

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

Property Name: _____ Inventory Number ~~22048~~ 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: 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 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,

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/> Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> 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
_____ _____	_____ _____
_____ 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.

CH-907

M15-P.364

JOHN R.
GARDNER
805/254
10.93A.
P.69

KENNETH A.
GOLDSMITH
772/292
17.66 A.
P.230

KENNETH A. GOLDSMITH
1144/23
17.08A.
P.12

P.248

P.13

P.132

P.97

P.75

MD. 5

P.243

50' 57W
540.178

P.260

P.229

P.233

P.74

P.81

P.81

P.22

MAP 15 -
P.5

WELCH FARM

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52A

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52CE

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52DZ

52EA

52EB

52EC

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52EF

52EG

52EH

52EI

52EJ

52EK

52EL

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52EO

52EP

52EQ

52ER

52ES

52ET

52EU

52EV

52EW

52EX

52EY

52EZ

52FA

52FB

52FC

52FD

52FE

52FF

52FG

52FH

52FI

52FJ

52FK

52FL

52FM

52FN

52FO

52FP

52FQ

52FR

52FS

52FT

52FU

52FV

52FW

52FX

52FY

52FZ

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52GC

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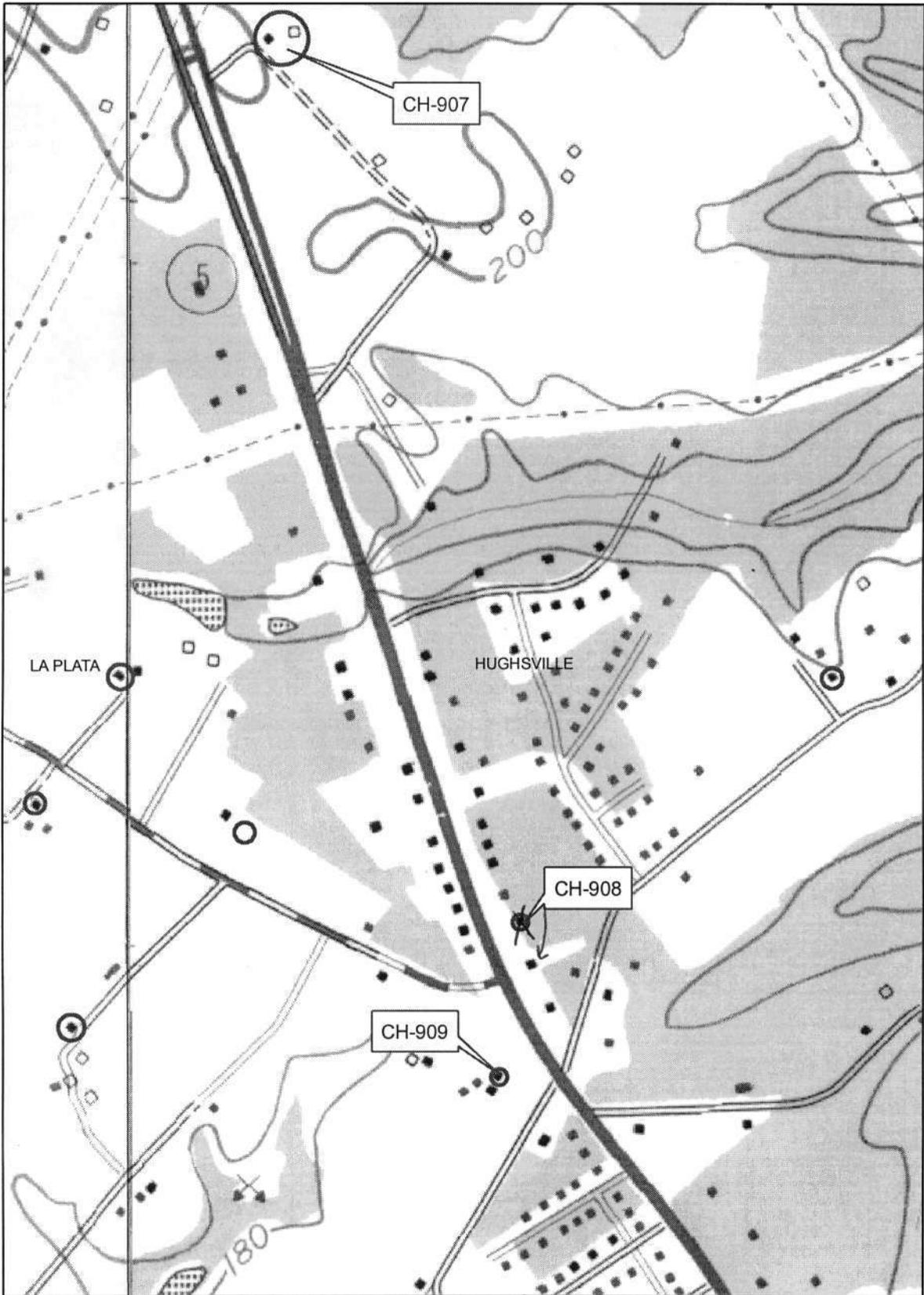
52KC

52KD

52KE

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CH-907
Hughsville
Quad





CH-907

~~4310 Leonardtown Road~~

4310 Leonardtown Road

Charles County, MD

Traceries

August, 1999

MD SHPO

View of southwest elevation

1 of 3



~~CH-907~~ 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
MD SHPO
View looking east
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