

HO - 821

The (Frank G. and Anna) Haller Property  
9921 Washington Boulevard  
Laurel, vicinity

Located along the Eastern side of US Route 1, Washington Boulevard north of Laurel, MD, the Haller Property is comprised of only a quarter of an acre of land, as subdivided and parceled under the "Resubdivision of the Whiskey Bottom Industrial Park in 1980" (copy attached.) Historically the site was part of an 18 acre tract owned by Mr. Edwin Gantt. The site contains one building that has been modified extensively. Almost buried beneath the additions is a Mission Style casa constructed circa 1920. The property is used commercially today as an auto and truck sales facility. The condition of the building is generally fair to poor.

The significance of the Frank and Anna Haller property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties were turned into commercial ventures by their owners, offering services along bustling US 1, the so-called "Main Street" of the East Coast.

The Mission Style building (circa 1920), while many layers of non-historic construction have added around, nevertheless embodies characteristics that are unique to this geographic area and lend significance for architectural merit. The Haller property, today known as TruckMax Auto Sales, Inc. also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1. In the late 1930's the property was utilized for public

assembly, serving food, drink and social times for travelers along the road. (Local lore has it the establishment was also well known as a place for female prostitution during the mid to late 1940's, until about 1979.)



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## 7. Description

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Inventory No. HO -821

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

### SUMMARY DESCRIPTION

Located along the Eastern side of US Route 1, Washington Boulevard north of Laurel, MD, the Haller Property is comprised of only a quarter of an acre of land, as subdivided and parceled under the "Resubdivision of the Whiskey Bottom Industrial Park in 1980" (copy attached.) Historically the site was part of an 18 acre tract owned by Mr. Edwin Gantt. The site contains one building that has been modified extensively. Almost buried beneath the additions is a Mission Style casa constructed circa 1920. The property is used commercially today as an auto and truck sales facility. The condition of the building is generally fair to poor.

### COMPREHENSIVE DESCRIPTION

The Haller Property site (currently known as TruckMax Auto Sales, Inc.) slopes upward, in the eastward direction, away from the adjacent historic roadway. The site contains one building constructed circa 1920 in the Mission Style. Some portions of the site were not available for inspection. The site has been paved on all sides for the accessibility of vehicles. The property has frontage along US Route 1/Washington Boulevard, (although the current Tax Map is erroneous in this regard.) (Please note the Whiskey Bottom Industrial Park Subdivision map attached, for an accurate depiction of the parcel location. ) When the parcel was subdivided it was done in such a way that some of the additions to the structure actually were made part of the neighboring parcel (parcel 295 on the corresponding maps. Today some of these portions of the complex are owned by Vedadi Real Estate with the adjoining parcel serving CarMasters/CarPort Auto Sales.) Today it is still possible to access the TruckMax Auto Sales, Inc. business through the interior CarMaster/CarPort Auto Sales spaces, although currently the Haller building (described below) is entirely on what is identified as Parcel 262 on the corresponding maps. Access to the Haller property site, overall, from Washington Boulevard is accommodated by "unlimited" access. There is parking on all sides of the building.

The Haller Property building, with its current tenant, TruckMax Auto Sales, Inc., contains a greatly modified Mission Style building. This style, popular between 1890 and 1920, is clearly represented in the Haller building, built near the end of this period. Underneath the many shed additions and modified exterior surfaces, one can still observe the remains of the original one and two story stucco building. It still exhibits many of the Mission Style characteristics such as a stucco finish, red tile roofs, towers and simple forms. Much of the original detail has been lost or certainly concealed through the many alterations to the exterior of the building.

The **Northwest (front) facade** is highlighted on the left and the right ends by two stucco towers. The tower to the left (approximately 1 1/2 stories in height) appears to be original and is of stucco construction with a pyramidal roof of red clay tile. The tower is ornamented by two horizontal bands of flat, ceramic tile, flush with the surface of the stucco, near the top and several projecting decorative elements running vertically below the bands. At the first story level a shed roof extends to the front and back. A non-original door is located on the center of the front portion of the tower. The roof of the front shed is of asphalt shingles, while the tile roof remains on the rear shed area.

The original one story stucco portion of the building has been heavily modified as is not fully visible from the front view. The original flat roof above the one story stucco portion has been modified and a gable roof with asphalt shingles has been added over the original, substantially changing its historic profile. Immediately in front of the original stucco building form is a one story lean-to or shed addition. This addition, probably built in the 1960's has a pitched roof of asphalt shingles and contains both horizontal and vertical wood siding. The front wall contains four (4) large wood-framed glass show windows.

To the right of the front facade is the original two story stucco portion of the building. This portion is highlighted by an engaged stucco tower extending one story above the adjacent flat roof line. There are ball finials at the corners of the flat roof and a red tile coping. The roof of the tower is pyramidal and has been covered with an asphalt shingle roof material. There is a single wood window with an arched head in the center of the tower above the adjacent roof lines. The exposed face of the two-story stucco block indicates that it likely was symmetrical and contained three bays. Only two of the bays are exposed above the one-story section. A single double hung wood window is located in the right hand bay at the second floor level. The remainder of this portion of the facade is stucco in fair to poor condition and has no further fenestration.

## 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** N/A **Architect/Builder** unknown

**Construction dates** circa 1928

Evaluation for:

National Register  Maryland Register  not evaluated

### SUMMARY OF SIGNIFICANCE

The significance of the Frank and Anna Haller property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties were turned into commercial ventures by their owners, offering services along bustling US 1, the so-called "Main Street" of the East Coast.

The Mission Style building (circa 1920), while many layers of non-historic construction have added around, nevertheless embodies characteristics that are unique to this geographic area and lend significance for architectural merit. The Haller property, today known as TruckMax Auto Sales, Inc. also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1. In the late 1930's the property was utilized for public assembly, serving food, drink and social times for travelers along the road. (Local lore has it the establishment was also well known as a place for female prostitution during the mid to late 1940's, until about 1979.)

### NARRATIVE HISTORY

The Haller property, today known as "TruckMax Auto Sales," is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1 (also known as: Washington Blvd., the Washington Road and following the Baltimore Washington Turnpike.) Historically the route between Baltimore and Washington dates back two centuries. The road that would become the Baltimore Washington Turnpike predated the "Residence Bill" of July 16, 1790, that established the national capital, "The Territory of Columbia."

Originally constructed under the 1704 Act requiring 24 foot cart paths, the first section of the road was constructed in 1741 connecting Baltimore and Elkridge. By 1749 the road continued to Georgetown and the banks of what is now referred to as the Potomac River. According to many period accounts, maintenance was always a concern. During the turnpike movement of the late-eighteenth and early nineteenth centuries, several different turnpike companies tried to construct a successful turnpike. Only one company succeeded in 1820. Their success was short lived, as the State of Maryland condemned the road in 1865.

In 1906 the State responded to the public's request for rebuilding the roadway and State Route 1 was officially born. The military used the road heavily during WWI and in 1918 and 1919 the road was laid in concrete and expanded by twenty feet in width. In 1925, State Route I became part of US 1, the so-called "Main Street" of the East Coast, from Fort Kent, Maine to Key West, Florida.

The development of US 1, as well as many other roadways during the early twentieth century, occurred in response to the culture's acceptance and increased use of the automobile. Few inventions have had as great and as widespread an impact as the automobile. The National Park Service (NPS) reports:

"By 1920, more than 300 cities had roadside camping facilities for motorists and more than one million people used them. Streets and highways were quickly built or modernized and a uniform numbering system for highways was introduced in 1925. In 1930 nearly 27 million cars were registered. The production, sale, repair, and servicing of cars provided work for millions."

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## 9. Major Bibliographical References

Inventory No. HO - 821

Howard County Land Records, Howard County Courthouse, Ellicott City.

State Department of Assessments and Taxation Records, State of Maryland. Baltimore, MD.

P.A.C Spero & Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631- 1960: Historic Context Report," MD State Highway Administration, MD State Department of Transportation, Baltimore, MD, 1995.

A History of Road Building in Maryland. State Roads Commission of MD, Baltimore, MD, 1958.

G.M. Hopkins, C.E. Atlas of Fifteen Miles Around Baltimore including Howard County, Maryland. Philadelphia: 320 Walnut Street, 1878.

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## 10. Geographical Data

Acreage of surveyed property approximately .24 Acres

Acreage of historical setting 18 Acres

Quadrangle name Laurel Quadrangle

Quadrangle scale: 1: 24,000

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### Verbal boundary description and justification

Map 50, Grid 4, Parcel 262

Also legal metes and bounds description in Deed: Liber 2576 Folio 050, dating to August 27, 1992.

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## 11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	April 1, 2004
street & number	510 Pafel Road	telephone	410-266-5608
city or town	Annapolis	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HO - 821

Name  
Continuation Sheet

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The right **Southwest (side) façade**, once again, indicates a series of substantial changes to the original building forms. The left side of this elevation, closest to Route 1, is the side of the shed addition (circa 1960) noted in the description of the front elevation. It has both horizontal and vertical wood siding. There is a door, (accessed by a set of wooden stairs) and an 8 over 8 double hung wood window. Adjacent to the shed addition is an exposed face of the original one story stucco building. This face contains one non-original casement type window. The remainder of this face is stucco in fair to poor condition and has no other fenestration. The side of the original two-story stucco portion of the building has now been covered with horizontal aluminum siding, concealing all of the stucco surfaces. There is an engaged chimney along this face that extends above the flat parapet line. The chimney is encased in aluminum siding up to the roof level and a stucco finish appears above the roof line. There is a tile coping around the horizontal roof edge. There are two non-original wood hopper windows at the second floor and two windows and a door at the first floor level, the left hand window is a 6 / 6 double hung window and may be original. The rear window, behind the chimney extension, is a hopper window similar to the second floor. Toward the rear of this face is a non-original door accessed by a set of wooden stairs. There is also a small wood platform located adjacent to the door. Finally, there are several other shed additions to the right side (rear of the building.) These are of an unknown construction period, but appear to have been added as expanded shop and garage space. They are covered by a variety of materials, including horizontal wood siding, plywood sheets and large wood shingles. The roofs appear to be layered in roofing felts and sheet roofing.

The **Southeast (rear) façade** indicates a series of shed type additions and material changes that have been added to the original over a period of many years. The portion of the two-story building that extends above the shed additions has been covered in large wood shingles. There remains a horizontal roof parapet with a tile coping. There is one non-original hopper window at the second floor level. At the first floor level, behind the original structure, there are three separate one story shed additions. The left hand one is covered in vertical wood shingles and has a solid wood door in the center. The second shed addition is of plywood construction and has an aluminum overhead garage door. There is a third shed addition to the right of the others that contains two overhead aluminum garage doors. To the right hand side of the rear façade is the face of the one story original stucco building. Approximately half of this face is exposed and the original stucco finish exists. There is a recently constructed, pitched roof that has been added above the original flat roof. The new roof is asphalt shingles. A portion of the original tile coping is still visible. A non-original glass sliding door has been added to this façade. To the right hand end of the rear façade is the original 1 ½ story tower with a pyramidal roof previously described. There is a shed portion at the first floor level with a tile roof and single door similar to the front façade.

The **Northeast (side) façade** is highlighted by the original 1 ½ story stucco tower to the right end. To the left (rear) of this entire façade are the sides of the various shed additions. These are covered in plywood and vertical wood siding. There is also a small portion of the original one story stucco building exposed. This section of the building has two small, 1 / 1, wood windows that may be original. There is also an exposed portion of a shallow pitched tile roof that appears to be original. Toward the front (Route 1) is the exposed side of the original one story stucco building with the tower. The horizontal roof line has been modified with the addition of a pitched roof and vertical wood siding has been added to the exposed gable end. Portions of the original tile coping are exposed at the original parapet line. To the rear of the tower is a single 4 / 4, wood window, possibly original. The side elevation of the tower contains a single 1 / 1 wood window. To the front of the tower is a single double hung window similar to the one to the rear of the tower. Finally, to the front of the building is the side of the shed addition. This façade contains both vertical and horizontal wood siding. There is a wood and glass door, with a small canopy above, as well as an 8 / 8 double-hung window in this façade.

Today the site service-station building functions as a commercial establishment selling automobiles and trucks. Current conditions for the building are generally "deteriorated." There is evidence of a lack of routine maintenance.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

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Name  
**Continuation Sheet**

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With the Great Depression the tourist industry and related businesses were nearly cut in half between 1929 and 1932. The businesses that were successful during these difficult times were often ones that appealed to the smaller number of tourists on the road and maintained a smaller scale operation. As economic times improved later in the 1930's and onward, roadside advertising became commonplace. Fanciful buildings, grand colorful signs (often humorous in language), and huge, over-sized sculptures of trademark characters and animals offered highly visible attractions for the passing motorist. All aimed to incline the traveler to stop, pass some time, and of course spend some money. These distinctive architectural and landscape features created a roadside or highway culture that, in part, gives context for understanding the history of many commercial and residential properties along Route US 1, including its run through Howard County.

The development of the subject property by Mr. Fank Haller and his wife Anne, around 1920, illustrates an entrepreneurial spirit to capitalize on the development of the roadway. Part of a larger parcel historically, the site was part of an 18 acre tract owned by Mr. Edwin Gantt prior to the 1920's. (The same 18 acre tract belonged to Isabel B. Manning from 1904 to 1912 when it entered the Gantt family. The property was referred to during Ms. Manning's tenure as "Woodcroft" (Liber 93, Folio 431)). Deed research also documents the property was transferred from Mr. Gantt to O. Parker Baker and his wife Sara in 1920. They in turn, quickly sold the property to Frank and Anne Haller in the same year. The Haller's maintained ownership for about seventeen years (liber 157, folio 387). In 1937, the Haller's sold the property to Richard and Florence Roscow. The deed information for his later mortgage documentation (in the spring of 1942) documents some of the contents of the social hall, known as "Rocway Towers." Some of the text is as follows:

"Here to conducted as a tavern or restaurant, of which said fixtures, equipment and other personality there are, among others, the following items, namely: One two-drawer National Cash register; one steel filing cabinet; one piano; one desk; one divan; thirty tables; one hundred seventeen chairs; one Coca-Cola box; two water coolers; one mirror and table; three hundred pieces of assorted crockery; three hundred fifty glasses; one Vaculator coffee machine; one coffee urn; thirty pots and pans; one bread box; one vegetable ice box; one meat ice box; one kitchen range; one kitchen worktable; one keg unit beer cooler; two cleavers; one lot of knives; one lot of silver; one meat block; one bottle beer container; one Korse motor for ice box; one motor for cooler keg unit; one motor for water pump; one motor for ice chopper." (Liber 174, Folio 408)

The Roscow's sold the property in 1953, to John J. Maddock. Unfortunately, little is known about the property during the next several decades. Deed research documents the property changed ownership four (4) times before the current owner, Mr. Boharquez and his wife purchased the place in August of 2002.

The long-term use of the property in providing refreshment and fellowship to travelers along US 1 contributes to the significance of the site. The property speaks to the nature of "mom and pop" businesses that were common in the first half of the twentieth centuries across the country and especially along such historic roadways. While deteriorated, and substantially altered in recent times, the Mission Style assembly hall complex is stylistically contributing to the significance of roadside architecture along this historic corridor.

**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No. HO - 821

Name  
**Continuation Sheet**

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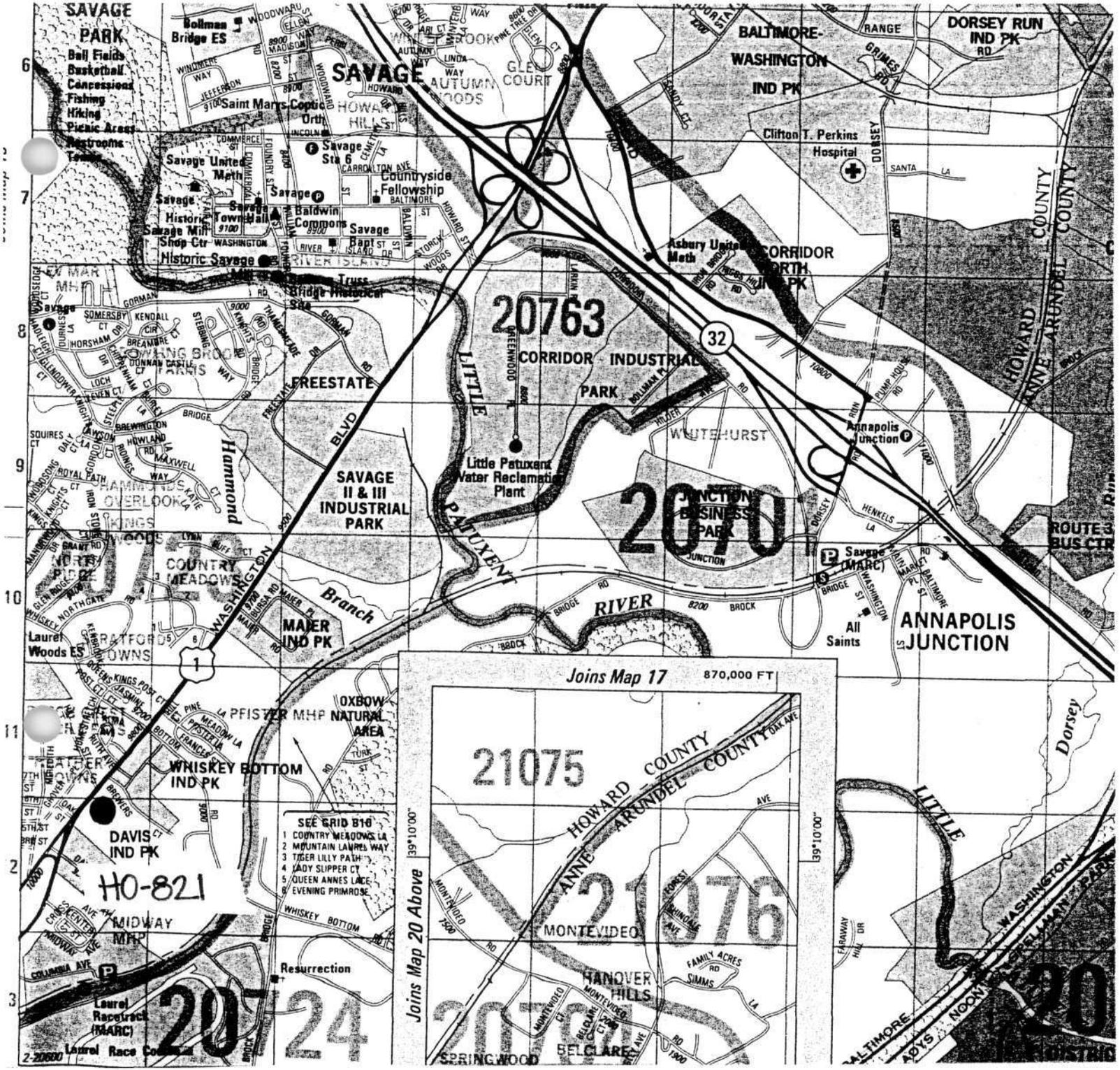
Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.  
Martinette Map of 1860.



District - 06 Account Number - 413005



Property maps provided courtesy of the Maryland Department of Planning ©2001 - 2002.  
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at [www.mdp.state.md.us/webcom/index.html](http://www.mdp.state.md.us/webcom/index.html)



HO-821

HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

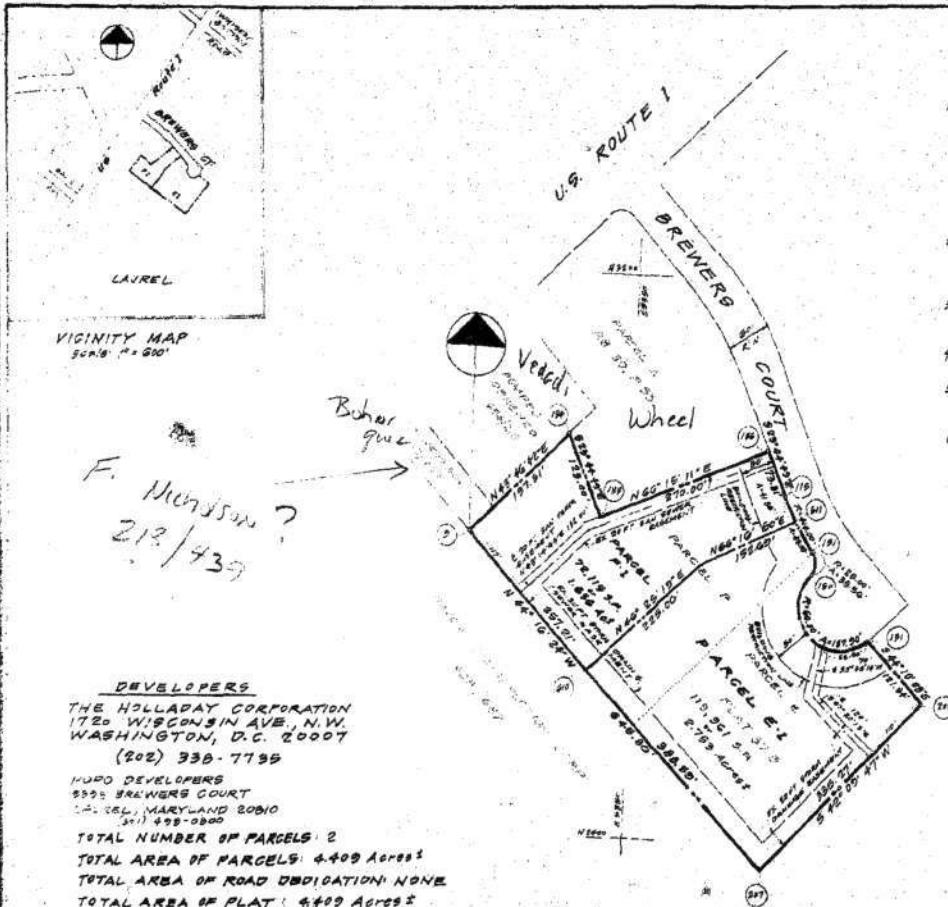
MARCH 2004

PROPERTY ADDRESS: 9921 WASHINGTON BOULEVARD, LAUREL, MD  
 PROPERTY INVENTORY NUMBER: HO - 821

ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.





VICINITY MAP  
Scale: 1" = 500'

F. Niesssen?  
212/439

**DEVELOPERS**  
THE HOLLADAY CORPORATION  
1720 WISCONSIN AVE., N.W.  
WASHINGTON, D.C. 20007  
(202) 338-7735

HOPO DEVELOPERS  
5555 BREWERS COURT  
LAUREL, MARYLAND 20646  
(301) 499-0800

TOTAL NUMBER OF PARCELS: 2  
TOTAL AREA OF PARCELS: 4.409 Acres ±  
TOTAL AREA OF ROAD DEDICATION: NONE  
TOTAL AREA OF PLAT: 4.409 Acres ±

NOTES

1. STORM WATER MANAGEMENT FACILITIES ARE REQUIRED. THE AMOUNT OF WATER TO BE RETAINED SHALL BE THE RUN-OFF OF DEVELOPED AREA, BASED ON A 10 YEAR STORM. THE RELEASE FROM THE RETENTION STRUCTURES SHALL BE RUN-OFF BEFORE DEVELOPMENT BASED ON A 2 YEAR FREQUENCY STORM.
2. THIS PLAN IS SUBJECT TO EXECUTIVE ORDER N° 72-3 ESTABLISHMENT OF SUPPLEMENTAL SEWER-IN-AID OF CONSTRUCTION CHARGE.
3. MAINTENANCE OF ALL STORM DRAINS AND/OR DRAINAGE EASEMENTS SHOWN HEREON ARE THE RESPONSIBILITY OF THE PROPERTY OWNER, ITS SUCCESSORS AND ASSIGNS.
4. SUBJECT PROPERTY ZONED M-2 PER 10-5-79 COMPREHENSIVE ZONING PLAN.
5. WATER AND SEWER SERVICE TO THESE LOTS WILL BE GRANTED UNDER THE PROVISIONS OF SECTION 18.122 B OF THE HOWARD COUNTY CODE.
6. EXISTING BUILDING ON PARCEL 6-1.

COORDINATES					
N°	NORTH	EAST	N°	NORTH	EAST
151	2630.90	5705.22	161	2811.40	5617.15
208	2663.20	5734.31	600	2561.92	5267.80
207	2364.68	5599.27	3	2817.89	5118.04
150	2778.05	5624.96	104	2999.70	5255.05
			185	2845.28	5345.43
			186	2554.01	5552.57
			119	2584.49	5552.19
			671	2849.09	5600.83
			610	2832.73	5227.09

ASSESSMENTS & TAXATION  
HOWARD COUNTY

Herbert M. Malmud  
11/24/80  
FILED NOV 24 1980

NOTE: THE ORIGIN OF THE COORDINATES SHOWN HEREON IS ASSUMED.

CURVE DATA				
N°	RADIUS	Δ	ARC	CHORD
118-61	418.07	9° 46' 49"	41.38	5 30' 35" 15" E 41.85'
60-19	40.00	0° 30' 51"	40.00	2 30' 57" 05" E 40.91'
161-150	28.00	81° 39' 12"	38.24	0 04' 22" 57" N 32.64'
154-114	60.00	17° 19' 38"	107.26	5 44' 35" 10" E 120.00'

APPROVED For Public Water & Public Sewerage Systems, Howard County Health Department  
Date: 11-18-80  
County Health Officer: [Signature]  
APPROVED Howard County Office of Planning and Zoning  
Director: [Signature] Date: [Blank]  
APPROVED For Public Water, Public Sewerage, Storm Drainage Systems & Public Roads, Howard County Department of Public Works.  
Director: [Signature] Date: [Blank]

**OWNER'S CERTIFICATE**  
We, the Hopo Developers, a partnership, and, The Whiskey Bottom Industrial Park Limited Partnership, owners of the property shown and described herein, adopt this plan of subdivision; and in consideration of the approval of this plat by the Office of Planning and Zoning establish the minimum building restriction lists. All easements or rights-of-way affecting the property are included in this plan of subdivision.  
11/15/80  
[Signatures]

**SURVEYOR'S CERTIFICATE**  
I, HERBERT MALMUD, hereby certify that the final plat shown herein is correct, that it is a subdivision of part of the land conveyed by Benjamin R. Jacobs to Whiskey Bottom Industrial Park by deed dated February 16, 1972 and recorded in the Land Records of Howard County, in Liber 934, Page 629 and that pipes marked thus - are in place as shown, in accordance with the Associated Code of Maryland, as amended.  
Herbert M. Malmud  
11/24/80  
Sept. 9, 1980  
[Signature]

PARCEL E-1 & F-1  
A RESUBDIVISION OF PARCELS E-1 & F-1  
**WHISKEY BOTTOM INDUSTRIAL PARK**  
6TH ELECTION DISTRICT  
HOWARD COUNTY, MD.  
Scale: 1" = 100' Sept. 4, 1980  
PREPARED BY:  
H. MALMUD & ASSOCIATES, INC.  
3819 MEADOW HEIGHTS ROAD  
RANDALLSTOWN, MARYLAND 21155  
Telephone (301) 655-6469

687 d

178-071



Savage Factory Business Notices.	
CONSTABLE.	WM. CLARK.
MANUFACTURERS.	PAUL KEIFER.
	J. W. VANDERGRIFT.
PHYSICIAN.	THOMAS C. WORTHINGTON.
TINSMITH.	WM. FERGUSON.
WEAVERS.	RALPH LEE.

HO-821



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

MARCH 2004

PROPERTY ADDRESS: 9921 WASHINGTON BOULEVARD, LAUREL

PROPERTY INVENTORY NUMBER: HO - 821

USGS - LAUREL QUADRANGLE MAP

SCALE: 1:24,000





HO-821

HALLER PROPERTY

HOWARD COUNTY

VIEW LOOKING EAST

NEGATIVE W/ MUSHPO

KATE NAHOO

MARCH 2004

1 of 4



HO-821

HAUER PROPERTY

HOWARD COUNTY

VIEWS LOOKING SOUTH

NEGATIVES W/ MDSHPD

KATE WAHOO

MARCH 2004

2 OF 4



HO-821  
HALLER PROPERTY  
HOWARD COUNTY  
VIEW LOOKING WEST

NEGATIVE W/ MASHPO  
KATE MAHOOD  
MARCH 2004

3 OF 4



HO-821

HAUER PROPERTY

HOWARD COUNTY

VIEW LOOKING NORTH

NEGATIVE W/ MESHPO

KATE NAHOOD

MARCH 2004

4 OF 4