

**Joseph Hayden House (demolished)**

**1910**

**CH-740**

**Bel Alton**

**Private**

Demolished shortly after being surveyed, the Joseph Hayden House was an example of the types of Victorian dwellings constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> century railroad villages of Charles County. Two stories in height and two bays wide, this front gable side-passage structure was adorned with original fishscale siding and a diamond shaped attic story window. The dwelling also included a wrap-around shed-roof porch. In 1910, Joseph M. Hayden purchased a lot in the village of Bel Alton from Charles and Eliza Hayden. The Joseph Hayden House was erected during the peak years of passenger transportation when between 1900-1930 two trains arrived and departed daily from the nearby Bel Alton Station.



---

## 7. Description

Inventory No. CH-740

---

### Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

---

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

The Joseph Hayden House was demolished shortly after being surveyed. The dwelling was a two-story Victorian front-gable building that stood on the southwest corner of Bel Alton-Newtown Road and Fifth street in the railroad village of Bel Alton. Outstanding features included fishscale siding and a diamond shaped window in the gable, returning eaves and a wrap-around first floor shed porch on the front elevation. The original standing seam metal roof and German siding were intact. The windows had been replaced throughout with 6/6 sash wood and aluminum storm windows. The simple square wood surrounds remained intact.

The dwelling faced northwest and included two second story windows above a doorway on the northeast end and a paired window on the southwest end of the first floor. The 2-light transom doorway included an original plate-glass and panel door. The porch sheltered the principal entrance and was supported by a total of six turned wooden posts. The porch wrapped around to the southwest eave wall terminating after the first bay. This elevation had two second story windows above a single window sheltered under the porch and a paired window toward the rear of the dwelling. Moving counterclockwise, the rear elevation was sheltered by a full width shed porch protecting a rear kitchen entrance. The porch was supported with square wood posts. The rear elevation had two second story windows above a window to the southwest and a doorway to the northeast. Finally, the northeast eave elevation included two second story and two first floor windows.

The dwelling had an overall side passage plan, double-pile plan with the principal entrance entering onto a narrow stair passage. To the right was a formal parlor. Behind the parlor was the kitchen and behind the stair, a pantry. In preparation for demolition, some original features had been removed including the newel and baluster and much of the original hardware. The house was plastered throughout and included simple square-edged trim with the unlikely exception of the kitchen which had more details four inch Victorian trim. Typical 4-panel Victorian doors were also found throughout the house.

## 8. Significance

Inventory No. CH-740

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 type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input 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 type="checkbox"/> social history	
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime industry	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

<b>Specific dates</b>	1910	<b>Architect/Builder</b>	Unknown
<b>Construction dates</b>	1910		

Evaluation for:

National Register       Maryland Register       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

The Joseph Hayden House was representative of the types of vernacular Victorian dwellings associated with the numerous railroad villages in Charles County. In January of 1910, Joseph M. Hayden acquired from Charles and Eliza Hayden for the sum of one dollar a lot in the village of Bel Alton a portion of Charles Hayden's lot where a road known as the Thompson Road [ 5th street] intersects with the public road (Liber 21/209 also 39/432).

The railroad was first introduced to Charles County in 1873, when the Popes Creek Branch of the Baltimore and Potomac Railroad was completed. New "railroad" towns began to spring up along the railroad's route, often supplanting existing crossroads villages nearby. Other villages sprang up in former farmland including La Plata, Faulkner, and Bel Alton. Each town consisted of little more than a small station, several houses, and sometimes a corner store. Throughout the second half of the 1870's freight service steadily increased, averaging 150 hogsheads a day. At the same time the railroad brought a considerable amount of groceries and other goods from Baltimore. While river freight continued to provide competition to the railroad, residents living in the county's interior greatly benefited from the new means of transportation. Rail transportation was intrinsically connected to agricultural yields. However, far from being reliable, in years of poor harvests, such as 1873-74, the railroad reduced the number of trips made to Southern Maryland in light of declining profits from carrying freight. Neither mail nor goods were delivered depending on the profitability to the railroad company. Many stations lacked warehouses or agents to secure freight.

The importance of the railroad and its impact on the people and landscape of Charles County grew steadily every year. By the 1880's land along the railroad was considered the most valuable in the county and a great deal of building occurred along the tracks. Villages soon included hotels. The peak of passenger transportation was between 1900-1930 when two trains arrived and departed daily. Several hotels which were constructed in Waldorf, La Plata, Cox's Station (later Bel Alton) and Lothair (later Faulkner) attracted businessmen and tradesmen.

---

## 9. Major Bibliographical References

---

Inventory No. CH-740

---

## 10. Geographical Data

---

Acreage of surveyed property .6155

Acreage of historical setting .6155

Quadrangle name Popes Creek

Quadrangle scale 1:24,000

---

### Verbal boundary description and justification

The Joseph Hayden House is associated with Charles County Property Tax Map 55, Parcel 240.

---

## 11. Form Prepared By

---

name/title Cathy Hardy/Historic Sites Surveyor

organization Charles County Planning

date 6/20/2002

street and number 200 Baltimore Street

telephone 301-396-5815

city or town La Plata

state MD zip code 20646

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.

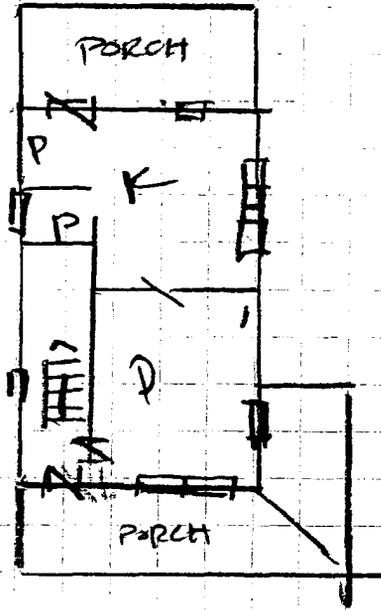
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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

SHED



ELECTRICAL 25'



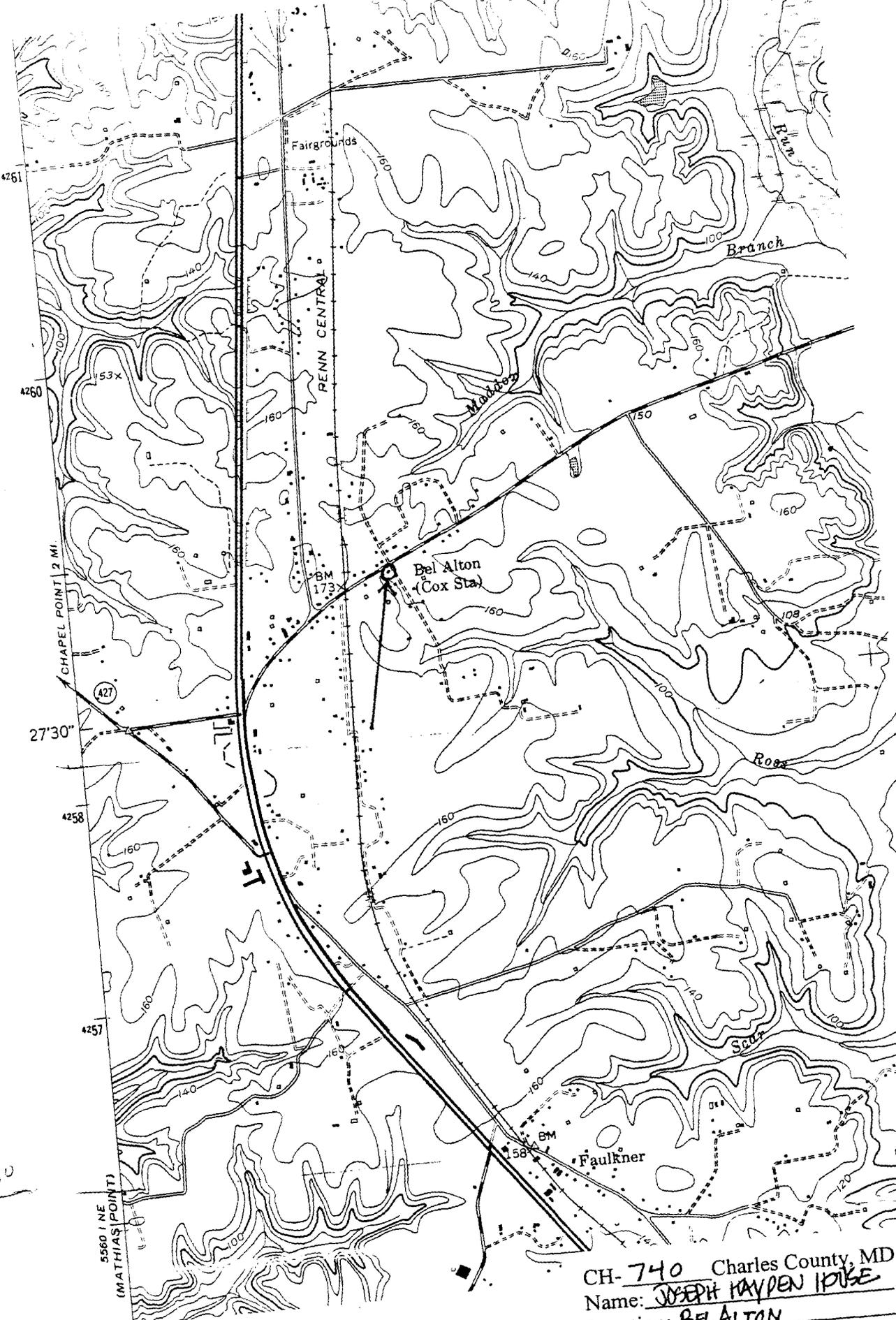
BEL ALTON - NEWTOWN RD

NOT DRAWN TO SCALE

CH- 740 Charles County, MD  
Name: JOSEPH HAYDEN HOUSE  
Location: BEL ALTON  
Quad: POPES CREEK

227,000

227,000



CH-740 Charles County, MD  
Name: JOSEPH HAYDEN HOUSE  
Location: BEL ALTON  
Quad: POPES CREEK



CH-740  
JOSEPH HAYDEN HOUSE  
CHARLES M. MD  
C. HARDY  
4/02  
MD SHPO  
LOOKING SE  
1056



CH-740  
JOSEPH HAYDEN HOUSE  
CHARLES CO. MD  
C. HAROY  
4/02  
MD SHPO  
LOOKING IN NW  
2016



CH-740

JOSEPH HAYDEN HOUSE

CHARLES CO. MD

C. HARDY

4/02

MD SHPO

LOUNGAN

BOYEL



CH-740

JOSEPH HAYDEN HOUSE

CHARLES CO. MD

C. HARDY

4/02

MD SHPO

KRISTINE DOBBS

4/28/02



CH-740

JOSEPH HAYDEN HOUSE

CHARLES CO. MD

C. HARDY

4/02

MD SHPO

5/12

5/12



CH-740

JOSEPH HAYDEN HOUSE

CHARLES CO. MD

C. HARDY

4102

MD SHPO

FILE

2016