NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Linthicum Heights Historic District

other names AA-990

2. Location

street & number Roughly bounded by Camp Meade Rd., Homewood Rd., Twin Oaks Rd., Locust Grove Rd., and Forest View Rd. ☐ not for publication

city or town Linthicum ☒ vicinity

state Maryland code MD county Anne Arundel code 003 zip code 21090

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☑ locally. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date 4-13-06

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:
- ☐ entered in the National Register.
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
254	65	buildings
		sites
		structures
		objects
254	65	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/single dwelling
DOMESTIC/ secondary structure
RELIGION/Religious Facility
RELIGION/ Church School
RELIGION/ Parsonage
COMMERCE/TRADE/Specialty store
FUNERARY/Cemetery
EDUCATION/School/Schoolhouse

Current Functions
(Enter categories from instructions)

DOMESTIC/single dwelling
DOMESTIC/ secondary structure
RELIGION/Religious Facility
RELIGION/ Church School
RELIGION/ Parsonage
COMMERCE/TRADE/Specialty store
FUNERARY/Cemetery

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and Early 20th Century American Movements
Bungalow/Craftsman
Late 19th and Early 20th Century Revivals
Colonial Revival, Tudor Revival
Other: American Foursquare, gable-front

Materials
(Enter categories from instructions)

foundation Stone, brick, concrete
walls Wood, brick, stucco, aluminum
roof Slate, asphalt, metal
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.

☐ **B** Property associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1908-1939

Significant Dates

1908

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Multiple unknown

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☒ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering Record #

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☒ Other

Name of repository:
Anne Arundel County Office of Planning and Zoning

Linthicum Heights Historic District (AA-990)
Name of Property

Anne Arundel County, Maryland
County and State

10. Geographical Data

Acreage of Property approximately 166 acres

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

☒ See continuation sheet

Verbal Boundary Description
Describe the boundaries of the property on a continuation sheet)

Boundary Justification
Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Beth P. Nowell

Organization _____ date July 2005

street & number 204 E. Hilltop Road telephone (410) 859-0298

city or town Linthicum state Maryland zip code 21090

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

☒ A **USGS map** (7.5 or 15 minute series) indicating the property's location.

☒ A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

☒ Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner – More than 50 owners

(Complete this item at the request of SHPO or FPO)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description Summary:

Linthicum Heights is a suburban community radiating from the intersection of Maryland Route 170 (Camp Meade Road) and County Route 169 (Maple Road) and situated on a series of low hills about three miles south of the Patapsco River in Anne Arundel County, Maryland. The land on which it is located was originally part of a 1674 land grant from Lord Baltimore to Nickolas Painter, of St. Mary's County. Known as "Andover," the land extended southward from the banks of the Patapsco River and comprised some 1,640 acres. By 1878, the "Andover" tract, which would later become Linthicum Heights, consisted of 445 acres. Platted beginning in 1908, the subdivision includes 17 tree-shaded streets created as a planned suburb located on the rail lines connecting Baltimore, Annapolis and Washington. The district is bordered by Camp Meade and Homewood Roads to the east, Twin Oaks Road to the north, Locust Grove Road to the west and Forest View Road to the south and is intersected by Camp Meade Road, Maple Road and Hammonds Ferry Road.

The district is almost entirely residential, consisting of 254 contributing resources, although two churches, a cemetery and a former commercial/residential building are within the district boundaries. The dwellings range in date from the late nineteenth century through the present, with the majority dating prior to 1939. The resources within the historic district reflect a variety of building forms and stylistic influences of the period, including houses derived from vernacular gable-front and popular early twentieth century forms and styles including the Bungalow, American Foursquare, Colonial Revival, Dutch Revival, and Tudor Revival. Most of the early houses in the district exhibit the influence of the Arts and Crafts Movement in their picturesque siting and stylistic characteristics. Development was substantially completed by the late 1930s; infill construction has continued since that time, owing, in part to WW II and the district's proximity to Ft. George Meade and present day interstates, however the district has retained its early twentieth century suburban character.

The original subdivision created mostly rectangular lots of varying sizes, averaging 75 feet wide at the street by 150 feet deep; different-sized lots generally were interspersed throughout the area, with notable concentrations of smaller lots located closer to the railroad tracks along Camp Meade Road and Maple Road, and in the adjacent neighborhood of Catalpa and Hilltop Roads. In some cases, multiple lots were combined to create a building site.

The development of the district seems to have followed several courses. The town was originally laid out on the east side of Old Annapolis Road (now known as Camp Meade Road). Some of the earliest houses were located close to a realty office and to the tracks of the Baltimore & Annapolis Short Line Railroad (formerly known as the Annapolis & Baltimore Short Line

Railroad, chartered in 1880—carrying the first passengers on March 9, 1887 and the Washington, Baltimore and Annapolis Electric Railway, an interurban electric line formed in 1902 and completed in 1908 as the WB&A), and the selection of these sites by the builder and the homeowners likely reflects the importance of convenient transportation to the community, aesthetic considerations, and as a promotional tool for the marketability of the new community. Examples include 300 Maple Road, 101 and 103 Catalpa Road, 200 and 204 Hilltop Road, shingled vernacular houses built in 1910s—among the handiest locations for access to the railroad station located across Camp Meade Road on Maple Road (one block) and the Linthicum Heights Realty Company office, located on the corner of Maple and Catalpa Roads. These early homes employ sloping sites for picturesque effect and to enjoy the best breezes and were easily seen from the train station.

In other cases, financial condition and land use seem to have influenced lot selection. A pair of near identical American Four-squares at 103 and 104 East Maple Road command the highest ground in the area overlooking the railroad tracks—of which, one was built for the president of the WB&A Railroad. Lots located farther from the train station and sold by another realty firm were less expensive and usually larger than those located closer to the original subdivision. The additional development of land owned by the Luther Shipley family and known as Shipley Heights in the 1920s was adjacent to Linthicum Heights and is included as part of the Linthicum Heights Historic District. The Foursquare at 413 Hawthorne Road located on a deep double lot retained its barn, shed, chicken house and well house through the 1940s.

The initiative for construction of a given house may be traced to several sources. Some of the houses feature distinctive designs and are likely the work of professional architects. These were most likely built at the initiative of the property owner as a personal residence, either seasonal or year-round, or as a developer's models to attract attention to the community. Early examples include a Colonial Revival and an American Foursquare at 410 and 414 Hawthorne Road and a side-gabled Craftsman at 204 Hilltop Road built at the initiative of the property owners, and houses built as developer's models at 101 and 103 Catalpa Road and 200 Hilltop Road.

Other houses reflect the use of standardized architectural plans whose availability was widespread during the early twentieth century. A property owner might select a plan and engage a builder to construct the house—or a small-scale developer might build according to one or more of these plans, either to order or on speculation. Several small clusters of similar Tudor Revivals at 200, 202, 204, 208, and 300 Greenwood Road reflect the efforts of such "merchant builders"—in this case Charles Pardee.

The following inventory lists the resources within the historic district boundaries. Construction dates were derived primarily from the records of the Maryland State Department of Assessments and Taxation; while this source is considered somewhat reliable depending on the abilities of the different assessors, many inaccuracies were found, and the 1924 and 1933 Sanborn Maps were used along with other sources when available.

General Description:

EAST MAPLE ROAD

101 E Maple Road
Frame Colonial Revival, 1915
Contributing

103 E Maple Road
Frame Foursquare w/four dormers, 1906
Contributing; former home of J.J. Doyle, President of WB&A Railroad

105 E Maple Road
Frame Foursquare, 1906
Contributing; two-car garage shown on 1933 Sanborn Map

107 E Maple Road
Brick rancher, 1965
Non-contributing; outside period of significance

203 E Maple Road
Frame Craftsman side-gabled, 1908
Contributing; two single-car garages shown on 1933 Sanborn Map

205 E Maple Road
Frame Craftsman side-gabled w/full dormer, c. 1918
Contributing

206 E Maple Road
Frame Craftsman front-gabled, 1925
Contributing

207 E Maple Road
Frame Craftsman side-gabled w/dormer, 1925
Contributing

300 E Maple Road
Frame side-gabled, c. 1912
Contributing

301 E Maple Road
Frame Craftsman cross-gabled, 1925
Contributing

303 E Maple Road
Frame, hipped front roof, 1925
Contributing; similar to "The Windermere" Sears Catalogue 1925-1929

304 E Maple Road
Frame Craftsman side-gable, pre-1924
Contributing

305 E Maple Road
Frame Craftsman hipped front roof, 1930
Contributing

307 E Maple Road
Frame Colonial Revival, 1915
Contributing

308 E Maple Road
Frame side-gabled Craftsman, 1917
Contributing

311 E Maple Road
Frame Foursquare, c. 1920s
Contributing

312 E Maple Road
Frame cross-gabled Craftsman, c. 1919

Contributing

315 E Maple Road
Frame cross-gabled Craftsman, c. 1918
Contributing; one-car garage shown on 1933 Sanborn Map

316 E Maple Road
Frame & brick 1 ½-story Bungalow, c. 1920s
Contributing

317 E Maple Road
Frame Craftsman side-gabled, c. 1920s
Contributing; two-car garage shown on 1933 Sanborn Map

320 E Maple Road
Frame hipped-roof w/full-width porch, c. 1918s
Contributing; two-car garage shown on 1933 Sanborn Map

321 E Maple Road
Frame Foursquare w/dormers, c. 1929
Contributing; two-car garage shown on 1933 Sanborn Map

323 E Maple Road
Frame Dutch Colonial, c. 1930
Contributing

327 E Maple Road
Frame side-gabled Colonial Revival, c. 1919
Contributing; one-car garage shown on 1933 Sanborn Map

328 E Maple Road
Brick Colonial Revival, 1956
Non-contributing; outside period of significance

329 E Maple Road
Frame Foursquare w/dormers, c. 1919

Contributing; one-car garage shown on 1933 Sanborn Map

330 E Maple Road
Brick Split-Foyer, 1974
Non-contributing; outside period of significance

331 E Maple Road
Frame Dutch Colonial, c. 1930
Contributing

332 E Maple Road
Brick Neo-Colonial, 1977
Non-contributing; outside period of significance

333 E Maple Road
Frame Dutch Colonial, pre-1933
Contributing; two-car garage shown on 1933 Sanborn Map

403 E Maple Road
Frame Dutch Colonial, 1927
Contributing; similar to "The Van Jean" catalogue home

405 E Maple Road
Frame side-gabled Colonial Revival, c. 1930s
Contributing

406 E Maple Road
Stone rancher, 1957
Non-contributing; outside period of significance

100 W Maple Road
Frame Train Station, c. 1907
Contributing; first built as three-sided structure & renovated in 1917; used as AA Co. Public Library, a church-run daycare, office for B&A RR

101 W Maple Road
Stone rancher, 1964
Non-contributing; outside period of significance

102 W Maple Road
Frame Colonial Revival, 1915
Contributing; former home of Sweetser Linthicum

106 W Maple Road
Turkey Hill - Linthicum Homestead, 1822
AA-114

111 W Maple Road
Brick rancher, 1976
Non-contributing; outside period of significance

202 W Maple Road
Frame Colonial Revival, 1917
Contributing; on site of original barn for Turkey Hill

203 W Maple Road
Brick Colonial Revival, 1935
Contributing

206 W Maple Road
Frame front-gabled w/ side dormers, 1930
Contributing; one car garage shown on 1933 Sanborn Map

208 W Maple Road
Frame front-gabled Dutch Colonial, 1920
Contributing; first floor used as C&P Telephone office 1936-1953

209 W Maple Road
Frame Foursquare w/four dormers, 1920
Contributing

210 W Maple Road
Frame Dutch Colonial, 1930
Contributing; rebuilt as two apartments after a fire in 1930s

211 W Maple Road
Brick Cape Cod, 1955
Non-contributing; outside period of significance

212 W Maple Road
Frame Foursquare w/four dormers, 1924
Contributing; former home of Summerville Benson

300 W Maple Road
Brick church, 1948
Non-contributing; St. John's Lutheran Church; outside period of significance

310 W Maple Road
Dutch Colonial w/stucco exterior, c. 1929
Contributing

403 W Maple Road
Frame Craftsman w/formstone, 1929
Contributing; one-car garage listed on 1933 Sanborn Map

404 W Maple Road
Frame Craftsman side-gabled, 1930
Contributing; one-car garage listed on 1933 Sanborn Map

405 W Maple Road
Frame Bungalow w/hipped roof, c. 1930
Contributing

407 W Maple Road
Frame Bungalow, side-gabled, 1930
Contributing; one-car garage listed on 1933 Sanborn Map

408 W Maple Road
Frame Colonial Revival, 1915
Contributing; erected as parsonage for St. John's Lutheran Church;
one-car garage listed on 1933 Sanborn Map

409 W Maple Road

Frame Bungalow, side-gabled, c. 1939
Contributing

411 W Maple Road
Frame Bungalow w/stucco and four dormers, c.1930
Contributing

DOGWOOD ROAD

500 Dogwood Road
Frame Bungalow, one-story w/dormers, c. 1930
Contributing

N CAMP MEADE ROAD

105 N Camp Meade Road
Tudor stone Church, 1911
Contributing; originally Linthicum Heights United Methodist Church

109 N Camp Meade Road
Frame Craftsman, side-gabled, c. 1919
Contributing

110 N Camp Meade Road
Frame Craftsman, side-gabled w/dormer, c. 1920
Contributing

303 N Camp Meade Road
Frame Colonial Revival, c. 1920
Contributing

307 N Camp Meade Road
Frame Craftsman, side-gabled w/dormer, c. 1922
Contributing

309 N Camp Meade Road
Frame, side-gabled w/dormer, c. 1920

Contributing

311 N Camp Meade Road
Frame Colonial Revival, side-gabled w/dormer, c. 1924
Contributing

313 N Camp Meade Road
Frame Craftsman, side-gabled w/front screen porch, c. 1924
Contributing

S CAMP MEADE ROAD

107 S Camp Meade Road
Frame Foursquare, 1915
Contributing; driveway entrance now 292 Church Circle, behind house

108 S Camp Meade Road
Frame Craftsman bungalow, side-gabled, 1925
Contributing

110 S Camp Meade Road
Frame Craftsman Bungalow one-story w/hipped roof & dormers, 1925
Contributing

112 S Camp Meade Road
Frame Craftsman, side-gabled w/dormer, 1935
Contributing

114 S Camp Meade Road
Frame Craftsman, side-gabled w/dormers, 1930
Contributing

115 S Camp Meade Road
Frame Split-Level, 1983
Non-contributing; outside period of significance

116 S Camp Meade Road
Frame Craftsman, side-gabled w/dormers, 1930

Contributing

200 S Camp Meade Road
Frame Craftsman w/hipped roof and front dormer, 1921
Contributing

202 S Camp Meade Road
Frame Colonial Revival, side-gabled w/dormer, 1935
Contributing

204 S Camp Meade Road
Frame Craftsman, side-gabled w/dormer, 1925
Contributing

206 S Camp Meade Road
Frame Craftsman, side-gabled, 1929
Contributing

208 S Camp Meade Road
Frame Craftsman, side-gabled, c. 1920
Contributing

210 S Camp Meade
Frame Colonial Revival, c. 1930
Contributing

212 S Camp Meade Road
Frame Craftsman bungalow w/dormer, 1925
Contributing

300 S Camp Meade Road
Frame Craftsman, cross-gabled, 1943
Non-contributing; outside period of significance

302 S Camp Meade Road
Frame Colonial Revival, 1903
Contributing; former home of Richard H. Shipley

304 S Camp Meade Road
Frame & cinder block, 1900
Contributing; originally part of the Stallings property

305 S Camp Meade Road
Frame Craftsman, side-gabled w/dormer, c. 1920
Contributing

306 S Camp Meade Road
Frame Colonial Revival, 1903
Contributing; originally Stallings Store

309 S Camp Meade Road
Brick two-story firehouse, 1938
Contributing

CATALPA ROAD

101 Catalpa Road
Frame Craftsman, front-gabled, 1924
Contributing; one-car garage shown on 1933 Sanborn Map

102 Catalpa Road
Frame Dutch Colonial, c. 1920
Contributing

103 Catalpa Road
Frame Dutch Colonial, c. 1910
Contributing

104 Catalpa Road
Frame Dutch Colonial, c. 1920
Contributing

105 Catalpa Road
Brick & frame Dutch Colonial, 1914
Contributing

106 Catalpa Road
Frame Foursquare w/eyebrow vent, c. 1912
Contributing; one-car garage shown on Sanborn Map

108 Catalpa Road
Frame Colonial Revival, side-gabled, 1918
Contributing; two-car garage shown on 1933 Sanborn Map

HILLTOP ROAD

200 Hilltop Road
Frame Foursquare w/dormer, c. 1910
Contributing

203 Hilltop Road
Frame Craftsman front-gabled w/dormers, c. 1912
Contributing; one-car garage shown on 1933 Sanborn Map

204 Hilltop Road
Frame Craftsman side-gabled w/full front dormer, 1909
Contributing; caretakers house shown on 1933 Sanborn Map

205 Hilltop Road
Frame Craftsman front-gabled w/second floor 1/2 porch, 1912
Contributing; garage shown on 1933 Sanborn Map

300 Hilltop Road
Brick & Frame Neo-Colonial Revival, 1973
Non-contributing; outside period of significance

303 Hilltop Road
Frame Craftsman, side-gabled w/dormer, 1919
Contributing

304 Hilltop Road
Frame Craftsman w/hipped roof, 1910
Contributing

307 Hilltop Road
Frame & Stucco Tudor Revival, c. 1928
Contributing; one-car garage shown on 1933 Sanborn Map

308 Hilltop Road
Brick rancher, 1957
Non-contributing; outside period of significance

309 Hilltop Road
Frame Craftsman, side-gabled w/dormer, pre-1924
Contributing

310 Hilltop Road
Brick Eclectic Craftsman, cross-gabled, 1924
Contributing; two-car garage on 1933 Sanborn Map

311 Hilltop Road
Frame Craftsman, side-gabled, 1920
Contributing

314 Hilltop Road
Frame Colonial Revival, 1910
Contributing; Linden Hill; garage shown on 1933 Sanborn Map

ARUNDEL ROAD

209 Arundel Road
Frame Craftsman w/hipped roof, 1913
Contributing; one-car garage shown on 1933 Sanborn Map

VALLEY ROAD

201 Valley Road

Frame & brick Cape Cod, 1963
Non-contributing; outside period of significance

203 Valley Road
Frame & brick Colonial Revival, 1957
Non-contributing; outside period of significance

208 Valley Road
Frame Colonial Revival, c. 1910
Contributing; garage shown on 1933 Sanborn Map - former home of Dr. G. Milton Linthicum

SYCAMORE ROAD

101 Sycamore Road
Frame Dutch Colonial, c. 1920s
Contributing; two-car garage shown on 1933 Sanborn Map

102 Sycamore Road
Frame Foursquare, c. 1920s
Contributing; two-car garage shown on 1933 Sanborn Map

103 Sycamore Road
Frame Foursquare, c. 1920
Contributing

104 Sycamore Road
Frame Foursquare w/dormer, c. 1920
Contributing

106 Sycamore Road
Frame Craftsman, side-gabled w/dormer, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

107 Sycamore Road
Frame Colonial Revival, c. 1920

Contributing; one-car garage shown on 1933 Sanborn Map

108 Sycamore Road
Frame Colonial Revival, c. 1920
Contributing

109 Sycamore Road
Frame Craftsman, c. 1920s
Contributing; one-car garage shown on 1933 Sanborn Map

110 Sycamore Road
Frame Colonial Revival, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

111 Sycamore Road
Frame Craftsman, c. 1920s
Contributing

112 Sycamore Road
Frame Dutch Colonial, c. 1920s
Contributing; one-car garage shown on 1933 Sanborn Map

113 Sycamore Road
Frame Craftsman w/full dormer, c. pre-1933
Contributing; one-car garage shown on 1933 Sanborn Map

114 Sycamore Road
Frame Dutch Colonial, c. 1920s
Contributing

115 Sycamore Road
Frame Craftsman w/full dormer, pre-1933
Contributing; two-car garage shown on 1933 Sanborn Map

116 Sycamore Road
Frame Colonial Revival, c.1933
Contributing

117 Sycamore Road
Frame Cross-gable Bungalow, pre-1933
Contributing; one-car garage shown on 1933 Sanborn Map

119 Sycamore Road
Frame Craftsman w/full dormer, pre-1933
Contributing; one-car garage shown on 1933 Sanborn Map

HOMEWOOD ROAD

100 Homewood Road
Frame Dutch Colonial, 1930
Contributing; two-car garage shown on 1933 Sanborn Map

105 Homewood Road
Frame Dutch Colonial, 1935
Contributing

106 Homewood Road
Frame Craftsman, side-gable, 1930
Non-contributing; integrity compromised by extensive alterations

107 Homewood Road
Frame Bungalow, c. 1930
Contributing

108 Homewood Road
Frame Bungalow, cross-gabled, 1930
Contributing

109 Homewood Road
Frame Bungalow, 1930
Contributing despite the addition of brick veneer to façade

110 Homewood Road
Frame Foursquare, 1925

Contributing

111 Homewood Road
Frame Craftsman w/dormers, c. 1920s
Contributing

112 Homewood Road
Frame Foursquare, 1932
Contributing

113 Homewood Road
Brick Cape Cod, 1946
Non-contributing; outside period of significance

114 Homewood Road
Frame Colonial Revival, c. 1930s
Contributing

115 Homewood Road
Frame & stucco Cape Cod, 1950
Non-contributing; outside period of significance

116 Homewood Road
Frame Tudor Eclectic, 1935
Contributing

117 Homewood Road
Frame Colonial Revival, 1952
Non-contributing; outside period of significance

118 Homewood Road
Frame 1 1/2-story Bungalow, 1929
Contributing

119 Homewood Road
Brick Cape Cod, 1950
Non-contributing; outside period of significance

120 Homewood Road
Frame Colonial Revival, 1940
Non-contributing; outside period of significance

N HAMMONDS FERRY ROAD

100 N Hammonds Ferry Road
Frame Craftsman, side-gabled w/dormer, c. 1918
Contributing

105 N Hammonds Ferry Road
Frame Bungalow, 1935
Contributing

106 N Hammonds Ferry Road
Brick rancher, c. 1950s
Non-contributing; outside period of significance

107 N Hammonds Ferry Road
Frame Bungalow, c. 1920s
Contributing

108 N Hammonds Ferry Road
Frame Bungalow, c. 1920s
Contributing

109 N Hammonds Ferry Road
Frame Bungalow, c. 1920s
Contributing

110 N Hammonds Ferry Road
Frame Craftsman, front-gabled portable building, c. 1920
Contributing; was originally St. John's Lutheran Church, moved to this address in 1951; home of the Linthicum Heights Women's Club

111 N Hammonds Ferry Road
Frame Bungalow, cross-gabled, c. 1935
Contributing

112 N Hammonds Ferry Road
Frame Craftsman, side-gabled w/dormer, 1900
Contributing

113 N Hammonds Ferry Road
Frame Bungalow, cross-gabled, c. 1935
Contributing

114 N Hammonds Ferry Road
Frame Craftsman, cross-gabled, c. 1920
Contributing

115 N Hammonds Ferry Road
Frame Bungalow, c. 1935
Contributing

212 N Hammonds Ferry Road
Frame Craftsman, 1910
Contributing

S HAMMONDS FERRY ROAD

102 S Hammonds Ferry Road
Frame Craftsman, side-gabled, w/dormer, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

104 S Hammonds Ferry Road
Frame Craftsman, Foursquare w/dormers, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

106 S Hammonds Ferry Road
Frame Craftsman, Foursquare w/dormers, 1921
Contributing; two-car garage shown on 1933 Sanborn Map

108 S Hammonds Ferry Road

Frame Craftsman bungalow, side-gabled w/dormer, c. 1923
Contributing

200 S Hammonds Ferry Road
Frame Colonial Revival, side-gabled, 1927
Contributing; garage shown on 1933 Sanborn Map

202 S Hammonds Ferry Road
Brick Colonial, c. 1973
Non-contributing; outside period of significance

205 S Hammonds Ferry Road
Frame Dutch Colonial, apartments, c. 1945
Non-contributing; outside period of significance

206 S Hammonds Ferry Road
Frame Dutch Colonial, 1920
Contributing; two-car garage shown on 1933 Sanborn Map

207 S Hammonds Ferry Road
Frame Dutch Colonial, 1935
Contributing

208 S Hammonds Ferry Road
Frame Foursquare w/dormers, c. 1918
Contributing

302 S Hammonds Ferry Road
Frame Foursquare w/dormer, c. 1918
Contributing; one-car garage shown on 1933 Sanborn Map

303 S Hammonds Ferry Road
Frame Dutch Colonial, c. 1923
Contributing; two-car garage shown on 1933 Sanborn Map

306 S Hammonds Ferry Road
Frame Craftsman, front-gabled w/dormers, c. 1918

Contributing

310 S Hammonds Ferry Road
Stone rancher, c. 1974
Non-contributing; outside period of significance

400 S Hammonds Ferry Road
Frame Craftsman, Foursquare w/dormers, c. 1925
Contributing; built for Dr. Walter Albrecht as a pharmacy; addition used for making ice cream for soda fountain; 2nd floor a seven-room apt.

403 S Hammonds Ferry Road
Frame Dutch Colonial, c. 1923
Contributing

405 S Hammonds Ferry Road
Frame Colonial, c. 1994
Non-contributing; outside period of significance

407 S Hammonds Ferry Road
Frame Craftsman w/stucco, c. 1923
Contributing

500 S Hammonds Ferry Road
Frame Foursquare w/dormer, c. 1924
Contributing

501 S Hammonds Ferry Road
Frame Colonial Revival, c. 1930
Contributing; reverse twin layout of # 503 (similar to the Sears catalogue house "The Newcastle")

502 S Hammonds Ferry Road
Frame Dutch Colonial, 1931
Contributing; one-car garage shown on 1933 Sanborn Map

503 S Hammonds Ferry Road

Frame Colonial Revival, c. 1930
Contributing; reverse twin layout of # 501

504 S Hammonds Ferry Road
Frame Craftsman, side-gabled w/dormer, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

505 S Hammonds Ferry Road
Frame Colonial Revival, 1971
Non-contributing; outside period of significance

506 S Hammonds Ferry Road
Frame Colonial Revival w/dormer, c. 1935
Contributing

507 S Hammonds Ferry Road
Frame Colonial, c. 1976
Non-contributing; outside period of significance

508 S Hammonds Ferry Road
Frame Craftsman, side-gabled w/dormer, c. 1928
Contributing; one-car garage shown on 1933 Sanborn Map

509 S Hammonds Ferry Road
Frame, c. 1920
Contributing; significant to community as Stocketts Store (on first floor)

602 S Hammonds Ferry Road
Frame Craftsman, side-gabled, c. 1925
Contributing

604 S Hammonds Ferry Road
Frame Craftsman, side-gabled, c. 1925
Contributing

606 S Hammonds Ferry Road
Brick rancher, c. 1959
Non-contributing; outside period of significance

700 S Hammonds Ferry Road
Frame Craftsman, front-gabled, c. 1920
Contributing; significant to the community as Crocketts Store

GREENWOOD ROAD

200 Greenwood Road
Frame stucco, c. 1920
Contributing; one-car garage shown on 1933 Sanborn Map

201 Greenwood Road
Frame Colonial Revival, c. 1921
Contributing

202 Greenwood Road
Brick Cape Cod, 1940
Non-contributing; outside period of significance

203 Greenwood Road
Frame Craftsman, Foursquare w/dormers, c. 1920
Contributing

204 Greenwood Road
Brick Craftsman, cross-gabled, c. 1920
Contributing; one-car garage shown on 1933 Sanborn Map

205 Greenwood Road
Frame Craftsman, Foursquare w/dormers, c. 1920
Contributing

207 Greenwood Road
Frame Craftsman, Foursquare w/dormers, c. 1920
Contributing

208 Greenwood Road
Frame, brick, stucco Craftsman, front-gabled, c. 1920
Contributing; two-car garage shown on 1933 Sanborn Map

209 Greenwood Road
Frame Craftsman, Foursquare w/dormers, c. 1920
Contributing

300 Greenwood Road
Frame and stucco Craftsman, cross-gabled, c. 1920
Contributing

301 Greenwood Road
Frame Craftsman, cross-gabled w/dormer, 1921
Contributing

303 Greenwood Road
Frame Craftsman, side-gabled w/dormer, c. 1928
Contributing

304 Greenwood Road
Frame and stucco Craftsman, cross-gabled, c. 1928
Contributing

305 Greenwood Road
Frame Craftsman, side-gabled w/dormer and screened front porch, c. 1921
Contributing

306 Greenwood Road
Frame Colonial Revival, c. 1928
Contributing

307 Greenwood Road
Frame Cape Cod, side-gabled, c. 1944
Non-contributing; outside period of significance

308 Greenwood Road
Brick Colonial, c. 1967
Non-contributing; outside period of significance

309 Greenwood Road

Frame Craftsman, Foursquare w/dormer, c. 1925
Contributing; two-car garage shown on 1933 Sanborn Map; similar to Aladdin Homes Catalogue "The Hudson" 1918-1919

310 Greenwood Road
Brick Cape Cod, c.1955
Non-contributing; outside period of significance

404 Greenwood Road
Frame Craftsman, Foursquare w/dormer, c. 1920
Contributing, marginally; two-car garage shown on 1933 Sanborn Map

405 Greenwood Road
Frame Craftsman, side-gabled, c. 1929
Contributing

406 Greenwood Road
Frame Neo-Colonial Revival, 2003
Non-contributing; outside period of significance

407 Greenwood Road
Frame Dutch Colonial, c. 1930
Contributing

408 Greenwood Road
Frame Cape Cod, c. 1953
Non-contributing; outside period of significance

409 Greenwood Road
Brick rancher, c.1956
Non-contributing; outside period of significance

410 Greenwood Road
Frame Cape Cod, c. 1953
Non-contributing; outside period of significance

412 Greenwood Road

Frame Cape Cod, c. 1951
Non-contributing; outside period of significance

413 Greenwood Road
Frame Craftsman, side-gabled w/dormer, c. 1920
Contributing

414 Greenwood Road
Frame Cape Cod, c. 1955
Non-contributing; outside period of significance

415 Greenwood Road
Frame Cape Cod, c. 1945
Non-contributing; outside period of significance

420 Greenwood Road
Frame Craftsman, side-gabled w/dormer, c. 1930
Contributing

421 Greenwood Road
Frame Craftsman, Foursquare w/dormer, c. 1920
Contributing; built by Linthicum Realty

422 Greenwood Road
Frame Craftsman, front-gabled, c. 1919
Contributing

424 Greenwood Road
Frame Craftsman bungalow, cross-gabled, c. 1920
Contributing

425 Greenwood Road
Stone rancher, c. 1952
Non-contributing; outside period of significance

426 Greenwood Road
Frame Craftsman bungalow, front-gabled, c. 1920s
Contributing

427 Greenwood Road
Frame Craftsman, front-gabled, c. 1919
Non-contributing; integrity compromised by extensive alterations

428 Greenwood Road
Frame Craftsman bungalow, cross-gabled, 1933
Contributing

429 Greenwood Road
Frame Craftsman, cross-gabled, c. 1929
Contributing

430 Greenwood Road
Frame Craftsman bungalow, side-gabled w/dormer, c. 1920
Contributing

431 Greenwood Road
Frame Craftsman, Foursquare w/dormer, c. 1920
Contributing

434 Greenwood Road
Frame, c. 1950
Non-contributing; outside period of significance

435 Greenwood Road
Frame Craftsman, Foursquare w/dormer, c. 1920
Contributing

436 Greenwood Road
Frame Craftsman bungalow, w/dormer, c. 1912
Contributing

HAWTHORNE ROAD

300 Hawthorne Road

Frame Craftsman, side-gabled w/full dormer, c. 1929
Contributing; garage shown on 1933 Sanborn Map

301 Hawthorne Road
Frame Craftsman, side-gabled w/full dormer, c. 1929
Contributing; cross-gable addition added

303 Hawthorne Road
Frame Craftsman, side-gabled w/full dormer, c. 1928
Contributing

304 Hawthorne Road
Frame Craftsman, side-gabled w/full dormer, c. 1927
Contributing

305 Hawthorne Road
Frame Colonial Revival, c. 1930
Contributing

306 Hawthorne Road
Frame Craftsman, cross-gabled w/dormer, c. 1921
Contributing

309 Hawthorne Road
Frame Colonial Revival, c. 1930
Contributing

406 Hawthorne Road
Stucco rancher, c. 1953
Non-contributing; outside period of significance

407 Hawthorne Road
Frame Craftsman, Foursquare w/dormers, c. 1918
Contributing; two-car garage shown on 1933 Sanborn Map

408 Hawthorne Road
Frame Craftsman, side-gabled w/dormers, c. 1918

Contributing; one-car garage shown on 1933 Sanborn Map

409 Hawthorne Road
Frame Cape Cod, c. 1945
Non-contributing; outside period of significance

410 Hawthorne Road
Frame Craftsman, side-gabled w/dormers, c. 1914
Contributing; two-car garage shown on 1933 Sanborn Map; side porch enclosed

413 Hawthorne Road
Frame Craftsman, Foursquare w/dormer, c. 1918
Contributing

414 Hawthorne Road
Frame Craftsman, Foursquare w/dormer, 1919
Contributing; L-shaped front porch originally had a second story; home of Paul's Puppets

415 Hawthorne Road
Brick Cape Cod, 1958
Non-contributing; outside period of significance

418 Hawthorne Road
Frame rancher, 1985
Non-contributing; outside period of significance

419 Hawthorne Road
Frame Craftsman bungalow, hipped roof w/dormer, 1930
Contributing

421 Hawthorne Road
Frame 1 ½-story Bungalow, 1930
Contributing

OAKDALE ROAD

200 Oakdale Road
Frame Craftsman, side-gabled w/dormer, 1920

Contributing; built by Charles Linthicum and John De Grange

201 Oakdale Road
Frame Dutch Colonial, c.1938
Contributing

202 Oakdale Road
Frame and stucco Craftsman bungalow, side-gabled, 1920
Contributing

203 Oakdale Road
Frame Cape Cod, 1940
Non-contributing; outside period of significance

204 Oakdale Road
Frame Craftsman, side-gabled w/full dormer, 1920
Contributing; siding is altered

301 Oakdale Road
Frame Craftsman, side-gabled w/dormer, 1930
Contributing

302 Oakdale Road/304 Middle Court
Frame Craftsman bungalow, front-gabled, c. 1930
Contributing; entrance now faces Middle Court

303 Oakdale Road
Frame Craftsman, side-gabled w/dormer, c. 1930
Contributing

304 Oakdale Road
Frame Dutch Colonial, 1945
Non-contributing; outside period of significance

305 Oakdale Road
Frame Colonial Revival, 1945
Non-contributing; outside period of significance

306 Oakdale Road
Frame Craftsman, side-gabled w/full dormer, 1930
Contributing

309 Oakdale Road
Frame Craftsman w/stucco, cross-gabled, 1930
Contributing

310 Oakdale Road
Frame Craftsman, side-gabled w/full dormer, 1925
Contributing

CLEVELAND ROAD

405 Cleveland Road
Frame Colonial Revival, c. 1935
Contributing; two-car garage shown on 1933 Sanborn Map

406 Cleveland Road
Frame Tudor Revival, brick & stucco, c. 1930s
Contributing; two-car garage shown on 1933 Sanborn Map

407 Cleveland Road
Frame Foursquare w/front dormer, c. 1920s
Contributing; one-car garage shown on 1933 Sanborn Map

408 Cleveland Road
Frame Foursquare, c. 1925
Contributing; two-car garage shown on 1933 Sanborn Map

409 Cleveland Road
Concrete block Foursquare w/front dormer, 1928
Contributing; one-car garage shown on 1933 Sanborn Map

410 Cleveland Road
Frame Craftsman, side-gabled w/full dormer, c. 1925
Contributing; one-car garage shown on 1933 Sanborn Map

411 Cleveland Road
Frame one-story Bungalow w/dormer, 1925
Contributing

414 Cleveland Road
Frame Bungalow, 1923
Contributing; one-car garage shown on 1933 Sanborn Map

415 Cleveland Road
Frame Foursquare w/dormers, 1929
Contributing; two-car garage shown on 1933 Sanborn Map

416 Cleveland Road
Frame Craftsman one-story Bungalow, front-gabled, c. 1930
Contributing; two-car garage shown on 1933 Sanborn Map

417 Cleveland Road
Frame Foursquare w/front & rear dormers, 1930
Contributing

419 Cleveland Road
Frame & stucco Cape Cod, 1950
Non-contributing; outside period of significance

420 Cleveland Road
Frame Cape Cod, 1956
Non-contributing; outside period of significance

421 Cleveland Road
Frame Craftsman, side-gabled w/dormer, 1925
Contributing

424 Cleveland Road
Frame Colonial Revival 2 1/2-story, 1925
Contributing; front porch removed

425 Cleveland Road

Frame Cape Cod, 1951
Non-contributing; outside period of significance

427 Cleveland Road
Frame Craftsman, front-gabled, 1935
Contributing; original blueprints

428 Cleveland Road
Frame Cape Cod, 1953
Non-contributing; outside period of significance

429 Cleveland Road
Frame Foursquare, 1935
Contributing

430 Cleveland Road
Frame Cape Cod, 1951
Non-contributing; outside period of significance

431 Cleveland Road
Frame Foursquare w/dormers, 1930
Contributing

SHIPLEY ROAD

403 Shipley Road
Frame Neo-Colonial Revival, 1972
Non-contributing; outside period of significance

404 Shipley Road
Frame Foursquare w/dormer, 1920
Contributing; two-car garage shown on 1933 Sanborn Map

405 Shipley Road
Frame Foursquare w/dormer, pre-1933
Contributing

406 Shipley Road

Frame Cape Cod, 1940
Non-contributing; outside period of significance

407 Shipley Road
Frame Neo-Colonial Revival, 1986
Non-contributing; outside period of significance

408 Shipley Road
Frame Craftsman side-gabled w/dormer, 1922
Contributing

409 Shipley Road
Frame Cape Cod, 1952
Non-contributing; outside period of significance

410 Shipley Road
Frame Craftsman side-gabled w/full dormer, 1926
Contributing

413 Shipley Road
Frame stucco Cape Cod, 1951
Non-contributing; outside period of significance

414 Shipley Road
Frame Craftsman Bungalow, one-story w/dormers, 1921
Contributing

415 Shipley Road
Frame Craftsman, side-gabled w/dormer, 1930
Contributing; one-car garage shown on 1933 Sanborn Map

417 Shipley Road
Frame Colonial Revival, 1936
Contributing

418 Shipley Road
Frame Neo-Colonial Revival, 1994

Non-contributing; outside period of significance

419 Shipley Road
Frame Cape Cod, 1953
Non-contributing; outside period of significance

420 Shipley Road
Frame Dutch Colonial, 1935
Contributing

FOREST VIEW ROAD

402 Forest View Road
Frame Craftsman Bungalow, cross-gabled, 1930
Contributing; two-car garage shown on 1933 Sanborn Map

403 Forest View Road
Frame Dutch Colonial, 1937
Contributing

404 Forest View Road
Frame Craftsman, side-gabled w/full dormer, 1920
Contributing; one-car garage shown on 1933 Sanborn Map

405 Forest View Road
Frame Dutch Colonial, c. 1937
Contributing; twin of 403 Forest View Road

406 Forest View Road
Frame Craftsman, side-gabled w/dormer, 1939
Contributing

407 Forest View Road
Frame Tudor Eclectic, 1934
Contributing

408 Forest View Road
Frame Craftsman Bungalow, cross-gabled, pre-1933

Contributing

409 Forest View Road
Frame Craftsman Bungalow, 1 1/2-story w/eyebrow porch & dormers, 1935
Contributing

410 Forest View Road
Frame Craftsman, side-gabled w/full dormer, pre-1933
Contributing

411 Forest View Road
Frame and brick Tudor Revival, c. 1930s
Contributing

412 Forest View Road
Frame Colonial Revival, pre-1933
Contributing; two-car garage shown on 1933 Sanborn Map

413 Forest View Road
Frame Dutch Colonial, 1938
Contributing

414 Forest View Road
Frame Craftsman Bungalow, side-gabled w/dormer, pre-1933
Contributing; outbuilding shown on 1933 Sanborn Map

415 Forest View Road
Frame Tudor Eclectic, 1940
Non-contributing; outside period of significance

416 Forest View Road
Frame Craftsman front-gabled, pre-1933
Contributing

417 Forest View Road
Frame Craftsman Bungalow, side-gabled, 1920

Non-contributing; extensive alterations

418 Forest View Road
Frame Craftsman Bungalow, side-gabled w/dormer, 1940
Non-contributing; outside period of significance

RIDGEWOOD ROAD

300 Ridgewood Road
Frame Colonial Revival, c. 1938
Contributing

301 Ridgewood Road
Frame Colonial Revival, c. 1938
Non-contributing; extensive alterations

302 Ridgewood Road
Frame Colonial Revival, c. 1938
Contributing

303 Ridgewood Road
Frame Colonial Revival, c. 1938
Contributing

304 Ridgewood Road
Frame Colonial Revival, c. 1938
Contributing

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Summary Statement of Significance:

Linthicum Heights meets Criterion A of the National Register of Historic Places for its association with the suburbanization of Anne Arundel County, Maryland at the turn of the twentieth century. Suburbanization represents one of the defining themes in the history of northern Anne Arundel County -- the transition from its historically agrarian economic base -- and the cultural and political influences upon it from its close proximity to Baltimore City and the state's capital, Annapolis. Just before the turn of the twentieth century, rail transportation connecting downtown Baltimore, Annapolis and Washington with outlying areas made possible the development of suburban communities. The Linthicum Heights Historic District is directly associated with the suburbanization of former rural spaces in Anne Arundel County and the way in which it was developed serves as an exceptional historical and cultural example of early suburban railroad community marketing.

The district derives additional significance under Criterion C as an example of a type of suburb which characterized the region in the period, comprising a cohesive collection of residential buildings which exemplify popular tastes in domestic architecture prior to World War II. The influence of the Arts and Crafts movement and the district's semi-rural atmosphere inspired the use of rustic materials such as stucco, rough stone and wood shingles in the earliest houses; several shingled gable-front houses exemplify the transition from farming to suburban community and remain as a testament to that Agrarian history. Other early twentieth century house types represented in the district include the American Foursquare, Bungalows and vernacular gabled forms, and various Revival styles: Colonial, Dutch Colonial, and Tudor.

The period of significance for Linthicum Heights Historic District extends from 1908, when the suburb was first platted, through 1939, by which date its development was substantially completed. The 1924 and 1933 Sanborn Maps have been used to establish development patterns in the district. Properties were developed after that date, the result of infill development in response to the housing needs brought onto the community due to its proximity to an international airport and the Baltimore/Washington business corridor.

Resource History and Historic Context:

The Linthicum Area

The Linthicum Heights area is located upon a parcel of 1,640 acres known as "Andover" that was originally part of a 1674 land grant from Lord Baltimore to Nickolas Painter, of St. Mary's County[1]. Painter leased the portion of the tract that became Linthicum Heights to John Walker.

In December of 1758 Walker conveyed this lease to Thomas Harrison, who bequeathed it to his heirs Daniel Bowley, William West and Richard Ridgely.[2] Ridgely acquired ownership of this land by a deed from Daniel Bowley dated December 8, 1799.[3] On February 28, 1801 Richard Ridgely sold the tract to Abner Linthicum Sr. (b. Jul. 7, 1763 at 'Linthicum Walks,' a tobacco plantation near the present town of Crofton). Abner Sr. deeded the tract to his son William (b. Mar. 21, 1798), who in turn passed the land to his eldest son, Sweetser Linthicum Sr., by a deed dated August 4, 1866.[4]

In 1801, shortly after obtaining the tract, Abner Linthicum built a house on a site which by 1847 became known as the William Abner Shipley House. The Linthicums began charcoal making using the dense stands of pine and oak that covered much of the land, and as the land was cleared, crops of corn, wheat and vegetables were planted and farmed. By 1827 William Linthicum, Abner's son, was living at Turkey Hill, the family home in Linthicum [the family cemetery remains and is located within the historic district]. Grain from area fields was shipped to Patapsco Mills at Ellicott City, Williams Mill near Elkridge, or overland to Dicus Mill at Odenton. Willow branches were gathered from the banks of the Patapsco River, stored, soaked and sent into Baltimore for sale. A private wharf was built on the south side of the Patapsco River by the Linthicums and was used to ship produce to Baltimore. Dirt roads in the area were named for where they led, such as Hammonds Ferry, Hollins Ferry, and Old Annapolis Road, the last a main route from Baltimore to Annapolis. A wooden toll bridge crossing the main and south branch channels of the Patapsco River along the Old Annapolis Road was built in 1826 by William Linthicum for his-father-in-law, Seth Sweetser. In 1831 Abner Linthicum gave three-quarters of an acre of land for the building of the Associated Methodist Church of Holly Run to serve the families living in the immediate area which previously had met in a private home or traveled several miles to other congregations. The nearest grocery store to the community was more than a mile away. The community did have a blacksmith shop which served the surrounding farms, a polling place, and by 1840 a school known as the Patapsco Academy, located on Old Annapolis Road (now Camp Meade Road).

By 1878 the portion of the former Andover tract which would become Linthicum Heights consisted of 445 acres and was dotted with Linthicum, Benson, Shipley, Pumphrey, Hawkins, Williams, Thomas, and Hammond family homes, including Turkey Hill (c. 1827); Locust Grove (c. 1820s); Twin Oaks (c. 1857); Fairmount (c. 1887 to replace an earlier house destroyed by fire); Andover (c. 1878); Holly Hill (c. 1830s); the William Abner Shipley House (c. 1870); Sweetser Home (c. 1824); Overlook (c. 1860s); the John Stoll House (c. 1870s); and High Gables (c. 1890s).[5]

Railroads and the Early Development of Linthicum Heights

During the last half of the 1880s and the beginning of the 1900s, direct train service from Baltimore to Annapolis was organized, revamped and electrified, passing through small villages and towns, creating interurban railroads which allowed for increased movement away from the cities. In 1880 the Annapolis and Baltimore Shortline Railroad was chartered to build a direct line from Annapolis to Baltimore, passing through Linthicum on its way north. The first regularly scheduled steam train left Annapolis on March 9, 1887 for the 26-mile, one hour and twenty minute trip. By the early 1890s the railroad was deeply in debt and following a foreclosure in 1894, the new managers reversed the order of the cities in the railroad's name to the Baltimore and Annapolis Short Line Railroad. In 1906 a merger was completed between the Baltimore and Annapolis Short Line and the Maryland Electric Railway Company, and electrification of the steam line was started, with electrical power generated at the Westport plant of the Consolidated Gas, Electric Light and Power Company of Baltimore. Electric service with an alternating current (A.C.) system began between Baltimore and Annapolis on March 25, 1908 with nine new wooden interurban rail cars. After only five years of service, the A.C. system was scrapped for a direct current (D.C.) system and new substations were constructed to convert the power. By 1908 another company, the Washington, Baltimore and Annapolis Electric Railway, had also been organized and completed. This new interurban line connected with the older Annapolis Washington & Baltimore line at Odenton at what became known as the Naval Academy Junction. The line from Odenton to Annapolis was called the South Shore Line because it followed the south side of the Severn River. In 1910, this railway was forced into bankruptcy by the conversion of its line from an A.C. to a D.C. system and was reorganized as the WB&A Electric Railroad. Linthicum now had the advantage and convenience of service by two modern, high-speed interurban railroads, with stations less than 100 feet apart. It was possible to go from Linthicum directly to Washington, Annapolis or Baltimore, as well as to Fort Meade, Odenton or points on the South Shore Line. Linthicum was the only southern suburb of Baltimore that offered this convenience.[6]

The Linthicum Realty Company

After the death of Sweetser Linthicum, Sr. in 1905, several of his sons (William, Sweetser, Jr., J. [John] Charles, Dr. George Milton, Seth Hance, and Wade Hampton) realizing the advantage of Linthicum's ideal location on two direct rail lines—the family home Turkey Hill was located only a few hundred feet to the east of the tracks—decided to begin developing some of the property inherited from Sweetser and Laura Linthicum for the construction of suburban homes.

J. Charles and Seth Hance were lawyers, graduates of the University of Maryland Law School, and Seth Hance was also a graduate of St. John's College. Dr. George Milton Linthicum was a physician and surgeon, who for a time served as the Coroner for the Northern District of Baltimore City. William, Sweetser, Jr. and Wade Hampton were businessmen. In June of 1908 they formed the Linthicum Heights Realty Company and a small sales office was constructed on the northwest corner of Maple and Catalpa Roads. The words "Linthicum Heights" were painted in large white letters on the side of the roof that faced the railroad tracks and sales agents were available seven days a week. The Linthicum Realty Company's city office was opened in 1910 at 220 St. Paul Street and by 1912 was listed at 217 St. Paul Street (the same building where J. Charles and Seth Linthicum had their law offices), with J. Charles as President and G. Milton as Secretary/Treasurer.[7] The Realty Company changed locations in Baltimore several times during the 1920s. Lots in the newly formed Linthicum Heights were first laid out on the east side of the railroad lines on a hill overlooking Old Annapolis Road (later renamed Camp Meade Road) and the tracks—in full view of railroad passengers. Promoting its natural setting, streets were given rustic names suggesting the great outdoors such as Hilltop, Valley and Greenwood, and were also named for trees—Maple, Catalpa, Chestnut, Laurel and Hawthorne; a marketing device that continued throughout Linthicum Height's development and into present infill development. An advertisement in the May 7, 1910 issue of the Baltimore News featured the house at 200 Hilltop Road with the caption "This completed cottage ready for occupancy – two nearing completion, Come out and see this Glorious Country Suburb."

Due to the railroads, electric power lines from the Consolidated Gas Electric Light and Power Company of Baltimore reached Linthicum Heights by 1910. At least six houses had been constructed by December 1911. In another advertisement appearing on the back cover of Baltimore's Auditorium Theatre Program from that month, complete with a photograph of the houses on Catalpa and Hilltop Roads, the sales pitch boasted:

Living is worth while at Linthicum Heights, 12 minutes to Baltimore, 36 to Annapolis, 50 to Washington. An ideal home is always a good investment.
Every advantage offered. Cool, High and Healthy.

Nature has done her best in your behalf at Linthicum Heights.
Complete sewerage system, artesian water, electric lights, graded roads, concrete sidewalks, suburban telephones, all restrictions.

Beautiful cottage in a beautiful suburb. Terms to suit purchaser.

The referneces to sewerage systems and artesian water were a bit misleading—the sewerage system was a cesspool in the backyard and the water was supplied by a privately owned water tower which was filled by electric pump from a well below. It was not until 1923 that a central water supply from an artesian well in North Linthicum became available. The Anne Arundel Sanitary Commission was formed that same year with offices on the corner of Maple and Medora Roads. Pipes from the spring in North Linthicum were run and fire plugs were installed, and the installation of sewerage system eliminated the need for backyard cesspools.[8] By 1911 telephone service was available, and in 1923 a telephone exchange was opened in the parsonage of the Methodist Church on Camp Meade Road.

The Linthicum Realty Company used several other sales tools to promote their new suburb, including the designation of land for civic/community purposes and the creation of an improvement association. In 1910, the Linthicum Heights Fire and Improvement Association was formed. Linthicum Heights' residents and its developers purchased stock in the association to build a town hall on property set aside by the Linthicum family for such a purpose and to acquire firefighting equipment. Located on Camp Meade Road, the two-story stone and frame structure was sited across from and a little north of the new church so as to not block the view of the houses on the hill above the church from the train stations. The building was one of the first community structures built in Anne Arundel County outside Annapolis that was not a school or a church. The second floor of the building was for social activities, while the ground floor was used to store the hand-pulled fire engine, 50 feet of hose, two buckets, two axes, and a 10-foot ladder.[9]

The Linthicum family donated a lot at the corner of Maple and Camp Meade Roads for the erection of a new larger Methodist Church to replace Holly Run Methodist Church. This new church, partly funded by a bequest from the estate of Dr. Asa Linthicum (d. 1897), laid its cornerstone in 1911. An imposing stone structure with a porte cochere bell tower and stained glass windows faced the railroad stations, projecting the "gateway to a good life" image to prospective homebuyers as they stepped off the train.

World War I provided a great opportunity to the growing development. Camp George G. Meade was established in September 1917 not far to the south, along the WB&A right-of-way. More than 100,000 men passed through the camp during WWI and housing became cramped. Many officers were forced to quarter outside the base. Officers and civilians who were employed at the base could either purchase or rent rooms in homes in Linthicum and travel to and from work via the train. Camp Meade Road was paved between Baltimore and the Camp as part of the WWI Defense Program. In the same year an H-shaped brick schoolhouse, the Linthicum Elementary School, was opened on land purchased from W. Benton Shipley on the east side of Camp Meade

Road, consolidating the Patapsco Academy and two other one-room schools, Dr. Winterson's School and Friendship School, located on outlaying farmland. In May of 1919 a group of Linthicum residents began meeting for Sunday School classes in the home of Howard Wunder on Hawthorne Road and organized as the West Linthicum Heights Sunday School. By October of that year, the group voted in favor of becoming a Lutheran Church. Land was purchased for a church building on Hammonds Ferry Road in March of 1920 from John Diedriech for $700 and a mail order portable building measuring 25 feet by 41 feet was purchased for $2,573 from Mershon and Morley of Saginaw, Michigan to be used as the St. John's Lutheran Church. When the congregation built a new church (completed in 1951 on Maple Road) they offered the Women's Club of Linthicum Heights an option to purchase their old building as a clubhouse for their growing membership. Over the years, this building has provided space as a church, a clubhouse for the Women's Club, a meeting space for scouts and the Linthicum community's first kindergarten.

In 1920 the original Linthicum family barn at Turkey Hill was torn down and was replaced by a four-story apartment house, offering six apartments and, by 1922, the Linthicum Heights Stores, Inc., a grocery and patent drug store operated by Mr. Katz and Mr. Grempler. The store was subsequently converted into the first Linthicum Post Office in 1933.[10] The Linthicum Heights Building and Loan was also housed in the new building. Several other small stores operated from rooms in individual houses at this time including Louis and Ida Gerland's, located on Camp Meade Road, Frank Stockett's on South Hammonds Ferry Road, and Schweinsberg's Grocery Store, also on South Hammonds Ferry Road. 1923 saw the opening of Banges on Camp Meade Road offering ice cream and lunches from a one-room store in the home of Charles and Viola Bange and a florist shop operated on Hawthorne Road by Linwood Schafer.

Expansion of Linthicum Heights outward from the rail stations marks the progression of money—the lots farther from the stations were less costly and several of these lots could be purchased to allow for vegetable gardens and the raising of chickens or for use as small truck farms. Lots closer to the train stations brought more money and often extra lots were purchased for lawns, gardens and tennis courts. Additionally, the pattern also followed a progression of development by other land owners in the immediate area and small merchant builders.

Advertisements for Linthicum Heights by the Linthicum Realty Company continued throughout the 1920s in Baltimore newspapers. The development was still touted as "Baltimore's Ideal Suburb" with "cottages and bungalows, new, ready for immediate occupancy." The ads spread the appeal of hardwood floors, steam heat, electric lights, large porches, beautiful lawns and an abundance of shade minutes from a bustling city. By 1924 a Sanborn fire-insurance map listed the population of Linthicum Heights as 700.

Major improvements to Linthicum's infrastructure took place between 1923 and 1929. By 1925 gas lines from Baltimore reached Linthicum Heights. The mains followed the B&A right-of-way. The availability of gas allowed houses to be built with gas heat and hot water, and the choice of gas or electricity for the kitchen range ended the dependency on coal or wood for heating and cooking.[11] That year also saw the addition of four new classrooms and a new gymnasium at Linthicum Elementary School to accommodate an increased enrollment, and the opening of a new drug store in the home of a registered pharmacist, Dr. Albrecht—the store was expanded to make and sell ice cream and became an integral party of the community. In the spring of 1927 the "Community Fire Company" was organized. A volunteer company, the group sold subscriptions to residents to raise funds to purchase two new pump fire engines. Annual appropriations from the County Commissioners and proceeds from an annual carnival conducted by the Community Fire Company provided the funds necessary to maintain the engines.[12]

Other Developers and Linthicum Heights

During the 1920s, Joshua Linthicum, another descendant of Abner Linthicum, Sr. began developing part of the land known as Locust Grove inherited from his grandfather Hezekiah Linthicum. In the early 1900s, a large dairy barn had been built on the property and was operated by Joshua's sister, Sarah and her husband Frank Burgess. Joshua Linthicum served as Anne Arundel County Treasurer in 1905, as a County Commissioner, and was one of the founders of the Bank of Glen Burnie. The 1921 Baltimore City Directory listed the Joshua S. Linthicum Real Estate at 126-129 Amsterdam Building. By 1924, the directory lists the office at 20 E. Lexington Street, the same building as the Linthicum Realty Company. Joshua Linthicum developed Homewood and Sycamore Roads as well as the south side of Maple Road starting at the end of his driveway, now a segment of Hilltop Road.

Another small developer or merchant builder, Charles Pardee, purchased several lots on Greenwood Road from the Linthicums. Pardee would construct a house on one of the lots, decorate it with furniture and offer it for sale. When that house sold, he would construct another and repeat the process. In June of 1927 a revised plat of the Pardee Subdivision was drawn and included Hawthorne and Oakdale Roads, between the east side of Hammonds Ferry Road and the railroad tracks.[13]

Adjoining the southern border of the Linthicum's property west of Hammonds Ferry Road was 168 acres belonging to the Luther Shipley family. In the early 1920s the Shipleys began selling lots and developing what they called Shipley Heights. A small one-room sales office was located on the southwest corner of Forest View Road prior to WWII (the building was later moved to

one of the houses built on Forest View for use as an outbuilding). These lots, radiating from Hammonds Ferry Road, were laid out on Cleveland, Shipley, and Forest View Roads. Shipley had its own station on both the WB&A and the B&A Short Line Railroads. The Old Oak Dairy, founded in 1933 by Herbert Stieff and Malcolm Wunder, operated on Andover Road in Shipley Heights and delivered milk in reusable glass bottles.

By 1931, J. Charles Linthicum began building homes on Oakdale Road with John DeGrange, advertising them for sale "with easy terms or rentals."[14] The Depression slowed the construction of new houses in Linthicum Heights. The 1933 Sanborn Map places the population at 1,050. By this time, the town of Linthicum Heights had several gasoline stations, three churches, a post office, a fire department, two drug stores and several grocery stores, a school serving grades one through junior high, and a Mother's Club (forerunner of the Linthicum Heights Women's Club).

At the close of World War II, infill development began on former woodlands and farm lands surrounding Linthicum Heights, and continues to this day. Pre-1900 homes that have been destroyed for development include Holly Hill, the William Abner Shipley House, the John Downs House, and High Gables. Notable impact on the community includes the construction of the Baltimore Beltway, the Baltimore Washington Parkway, and the destruction of the town of Friendship, Maryland for the creation of Friendship Airport (currently Baltimore Washington International Thurgood Marshall Airport).

Linthicum Heights today retains much of the comfortable suburban atmosphere that was touted by the Linthicum Realty Company in the early 1900s. The mixed styles of the bungalows and cottages, Foursquares and Dutch Colonials, established during the first thirty years of the twentieth century, remain as a testament to a cohesive historic neighborhood and serves as a representative example of an early suburban railroad community.

Endnotes appear on the following page.

Endnotes

A Brief History of Linthicum Heights and Vicinity From 1908 to 1959, Mrs. Delmah Linthicum, 1959.
Ibid
Letter from Sweetser Linthicum to Elizabeth Nowell, March 8, 1989.
A Brief History of Linthicum Heights and Vicinity From 1908 to 1959, Mrs. Delmah Linthicum, 1959.
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"By Water, Road, and Rail: Part V: A Brief Overview of Electric Railroad History & The End of the Golden Age", Jack Kelbaugh, Ann Arrundell County History Notes Vol. XXIV No. 1, October 1992.
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Pardee Subdivision, revision (FSr 2, folio 51), 12/10/1929; Plat 383, Plat Book 7, p. 24.
Linthicum Heights 20th Annual Carnival Program, July 1931, p. 34.

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See endnotes to Section 8

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Geographical Data

UTM References:

Relay, MD quad

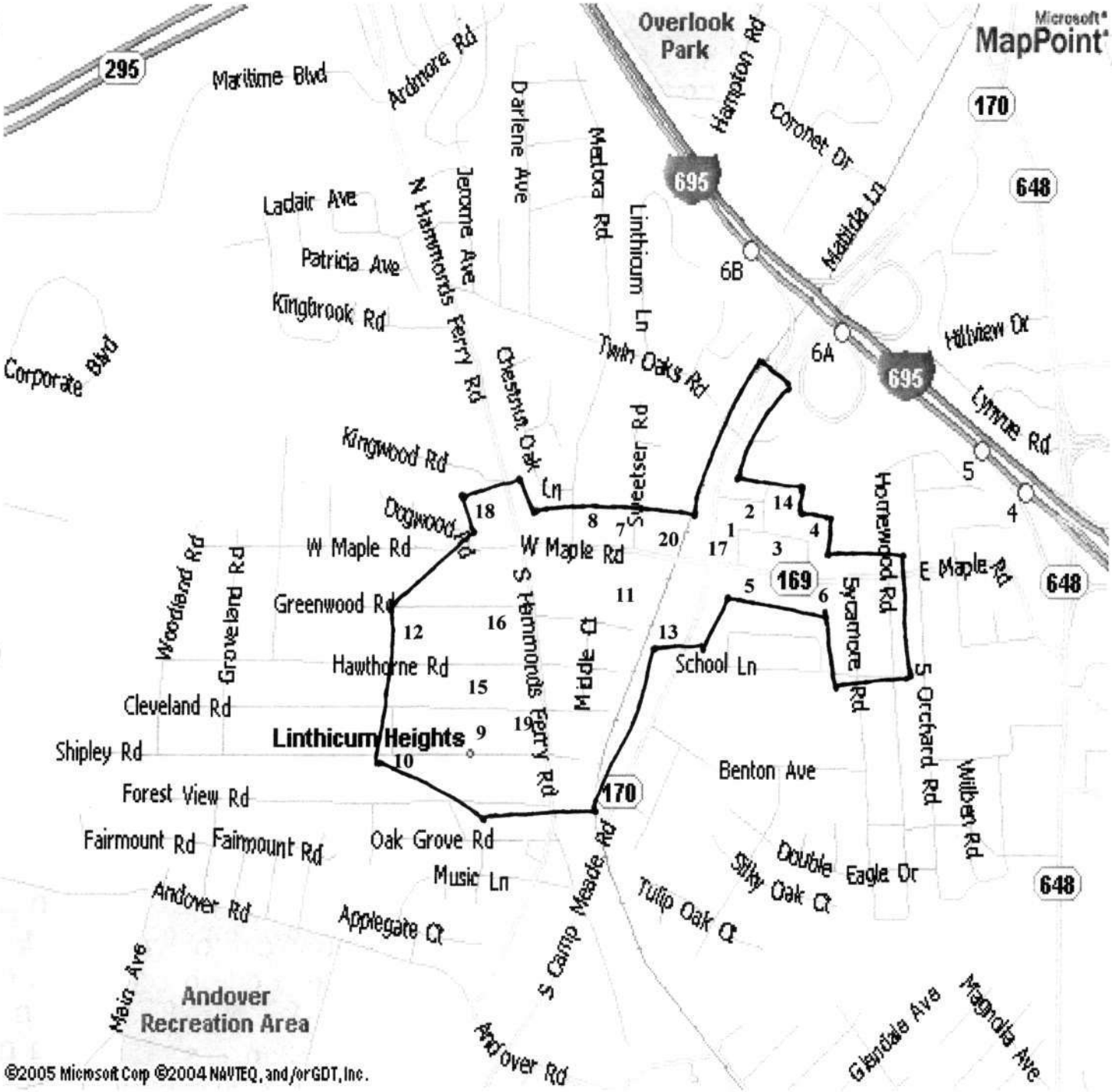
A: 18-357499-4341293
B: 18-358001-4340625
C: 18-35699404340277
D: 18-356421-4340299
E: 18-356470-4340976

Verbal Boundary Description:

The Linthicum Heights Historic District is bounded on the north and east by the intersection of Camp Meade Road and the Baltimore Beltway I-695 and on the north and west by the intersection of Hammonds Ferry and Kingbrook Roads; on the east by the intersection of Maple and Homewood Roads and the southerly intersection with School Lane; on the west by the eastern curb line of Locust Road; and on the south by Forest View Road and the southeast by Oakdale Road. The district is intersected by Camp Meade Road, Maple Road and Hammonds Ferry Road.

Boundary Justification:

The period of significance for the Linthicum Heights Historic District extends from 1908, when the suburb was first platted, through 1939, by which date its development was substantially completed. Boundaries were drawn to encompass the primary concentration of properties reflecting this period. The 1924 and 1933 Sanborn Maps were used to establish development patterns in the district. The properties along the eastern and western side of Camp Meade Road after the intersection of Camp Meade Road and Benton Avenue were excluded because this area is characterized by late-twentieth century commercial buildings. In addition, the area east and south of Camp Meade Road and Benton Avenue is excluded because it was primarily developed for residential use after 1940.

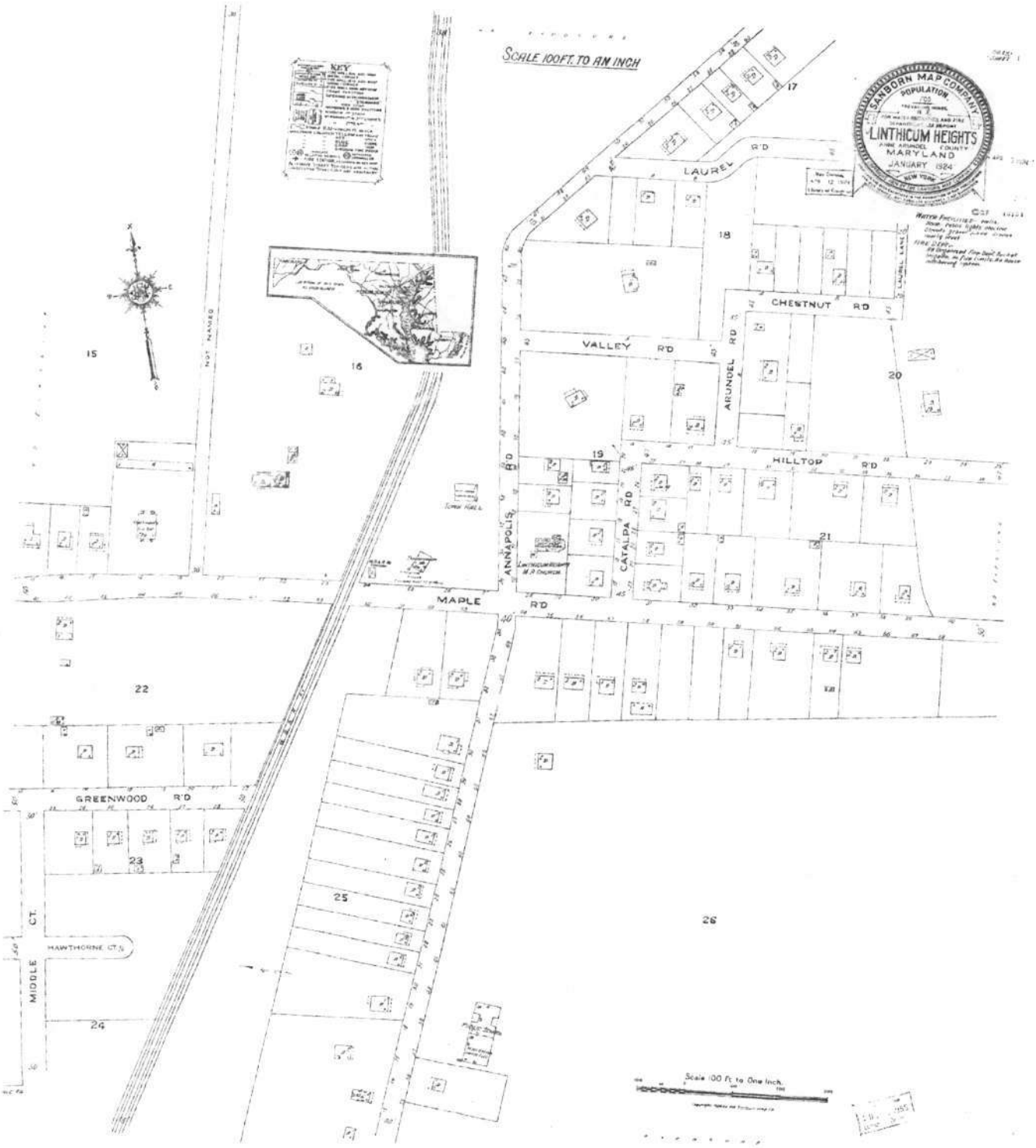


LINTHICUM HEIGHTS HISTORIC DISTRICT (AA-990)

Boundary Map

AA-990

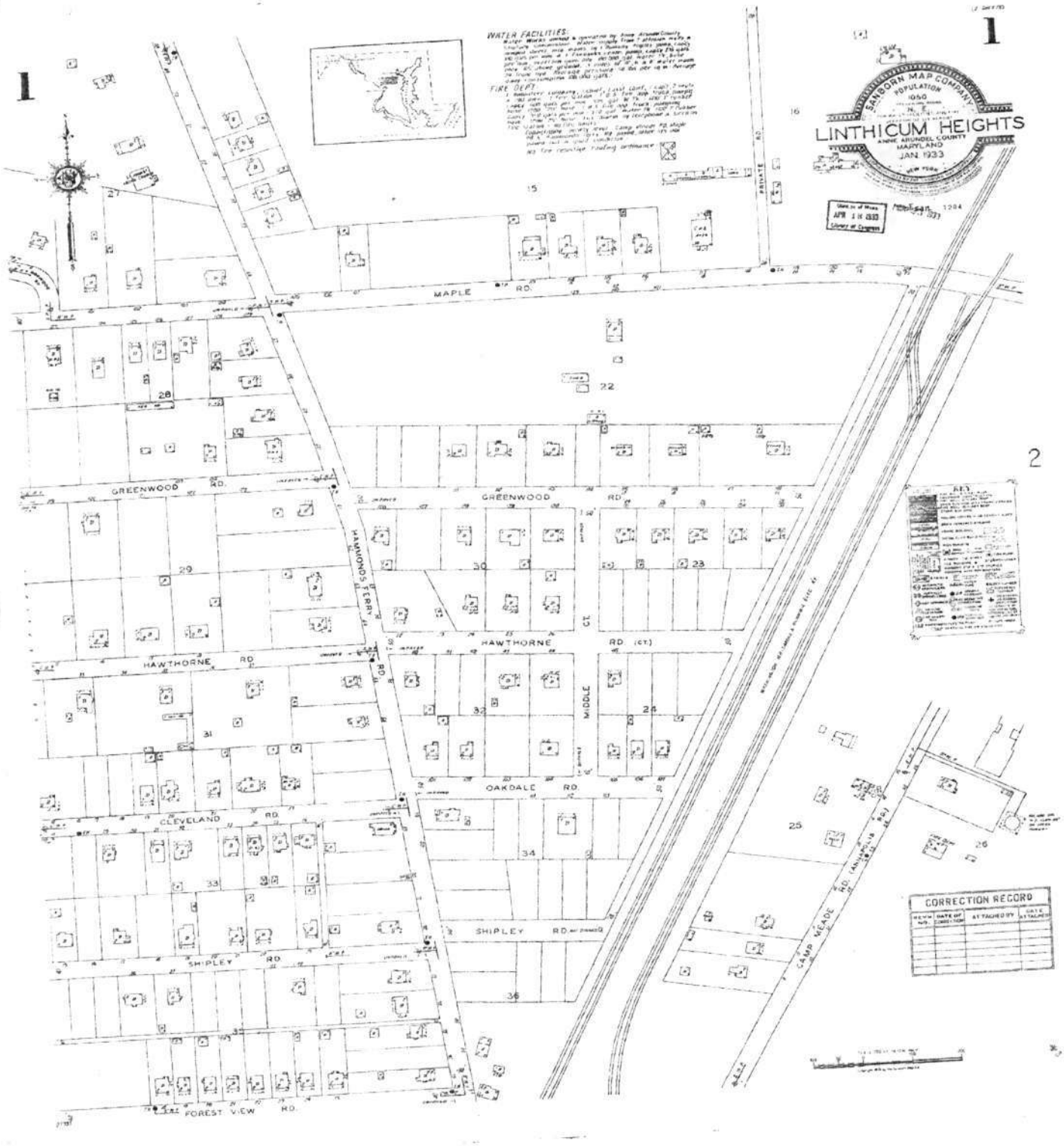
1924



1924 Sanborn Map of Linthicum Heights, Maryland

Sanborn, D.A. *1924 Fire Insurance Atlas of Linthicum Heights*. Sanborn Map and Publishing Company: New York, 1924.

AA-990



1933 Sanborn Map of Linthicum Heights, Maryland

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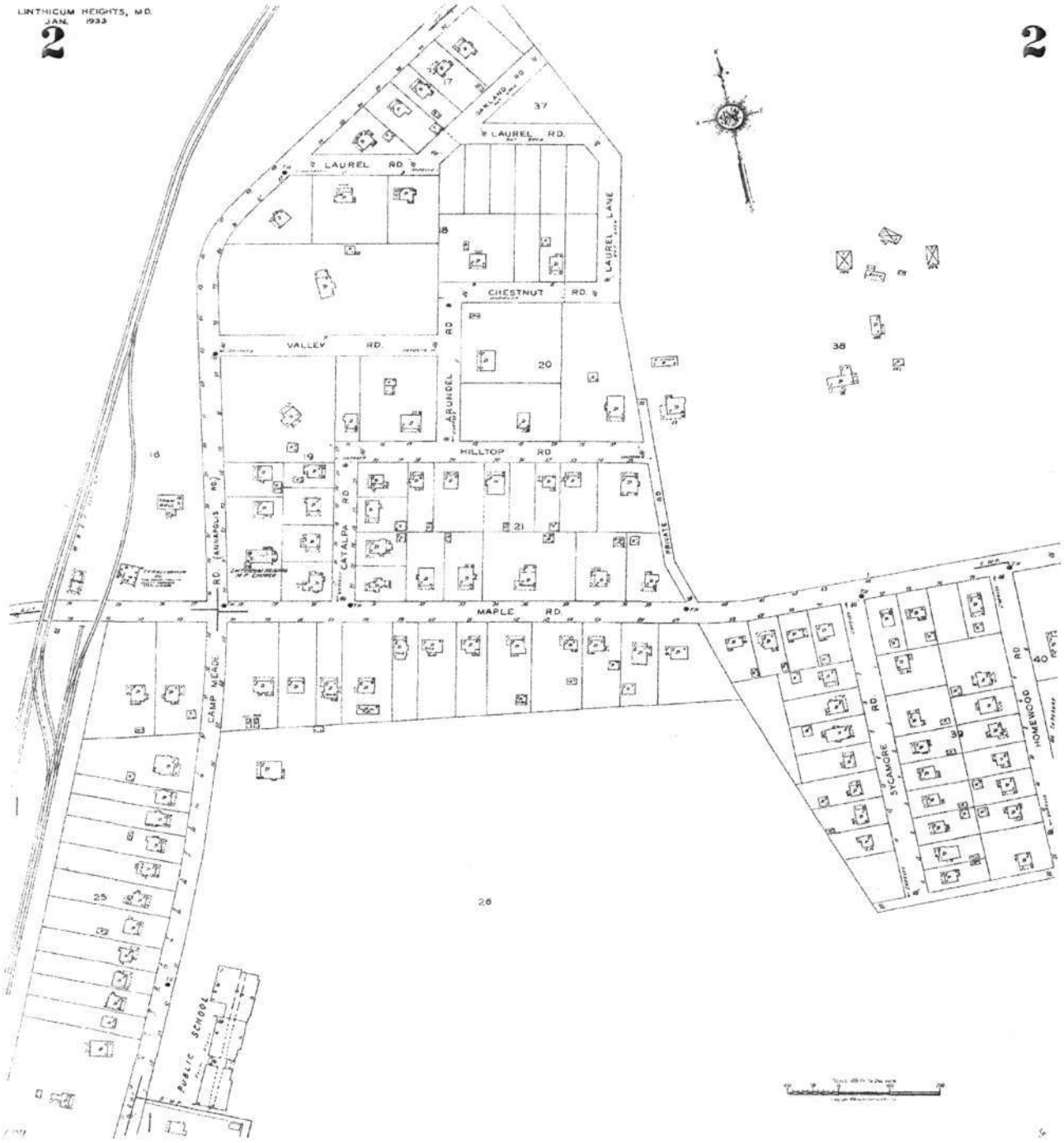
AA-990



1933 Sanborn Map of Linthicum Heights, Maryland, Page 2

Sanborn, D.A. *1933 Fire Insurance Atlas of Linthicum Heights*. Sanborn Map and Publishing Company: New York, 1933.

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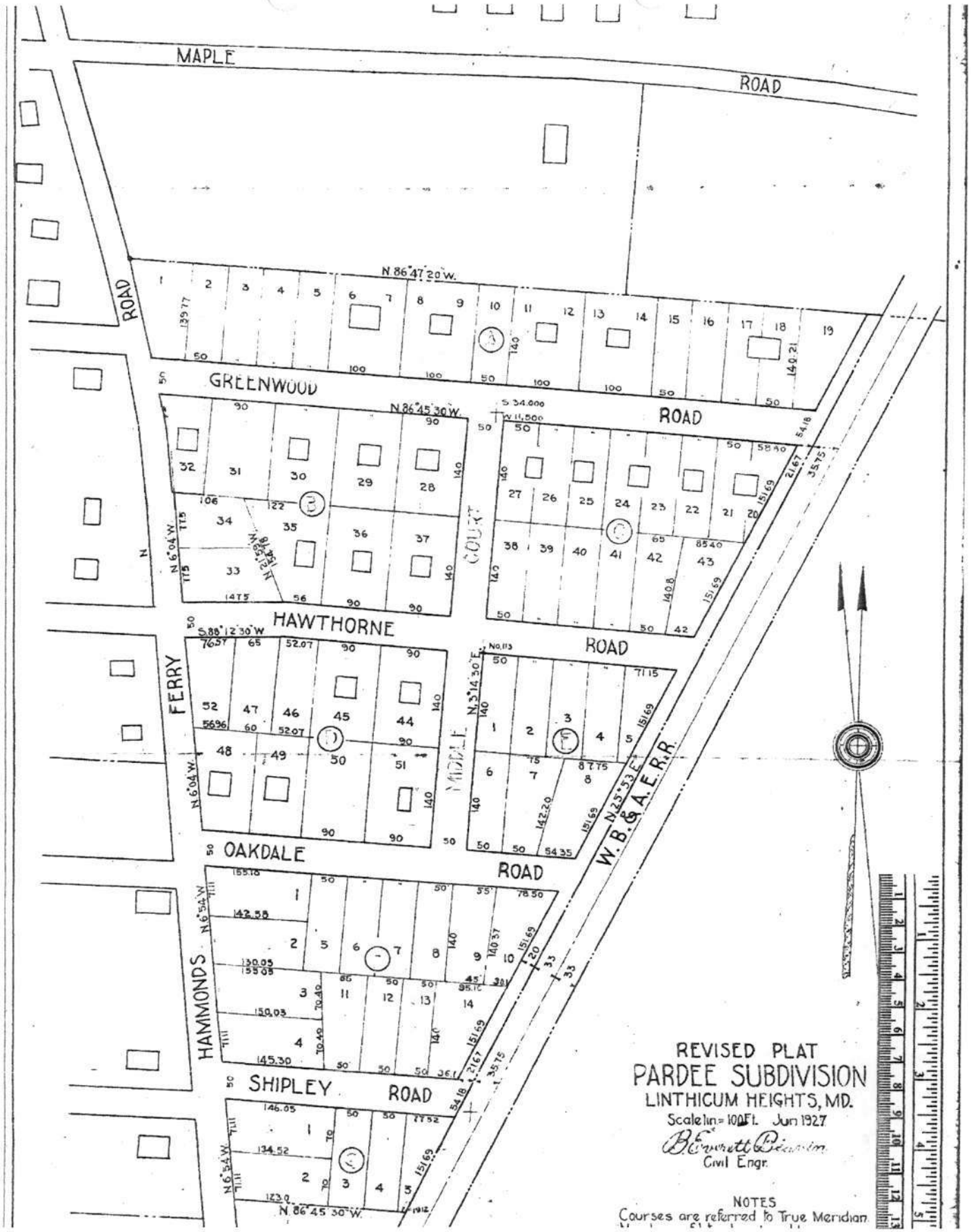
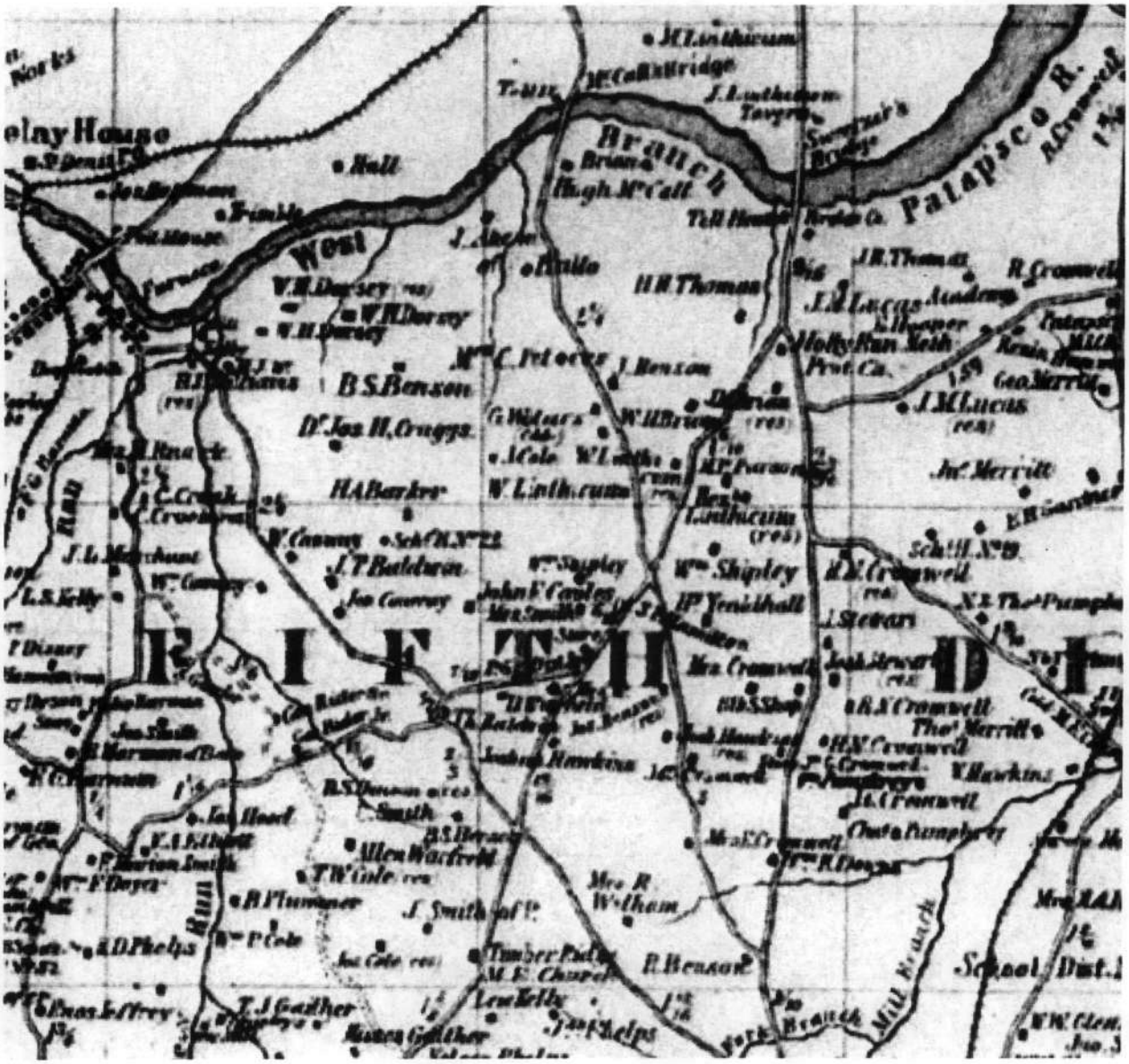


Pardee Subdivision, revision 12/10/1929
(FSr 2, folio 51), Plat 383, Plat Book 7, pg 24.

AA-990



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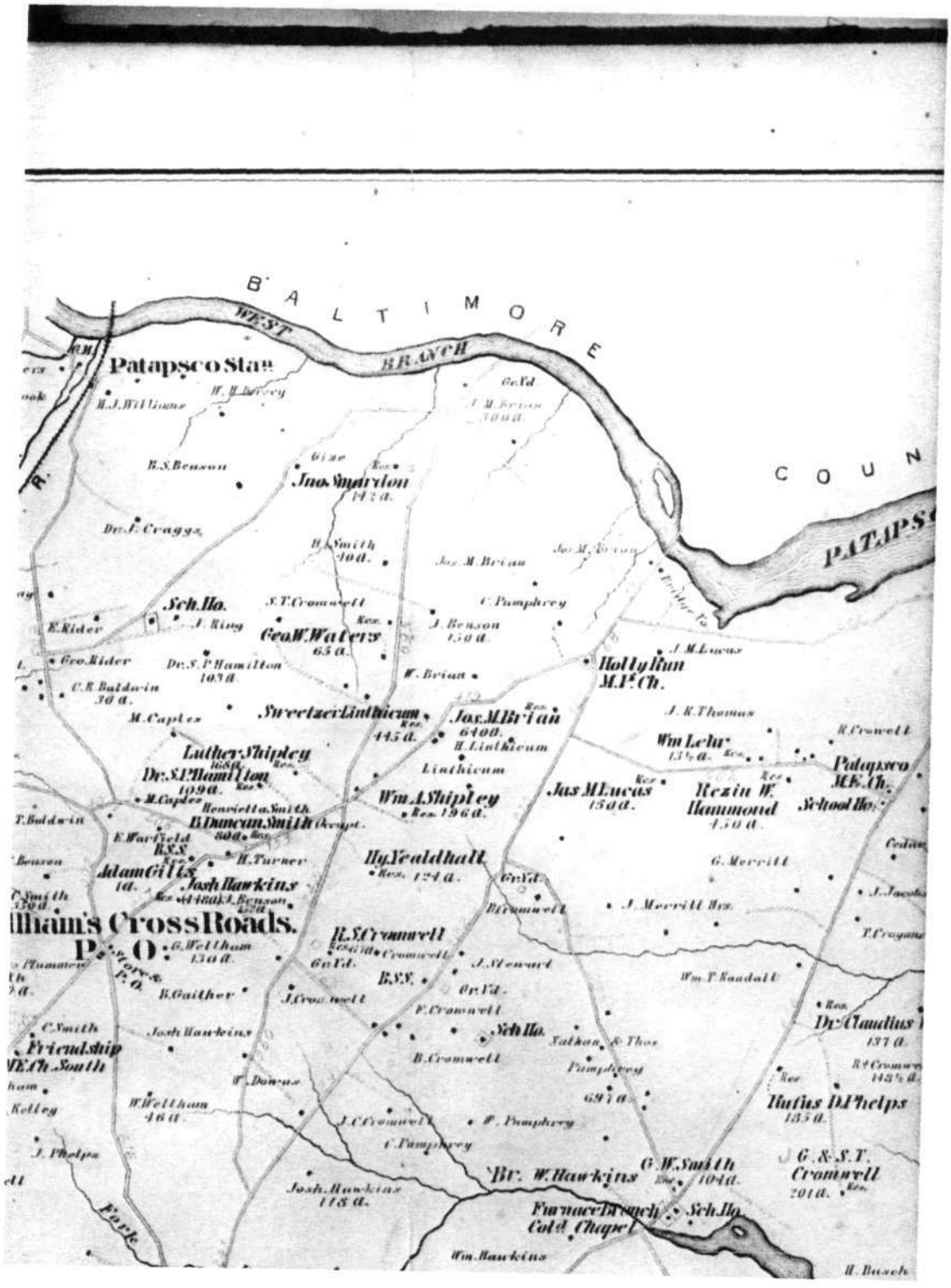
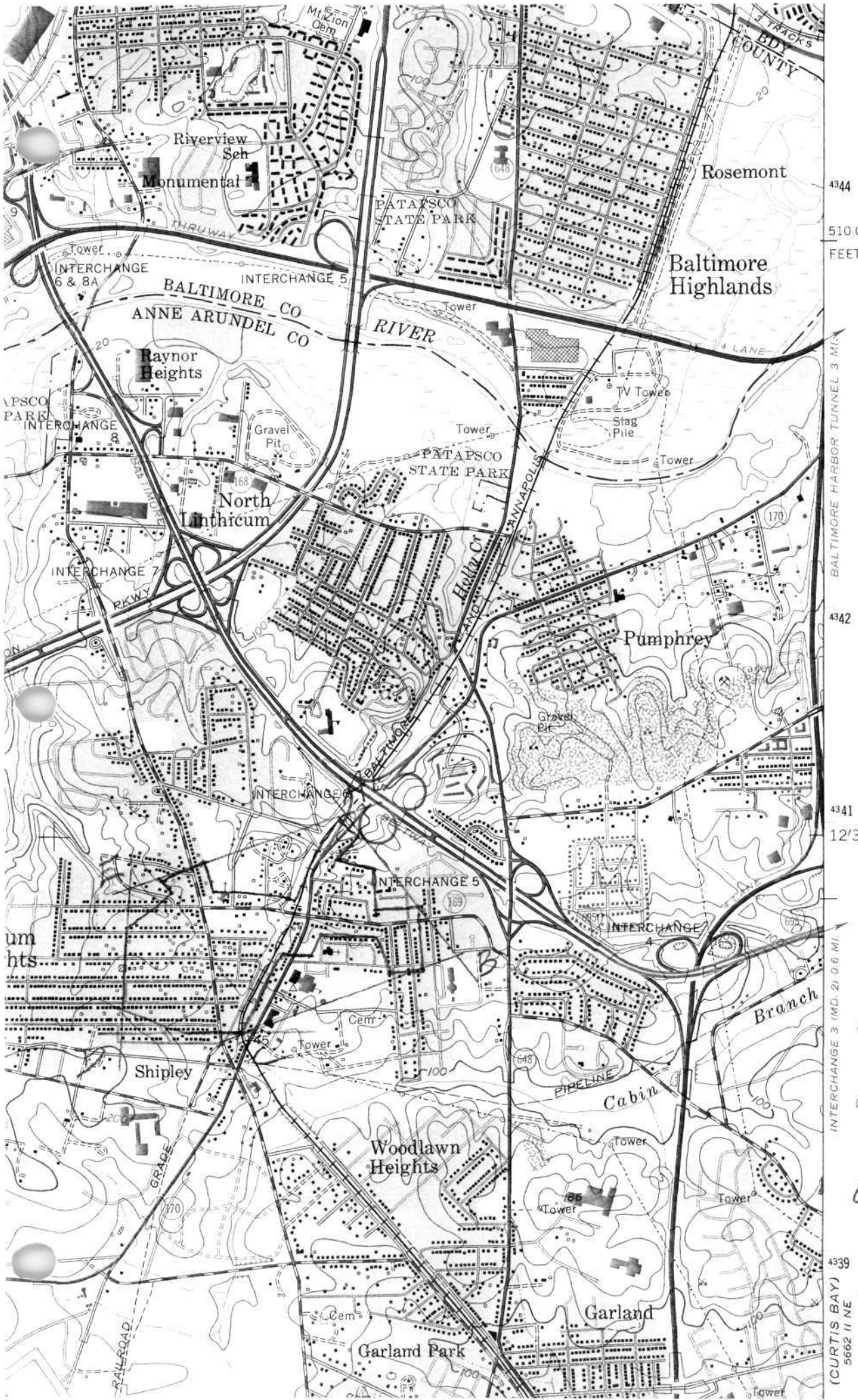


G.M. Hopkins, *Atlas of Anne Arundel County Maryland*, 1878.
Fifth District



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LINTHICUM HEIGHTS HISTORIC DISTRICT

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