

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: H-0001 CH-635

Address: 7530 Crain Highway (Junction of Crain Highway and St. Mary's Avenue), Charles County - in the vicinity of La Plata

Owner: Five Friends Partnership

Tax Parcel Number: 71 Tax Map Number: 44

Project MD 301 Agency State Highway Administration (SHA)

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

Eligibility recommended Eligibility **not** recommended

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

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

Is district listed?: 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)*

Two restaurants occupy the property at the junction of Crain Highway, St. Mary's Avenue and Springhill-Newtown Road. Johnny Boy's Ribs is a one-story, front gable roof building with a side gable projecting bay. The main elevation (north) has a full-width porch supported by simple wood posts. The west elevation of the wood frame building addresses Crain Highway. The second restaurant sits to the north of Johnny Boy's Ribs. It is a brick building with a flat roof that steps down to the east. The building is painted white and has unpainted brick entries on the west and south elevations. The entries consist of projecting bays with half-hipped roofs that extend beyond the edge of the walls of the bays to form a covered walkway. The roof is supported by brick piers. A rough-cut stone wall, running east-west, rises above the roofline and intersects the building on the west elevation.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to the suburbanization of La Plata. In particular, the Robert Crain Highway attracted new development to older communities along its corridor. The Robert Crain Highway was completed in 1927 and it provided the most direct way to Baltimore and points north of Charles County. Crain Highway brought commercial development on La Plata's

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
<u>[Signature]</u>	<u>10/27/99</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>10/20/99</u>
Reviewer, NR Program	Date

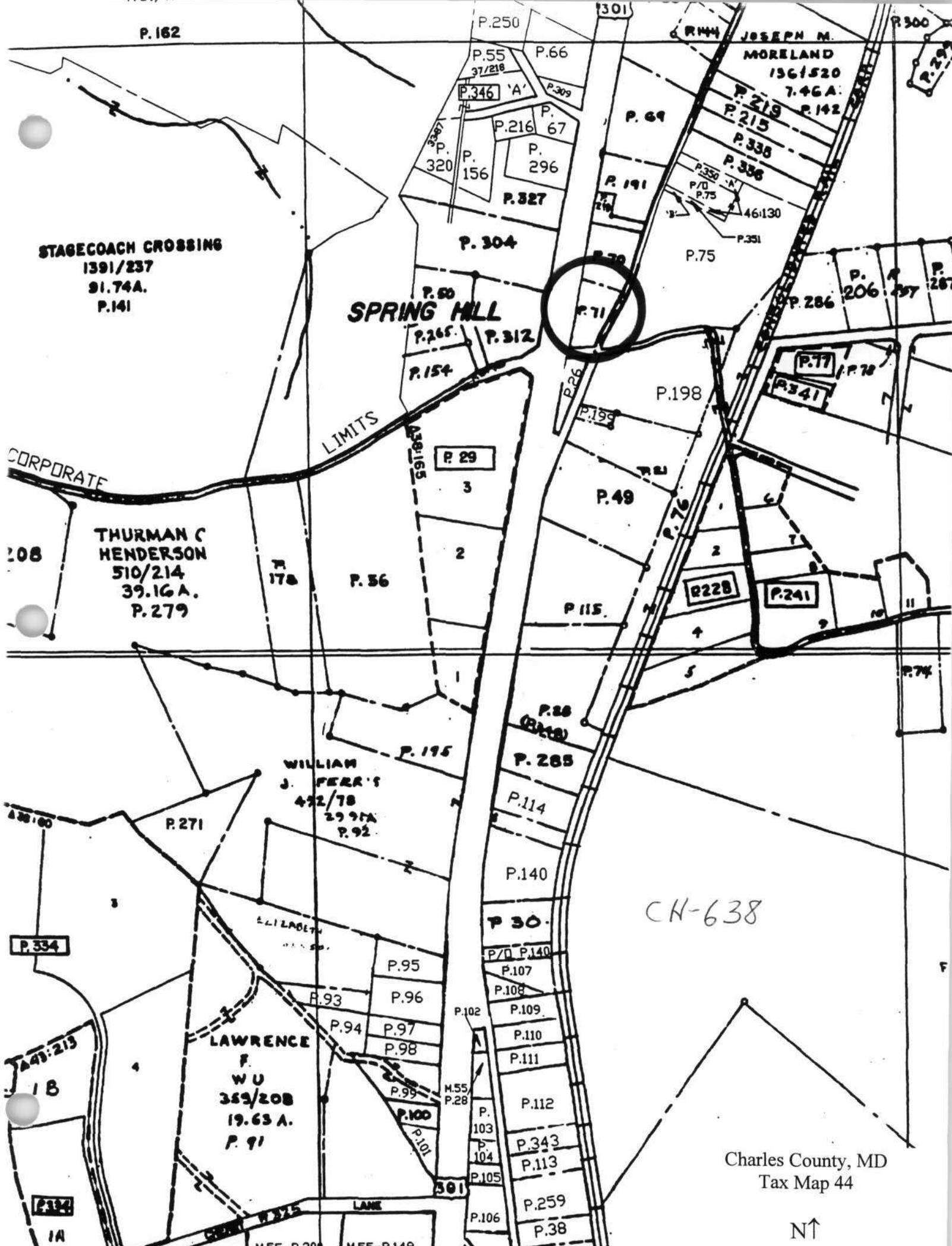
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west side and contributed to Charles County seat's overall growth in the 1920s and 1930s. With the introduction of the Harry W. Nice Bridge in 1940, Crain Highway, now known as U.S. 301, was transformed from a local road into a bypass for traffic traveling between Florida and New York. This transformation brought with it an increase in entertainment and travel-related services along Crain Highway.

Although Charles County was still primarily rural, by the 1930's, La Plata began to grow significantly because of the development of Crain Highway. Non-agricultural business began to increase around La Plata and the county seat's position within Charles County became economically more diverse. Development, including housing, increased as a result of Crain Highway and the influx of new businesses and investment into the area.

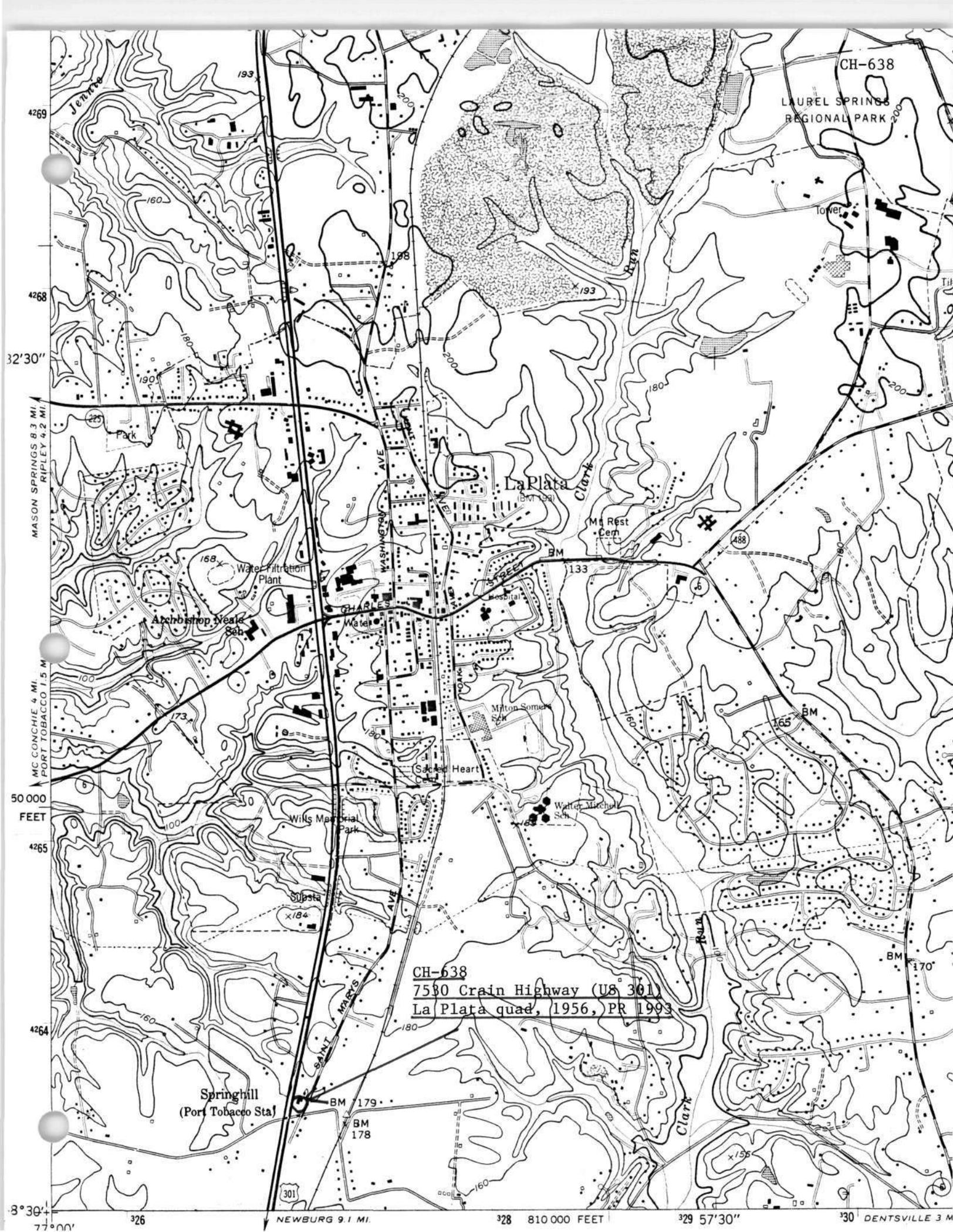
World War II and the increasing dependence upon motor vehicles played a very important role in La Plata's community development. Charles County continued its relative isolation from large-scale residential and commercial development until after Crain Highway was dualized and designated U.S. 301 in the 1960s.

Johnny Boy's Ribs (c. 1940) and the second restaurant (c. 1955) are not eligible for the National Register. While they are typical of the commercial development surrounding La Plata, these resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



Charles County, MD
Tax Map 44





CH-638

LAUREL SPRINGS REGIONAL PARK

Tower

La Plata

Mt Rest Cem

Archbishop Neale Sch

Water Filtration Plant

Hospital

Sacked Heart

Water Mitchell Sch

Wills Memorial Park

Springhill (Port Tobacco Sta)

CH-638
7580 Crain Highway (US 301)
La Plata quad, 1956, PR 1993

NEWBURG 9.1 MI.

810 000 FEET

DENTSVILLE 3 M

MASON SPRINGS 8.3 MI
RIPLEY 4.2 MI

MC CONCHIE 4 MI
PORT TOBACCO 1.5 M

50 000 FEET

77° 00'

326

328

329 57' 30"

330

32° 30'

4269

4268

4265

4264

8° 30'



CH-638

H-0001

Junction of Crain Highway, St. Mary's Avenue, and
Springhill-Newton Road

Charles County, MD

TRACERIES

June 1999

MD SHPO

View looking east

1 of 2



CH-638

H-0001

Junction of Crain Highway, St Mary's Avenue, and
Springhill-Newton Road

Charles County, MD

Traceries

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MD SHPO

View looking east

2 of 2