

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

Property Name: \_\_\_\_\_ Inventory Number: 2000 CH-902

Address: Jaybee Lane, Charles County - in the vicinity of White Plains

Owner: Connell, Frank E

Tax Parcel Number: 266 Tax Map Number: 23

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)*

The barn located on Jaybee Lane is one-and-three-quarters stories in height and has a front gambrel roof. The first-story is clad with vertical wood paneling and the upper stories are clad with wide wood weatherboard. The first-story is pierced by two, double-leaf, flush wood doors. The second level is pierced by a double-leaf door with a narrow wood hood above. The third level is pierced by a small double-leaf opening. The barn is in good condition.

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, 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.

Prepared by EHT Tracerics, Inc.

| <b>MARYLAND HISTORICAL TRUST REVIEW</b>   |   |
|---|---|
| <b>Eligibility recommended</b><br>Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D | <b>Eligibility not recommended</b><br>Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input checked="" type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None |
| _____<br>Reviewer, Office of Preservation Services  | _____<br>Date   |
| _____<br>Reviewer, NR Program   | _____<br>Date   |

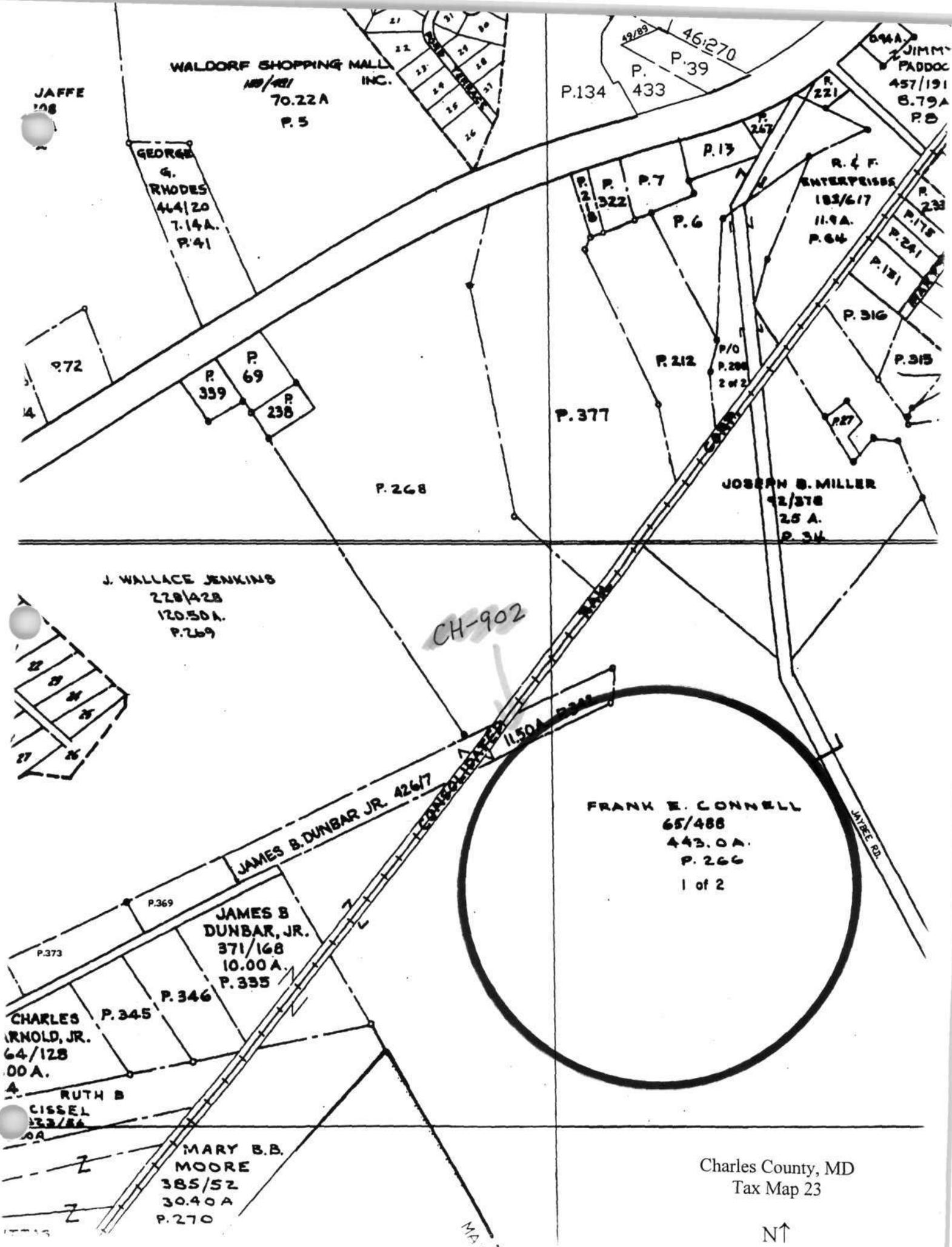


The gambrel roof barn increased in popularity in the last quarter of the 19th century. The gambrel roof was easily used with lumber-truss construction, which was developed in the third quarter of the 19th century. Gambrel roofs were also added to barns employing traditional timber bent construction. The advantage of the gambrel roof was the increase in loft capacity. This increase in capacity made barns more efficient for hay storage. As farm sizes increased and more animals needed hay, the increased storage capacity became more desirable.

The population of Charles County in the middle of the 20th century numbered less than 25,000 people and the economy was based upon agricultural production, especially tobacco. Charles County was one of the largest producers of tobacco in the State of Maryland. With its economy geared toward agricultural, Charles County was primarily rural and the housing introduced after World War II was on a small scale in comparison to other areas in the country.

The development and increase of housing within Charles County was enhanced by the increasing dependence on the automobile and the end of World War II. Crain Highway, now known as US 301, was transformed from a local road into a bypass for traffic traveling between Florida and New York with the introduction of the Harry W. Nice Bridge in 1940. Charles County was relatively isolated from large-scale residential and commercial development within the MD 301 corridor until the 1960s. It was at that point that Crain Highway was designated US Route 301.

Built circa 1940, this barn is not eligible for the National Register. The resource lacks significance related to events, persons or architecture. Criterion D, information potential, was not assessed for this study.



WALDORF SHOPPING MALL INC.  
189/421  
70.22A  
P.5

GEORGE G. RHODES  
444/20  
7.14A.  
P.41

49/89 46.270  
P.39  
P.134 433  
P.221  
JIMMY PADDOC  
457/191  
6.79A  
P.8

JAFFE  
108

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R. & F. ENTERPRISES  
183/617  
11.9A.  
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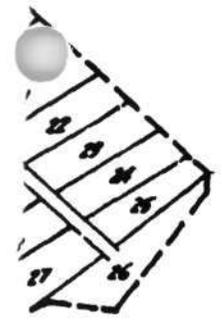
P.377

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JOSEPH B. MILLER  
42/378  
2.5 A.  
P.34

J. WALLACE JENKINS  
228/428  
120.50A.  
P.269

CH-902



JAMES B. DUNBAR JR. 426/7  
CONSOLIDATED 11.50A ROAD

FRANK E. CONNELL  
65/488  
443.0A.  
P.266  
1 of 2

JAMES B. DUNBAR, JR.  
371/168  
10.00A.  
P.355

CHARLES ARNOLD, JR.  
64/128  
00A.  
P.345

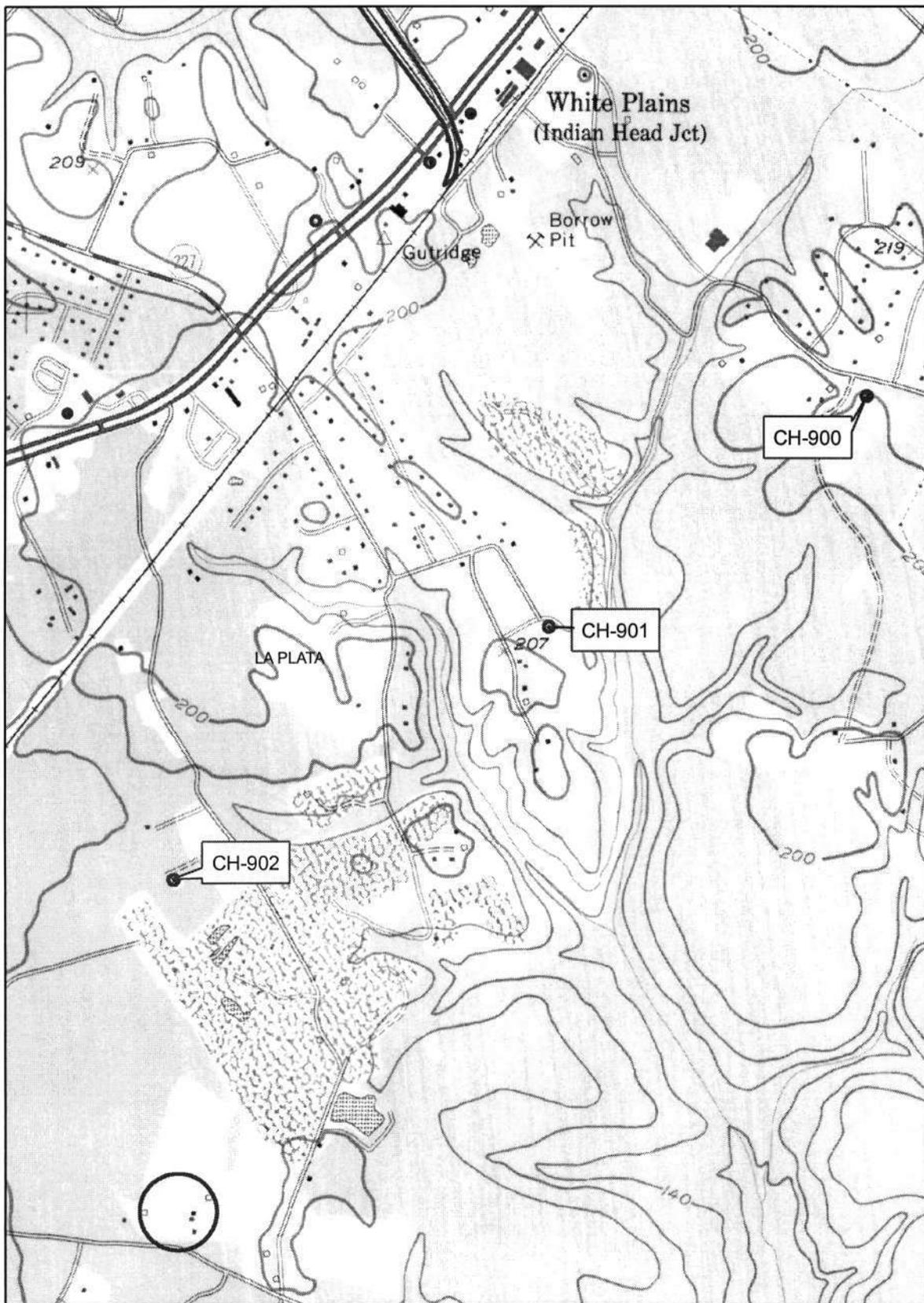
RUTH B. CISEL  
333/84  
00A

MARY B.B. MOORE  
385/52  
30.40A  
P.270

Charles County, MD  
Tax Map 23



CH-902  
La Plata  
Quad





~~CH-902~~ CH-902

Jaybee Lane, off of 4800 block of Crain  
Charles County, MD

Traceries

June 1999

MD SHPO

View looking southeast

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