

## Cheltenham (82A-042)

Cheltenham is located in southern Prince George's County between Old Crain Highway (US Route 301) and Maryland Route 5. The survey area is located at the intersection of US 301, Surratts Road, and Frank Tippet Road. Cheltenham developed as a result of the expansion of the Baltimore and Potomac Railroad in the early 1870s. The Baltimore and Potomac Railroad ran through the agricultural areas of Prince George's County, which allowed farmers to transport their crops in larger volume.<sup>1</sup> Cheltenham was named for the Bowie family's plantation of the same name, located southwest of the village. In 1870, the plantation was converted to a shelter for homeless and orphaned African-American children. Established by Enoch Pratt, the "House of Reformation and Instruction for Colored Children" at Cheltenham provided both shelter and education for these young children. The school was also a place of employment for many local residents. In the 1930s, the site was purchased by the State of Maryland and renamed the "Boy's Village." The site, used as a training/vocational school, was desegregated in the 1960s.<sup>2</sup>

Martenet's map of 1861 shows little development in the area that would later become Cheltenham. The homes of the Talbert, Swann, Selby, Kidwell and Hollinberger families are noted, along with a schoolhouse, blacksmith shop, and hunt club, all located nearby.<sup>3</sup> As a result of the Popes Creek line of the Baltimore and Potomac Railroad, Cheltenham began to grow in the 1870s, as documented by the 1878 Hopkins map, which shows considerable development in the area. The small town now supported several stores, a railroad depot, the House of Reformation, Church of the Atonement (Episcopalian), and included the dwellings of many new families who moved to the area.<sup>4</sup> In 1922, construction began on Crain Highway, which created a direct route between Baltimore and southern Maryland. Completed in 1927, the highway ran directly through Cheltenham. New development was centered around the newly constructed road, rather than the rail lines.<sup>5</sup> Even with the new transportation route, growth in Cheltenham remained relatively slow until the construction of small subdivisions in the 1930s. Spurred by the increase of affordable housing in Greenbelt and other areas in Prince George's County, several tracts of land in Cheltenham were subdivided, which resulted in the Schultz, Ballard, and Townsend subdivisions. These lots were purchased and improved by individual owners. Construction began again after World War II (1941-1945), when land was again subdivided. Lots sizes in Clinton Vista were reduced from three acres to less than half an acre in size. Later subdivisions in the 1950s and 1960s include Cheltenham Forest, Poplar Hill Estate, Clinton Park, and Shannon Square.<sup>6</sup>

Public buildings in Cheltenham include Boy's Village, U.S. Naval Communications Station, Maryland State Tobacco Warehouse, and Tanglewood Elementary School.

There is one Historic Site in Cheltenham:

- PG: 82A-042-21, Cheltenham Methodist Church & Cemetery, 11111 Crain Highway

---

<sup>1</sup> Susan G. Pearl, "Railroads in Prince George's County, 1835-1935," in *Historic Contexts in Prince George's County: Short Papers on Settlement Patterns, Transportation and Cultural History* (Upper Marlboro, MD: Maryland-National Capital Park and Planning Commission, 1991), 41-49.

<sup>2</sup> Prince George's County Community Renewal Program, *Neighborhoods of Prince George's County* (1974), 435-437.

<sup>3</sup> Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861).

<sup>4</sup> G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

<sup>5</sup> Susan G. Pearl, "Hicks House," Maryland Historical Trust, State Historic Sites Inventory Form, March 1992.

<sup>6</sup> Prince George's County Community Renewal Program, *Neighborhoods of Prince George's County* (1974), 436.

Historic Resources in Cheltenham include:

- PG: 82A-042-18, Cheltenham Store (Old) & Post Office, 10907 Frank Tippet Road
- PG: 82A-042-20, Cheltenham Store (New) & Post Office, 11201 Crain Highway, SW

## Windshield Survey

A windshield survey of Cheltenham was conducted in July 2007. Little remains of the late-nineteenth-century community. Several commercial buildings, churches, residences, and the railroad depot have been demolished. What remains of the Cheltenham survey area is centered around the intersection of Crain Highway (Route 301) and Frank Tippet Road, with Sarah Landing Road as the northern boundary. The buildings along this stretch of road reflect the change in Cheltenham from a small railroad village to a small crossroads village oriented to the automobile and the highway. In the late nineteenth century, the railroad's importance diminished as the automobile became a more important and affordable means of transport. New highways, such as Crain Highway, constructed in the 1920s, added to the ease and convenience of automobile travel.

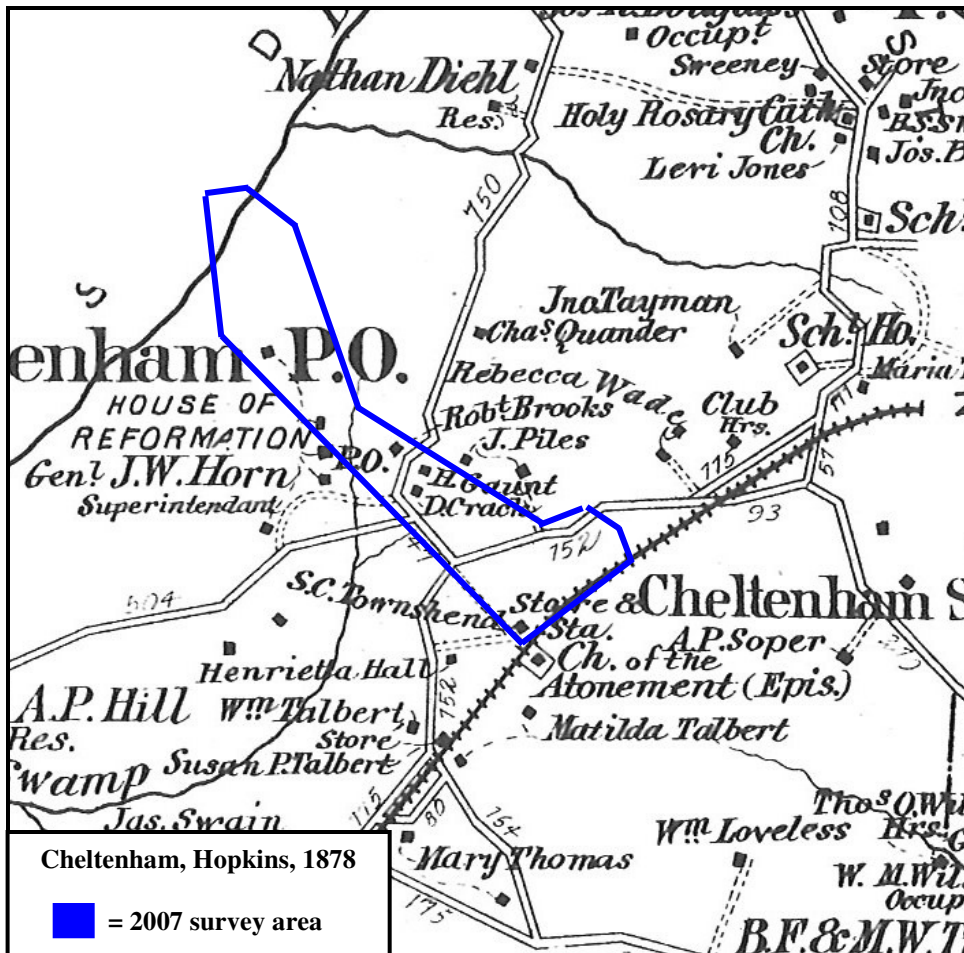
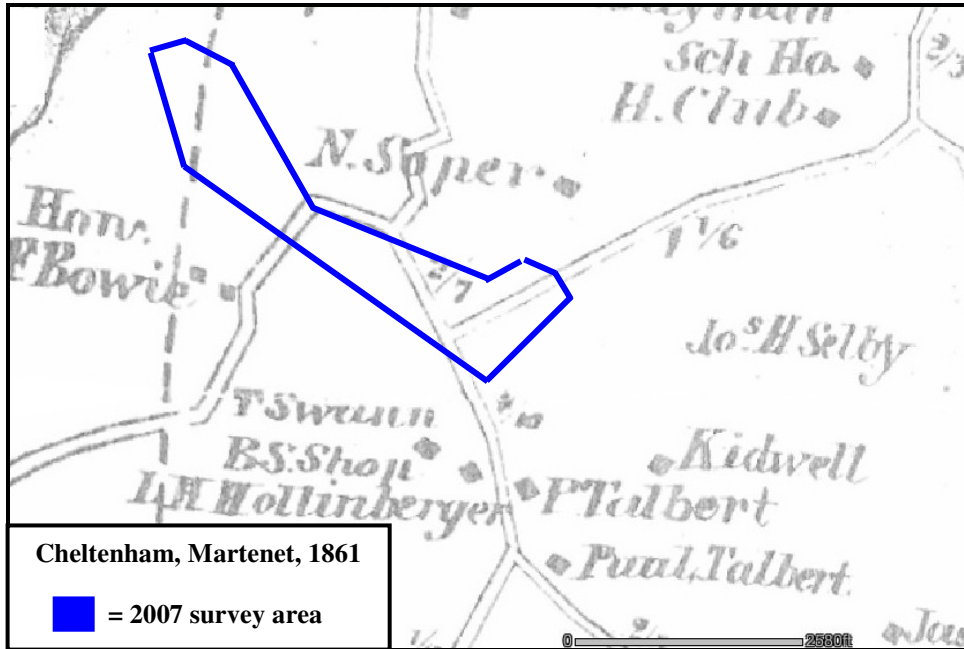
The structures on Frank Tippet Road range in age from the 1870s to the present. At this writing, a new subdivision, Marlboro Crossing, is being constructed on the northern side of Frank Tippet Road and features large houses on half-acre lots. Other suburban houses are located northwest of the survey area. The survey area includes approximately 20 primary resources and numerous secondary resources including sheds, garages, barns, and other outbuildings. Many of these buildings reflect the agricultural origins of Cheltenham and the surrounding area. The topography of Cheltenham is flat, with small wooded areas. Land surrounding the survey district to the southeast and southwest remains agricultural and undeveloped. Set backs vary, but most structures are located close to the road. The commercial center of Cheltenham is located at the corner of Crain Highway and Frank Tippet Road. The Cheltenham Store still operates today as a liquor store/market. Building forms include I-houses, bungalows, and ranch houses. Styles include vernacular interpretations of popular Victorian-era styles such as Queen Anne. Other styles reflected include Colonial Revival, Craftsman, and the modern movement.

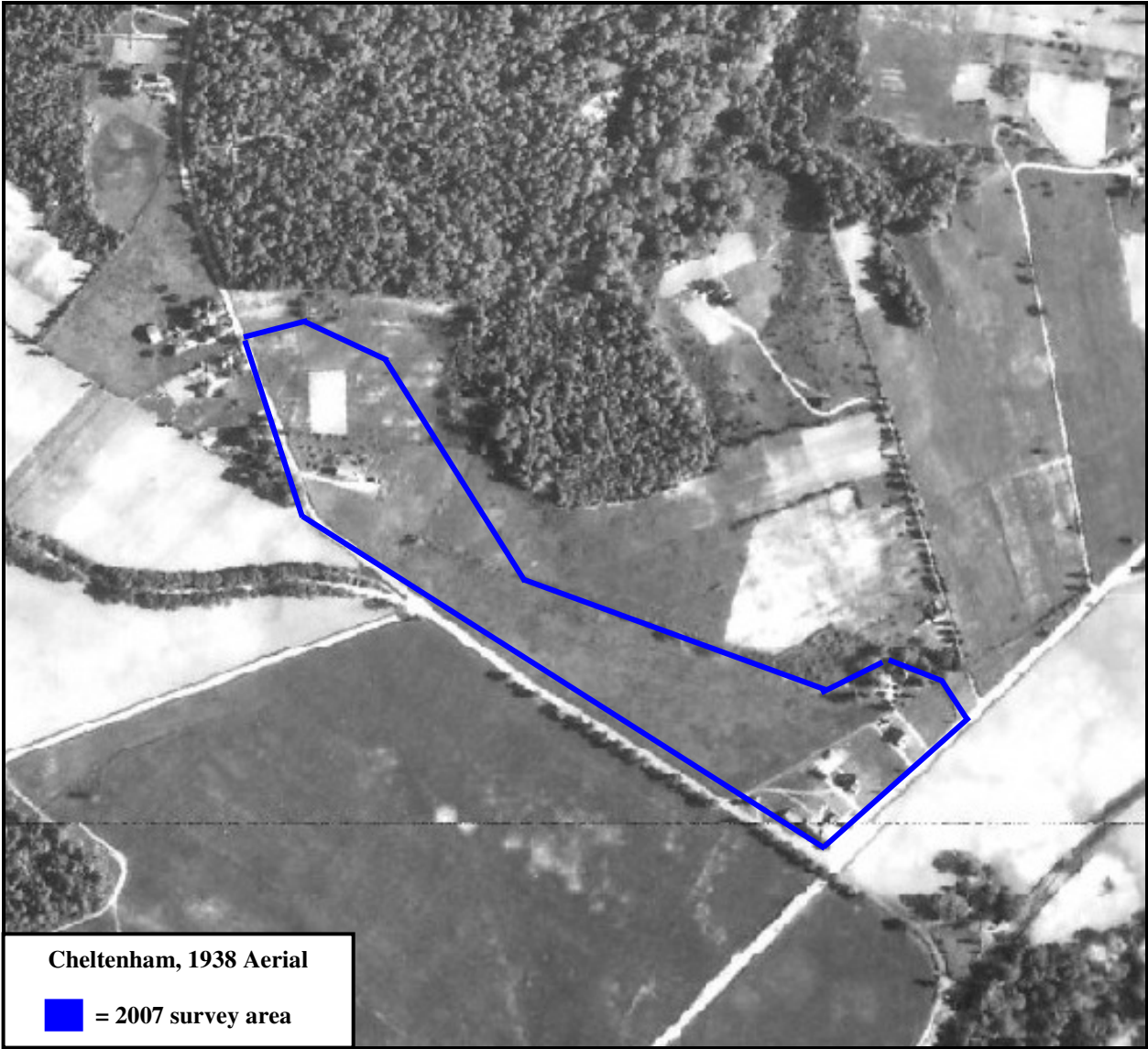
## Historic District Evaluation

Based on Prince George's County criteria, Cheltenham is not eligible for designation as a local historic district. The area does not have sufficient historical or architectural significance to support designation as a local historic district, or as a National Register Historic District. In addition, Cheltenham has failed to retain its integrity of design, setting, workmanship, materials, feeling, and association.

Prepared by EHT Tracerics, Inc.  
November 2007









Looking north, New Cheltenham Store and Post Office (PG: 82A-042-20), 11201-11191 Crain Highway (*EHT Traceries, 2007*)



Looking east, Marlboro Crossing Court, part of new Marlboro Crossing subdivision by Foster Homes (*EHT Traceries*, 2007)



Looking west, 10911 Frank Tippett Road (*EHT Traceries*, 2007)





Looking northwest, Old Cheltenham Store and Post Office (PG: 82A-042-18), 10907 Frank Tippett Road (*EHT Traceries*, 2007)



Looking west, 10811 Frank Tippett Road, Hicks House (*EHT Traceries*, 2007)



Looking northwest, 10807-10805 Frank Tippett Road (*EHT Traceries*, 2007)