CH-907

4310 Leonardtown Road

Architectural Survey File

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

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

All material is property of the Maryland Historical Trust.

Last Updated: 10-11-2011

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number ~~CH-0148~~ CH-907

Address: 4310 Leonardtown Road, Charles County - in the vicinity of Waldorf

Owner: Goldsmith, Kenneth A. & Nethip

Tax Parcel Number: 230 Tax Map Number: 16

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no __ yes Name: _____ Date: _____

Eligibility recommended __ Eligibility **not** recommended X

Criteria __ A __ B __ C __ D Considerations: __ A __ B __ C __ D __ E __ F __ G X None

Is property located within a historic district? X no __ yes Name of District: _____

Is district listed?: X no __ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The c.1890 farm complex includes the main farmhouse, barn and various outbuildings. The main farmhouse is a two-story, three-bays wide I-house with a side-gabled roof and a one-story screened-in porch. The house has been sided with clapboard and the roof is constructed with composition shingles. The windows are two-over-two double hung sash windows. The barn has a gambrel roof with a hanging gable hay hood and a concrete block base. The roof of the barn is constructed with standing seam metal sheets. The outbuildings consist of two smaller barns with side-gabled roofs and a small shed with a side-gable roof. The two smaller barns are constructed with vertical wood siding and the small shed is constructed with horizontal wood siding.

Most inhabitants of Charles County were engaged in farming at the time of the first settlement. The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the 19th century as the introduction of improved equipment led to more efficient and profitable operations,

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended __ **Eligibility not recommended** X

Criteria: __ **A** __ **B** C __ **D** **Consideration** __ **A** __ **B** __ **C** __ **D** __ **E** __ **F** __ **G** __ **None**

_____ 10/26/99

Reviewer, Office of Preservation Services **Date**

_____ _____

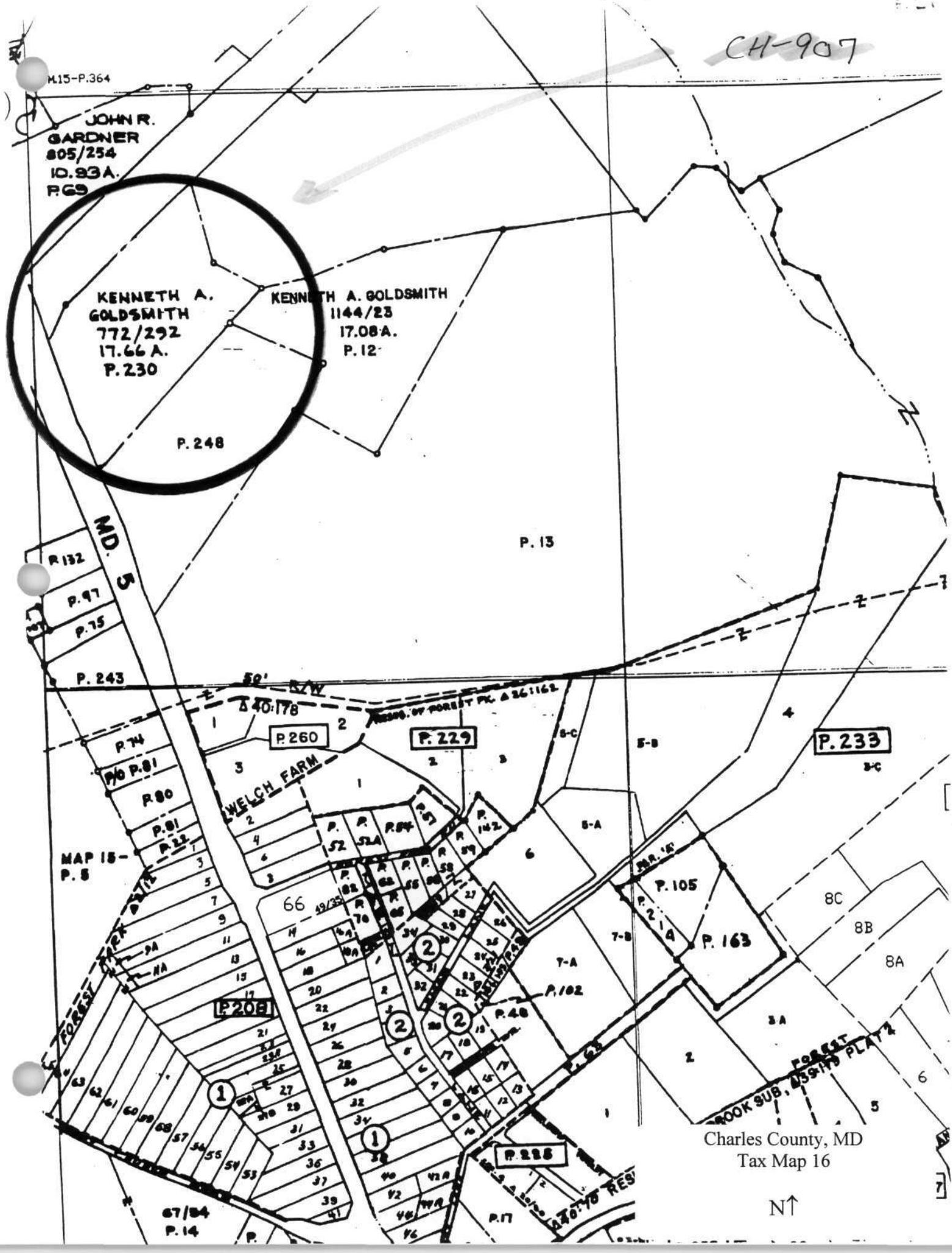
Reviewer, NR Program **Date**

and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. The B&P Railroad's La Plata station still stands at the intersection of the rail line with Charles Street.

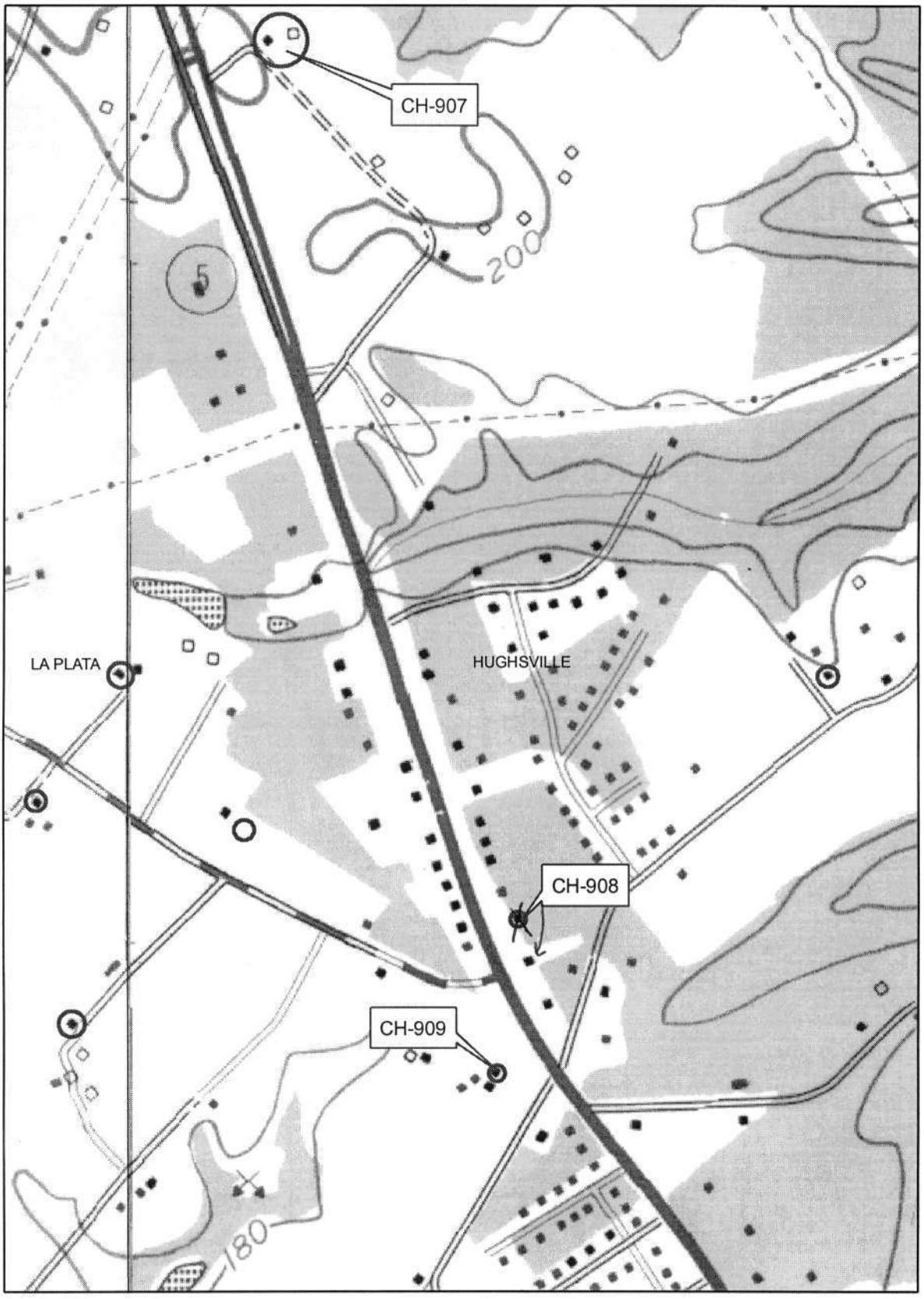
Towards the end of the first quarter of the 20th century, road improvements and developments also contributed to Charles County's community evolution. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

The c.1880 farm complex is not eligible for the National Register. While this farm complex is an earlier example of the residential and agricultural development surrounding U.S. 301, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



Charles County, MD
Tax Map 16

CH-907
Hughsville
Quad




CHEVROLET

CH-907
~~[illegible]~~
4310 Leonardtown Road
Charles County, MD
Traceries
August, 1999
MD SHPO
View of southwest elevation
1 of 3



CH-907
4310 Leonardtown Road
Charles County, MD
Traceries
August, 1999
MD SHPO
View of west elevation
2 of 3



~~CH-907~~ CH-907
4310 Leonardtown Road
Charles County, MD
Traceries
August, 1999
MDSHPO
View looking east
3 of 3