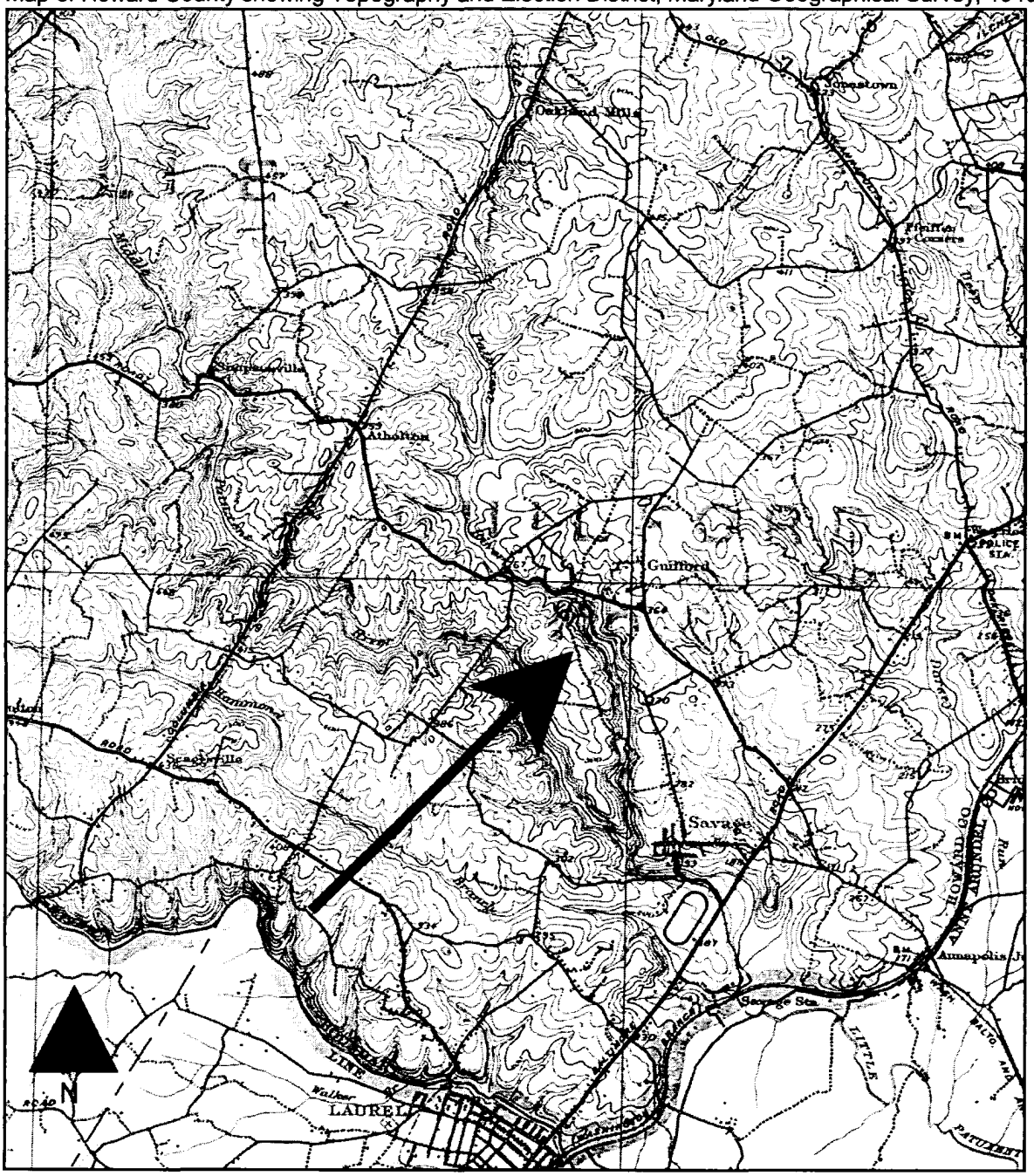
10. Geographical Data (Continued)

USGS, Laurel Quad, 1904-06:



10. Geographical Data (Continued)

Map of Howard County showing Topography and Election District, Maryland Geographical Survey, 1940:



Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

Geographic Organization:
Western Shore

Chronological/Development Period Theme(s):
Rural Agrarian Intensification Period 1680-1815
Agricultural-Industrial Transition Period 1815-1870
Industrial Urban Dominance Period 1870-1930

Prehistoric/Historic Period Theme(s):
Transportation/Industry

RESOURCE TYPE:

Category:
Archeological

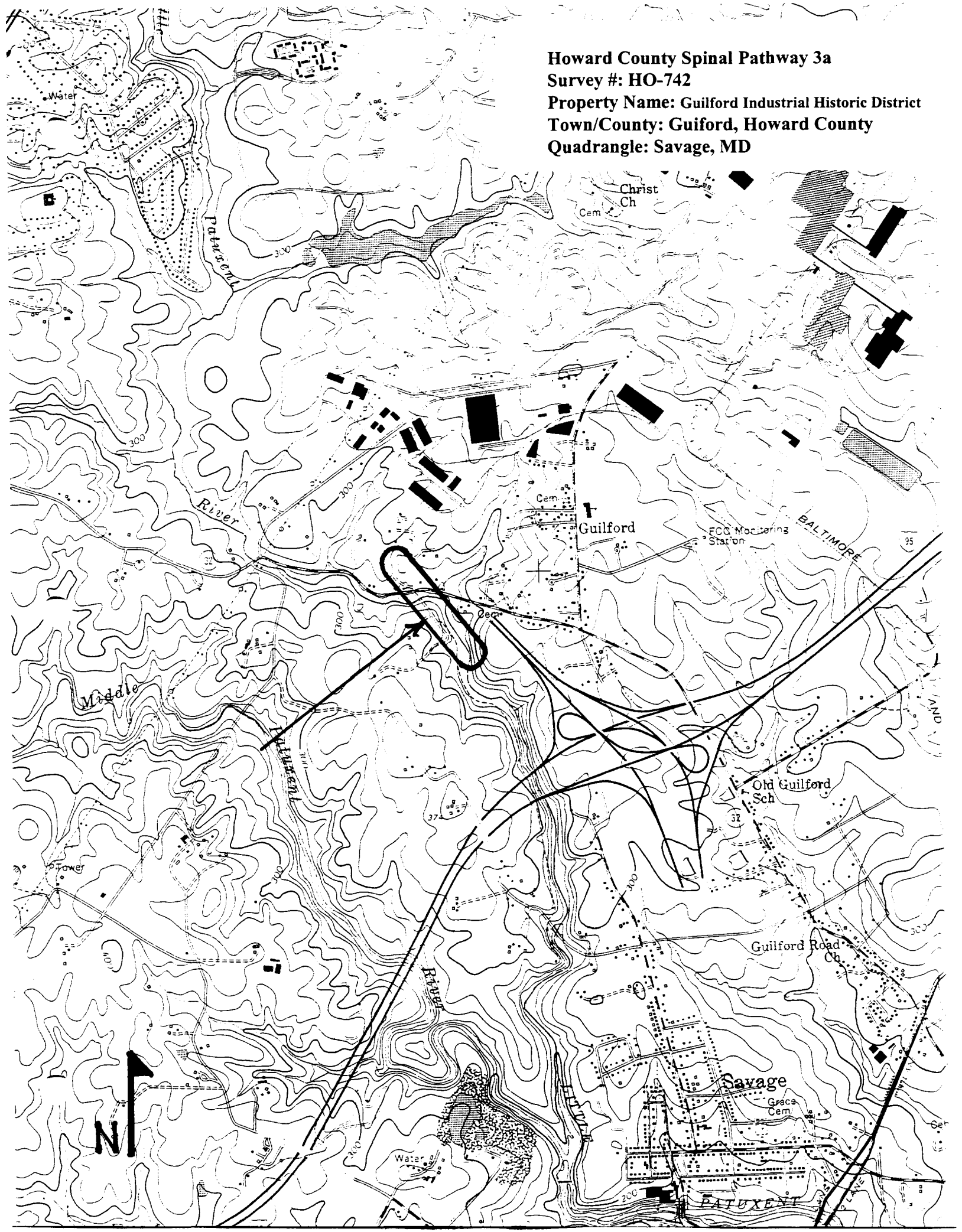
Historic Environment:
Rural

Historic Function(s) and Use(s):
Mill
Quarrying
Transportation

Known Design Source (write none if unknown):
none

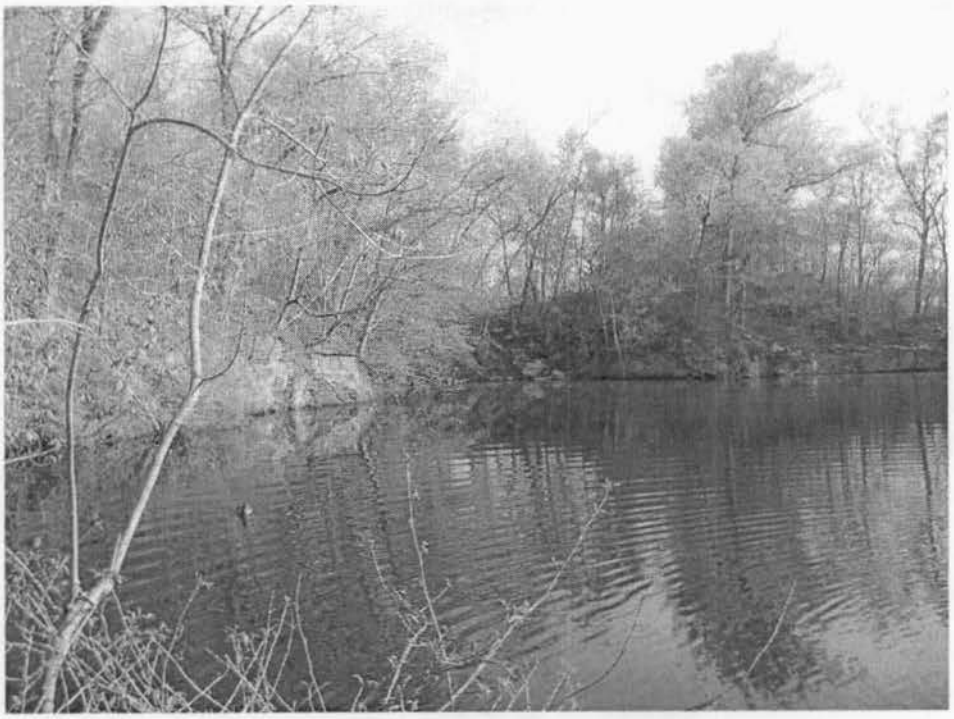
Preparer
KCI Technologies, Inc.
September 1999

Howard County Spinal Pathway 3a
Survey #: HO-742
Property Name: Guilford Industrial Historic District
Town/County: Guiford, Howard County
Quadrangle: Savage, MD

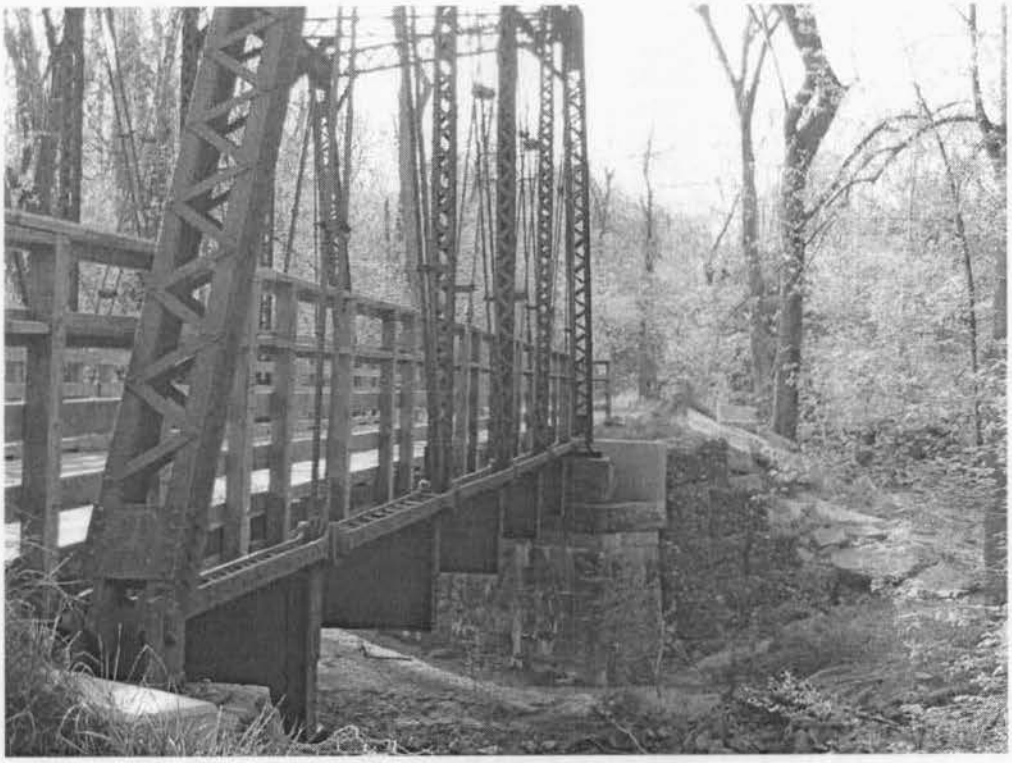


HO-742
Guilford Industrial Historic District (Guilford Quarry)
Jennifer K. Cosham
April 22, 2004
Digital color photo on file at MHT

HO-742
Guilford Industrial Historic District (Guilford Quarry)
Jennifer K. Cosham
April 22, 2004
Digital color photo on file at MHT



HO-742
Guilford Industrial Historic District
Jennifer K. Cosham
April 22, 2004
Digital color photo on file at MHT



HO-742
Guilford Industrial Historic District
Jennifer K. Cosham
April 22, 2004
Digital color photo on file at MHT

HO-742
Guilford Industrial Historic District (Guilford Factory Ruins)
Jennifer K. Cosham
April 22, 2004
Digital color photo on file at MHT

1. HO 742
2. Guilford Industrial Historic District
3. Howard Co., MD
4. J. Mueller
5. 9/9
6. MD SHPO
7. View of quarry looking NW toward 9175 Guilford Road.

019M NNNN37 24SEP99 FOTOIMAGE

1 of 1

1. HO - 742

2. Guilford Industrial Historic District

3. Howard Co., MD

4. J. Mueller

5. 9/99

6. MD SHPO

019M NNNN35A 24SEP99 FOTOIMAGE

7. View of quarry, looking NW

2 of 11

1. HO - 742

2. Guilford Industrial Historic District

3. Howard Co. MD

4. J. Mueller

5. 9/99

6. MD SHPO

019M NNNN34 24SEP99 FOTOIMAGE

7. View of Guilford Road looking west. Quarry is behind fence.

3 of 11

1. HO-742

2. Guilford Industrial Historic District

3. Howard Co, MD

4. J. Mueller

5. 9/99

6. MD SHPO

019M NNNN33 24SEP99 FOTOIMAGE

7. View of Guilford Road looking east toward Rt 32 in background

01 of 11

1. HO - 742

2. Guilford Industrial Historic District

3. Howard Co, MD

4. J. Mueller

5. 9/99

6. MD SHPO

019M NNNN32 24SEP99 FOTOIMAGE

7. View of the SE elevation of 9175 Guilford Road, on same property as old quarry

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1. HO 72/2
2. Guilford Industrial Historic District
3. Howard Co., MD
4. J. Mueller
5. 9/99
6. MD SHPO
7. View of smaller quarry east of Little Patuxent River & south of old Guilford Rd. View looking east.

019M NNNN29 24SEP99 FOTOIMAGE

6 of 11

1. HO-742
2. Guilford Industrial Historic District
3. Howard Co., MD
4. V. Mueller
5. 9/99
6. MD SHPO
7. View looking south at section of mill race, directly east of Guilford Pratt Through Truss Bridge (HO 349)

019M NNNN28 24SEP99 FOTOIMAGE

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1. HO-742
2. Guilford Industrial Historic District
3. Howard Co. MD
4. U. Mueller
5. 9/99
6. MD SHPO
7. View looking south from north shore of Little Patuxent River of Guilford Pratt Through Truss Bridge (HO-349)

019M NNNN27 24SEP99 FOTOIMAGE

8 of 11

1. Ho 741/2
2. Guilford Industrial Historic District
3. Howard Co. MD
4. J. MUELLER
5. 9/99
6. MD SHPO
7. View looking east of abandoned section of old Guilford Rd. from point near railroad bridge. Rd. is in background.

019M NNNN24 24SEP99 FOTOIMAGE

9 of 11

1. HO 742
2. Guilford Industrial Historic District
3. Howard Co., MD
4. V. Mueller
5. 9/99
6. MD SHPO
7. Mid 20th-century house in 9100 block of Old Guilford road. South Elevation

019M NNNN23 24SEP99 FOTOIMAGE

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1. HO 742
2. Guilford Industrial Historic District
3. Howard Co., MD
4. V. Mueller
5. 9/99
6. MD SHPO
7. View of old Guilford Road looking west from point approximately near end of former railroad bridge (HO-349)

019M NNNN22 24SEP99 FOTOIMAGE

11 of 11