

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

Property Name: \_\_\_\_\_ Inventory Number: ~~34008~~ CH-936

Address: <sup>8570</sup> ~~8550~~ Port Tobacco Road, Charles County - in the vicinity of Port Tobacco

Owner: Simpson, James M III and Susan J

Tax Parcel Number: 45262 Tax Map Number: 43

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 resources surveyed at the farm complex at 8550 Port Tobacco Road consist of a dwelling and a barn. The wood frame dwelling is two-stories in height and five-bays wide with a one-story, side gable roof, two-bay wide enclosed side porch. The one-story, full-width porch has a shed roof supported by simple wood posts. The house is symmetrical with a central entrance and flanking gable wall brick chimneys. The barn has a front gable roof. The barn is clad with vertical wood siding and the roof is covered with metal sheeting.

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 Traceries, Inc.

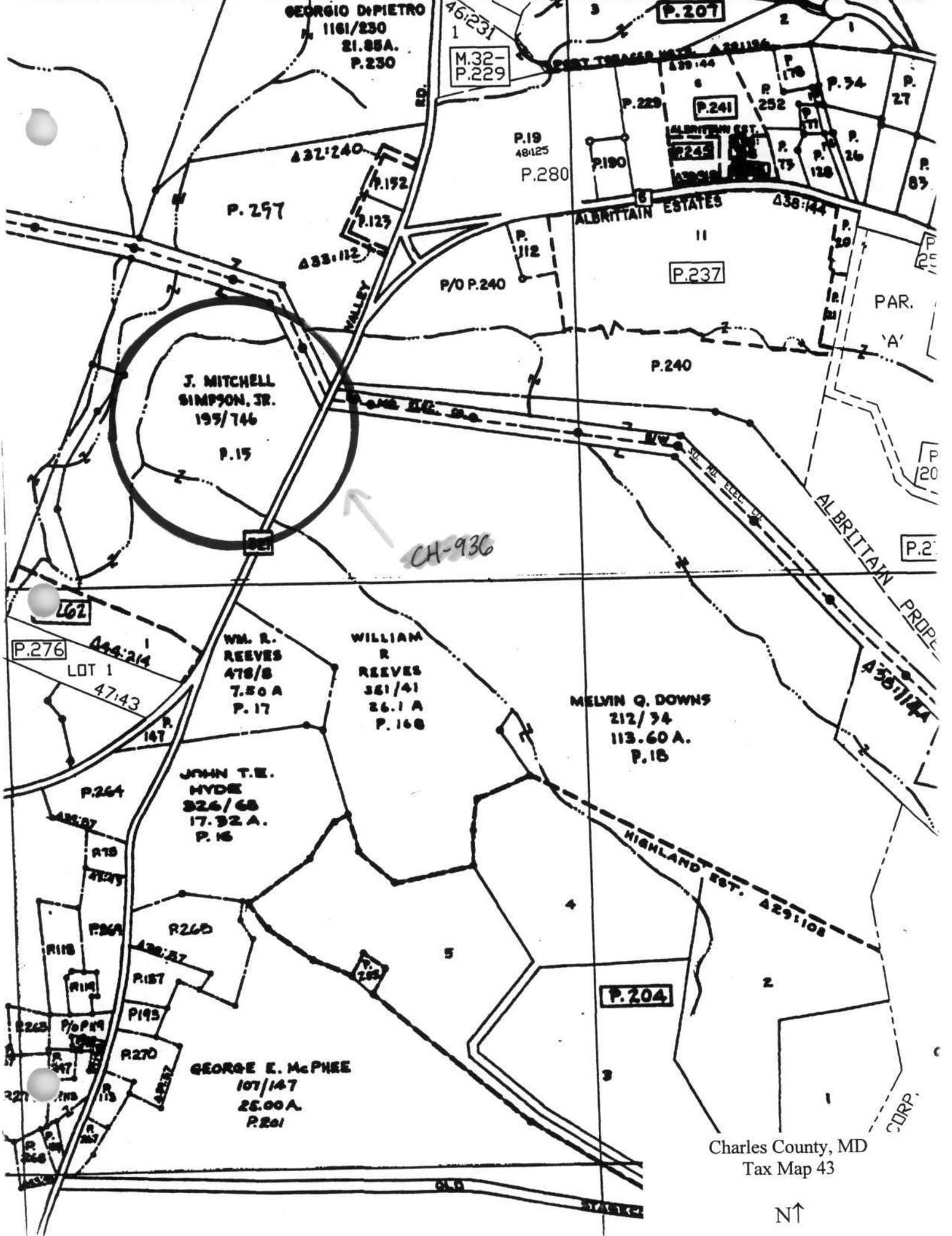
<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> Consideration <input type="checkbox"/> A <input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

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. 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.

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. Earlier trends in travel-related services and entertainment along the Crain Highway grew somewhat when the highway was extended across the Potomac River to Virginia through southern Charles County and over the new Harry W. Nice Bridge in 1940, thus completing a route from New York to Florida.

The Colonial Revival-style dwelling, built in the latter 20th century, and the barn, constructed circa 1900, are not eligible for the National Register. While this farm complex is an example of the agricultural and residential development surrounding La Plata, these resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



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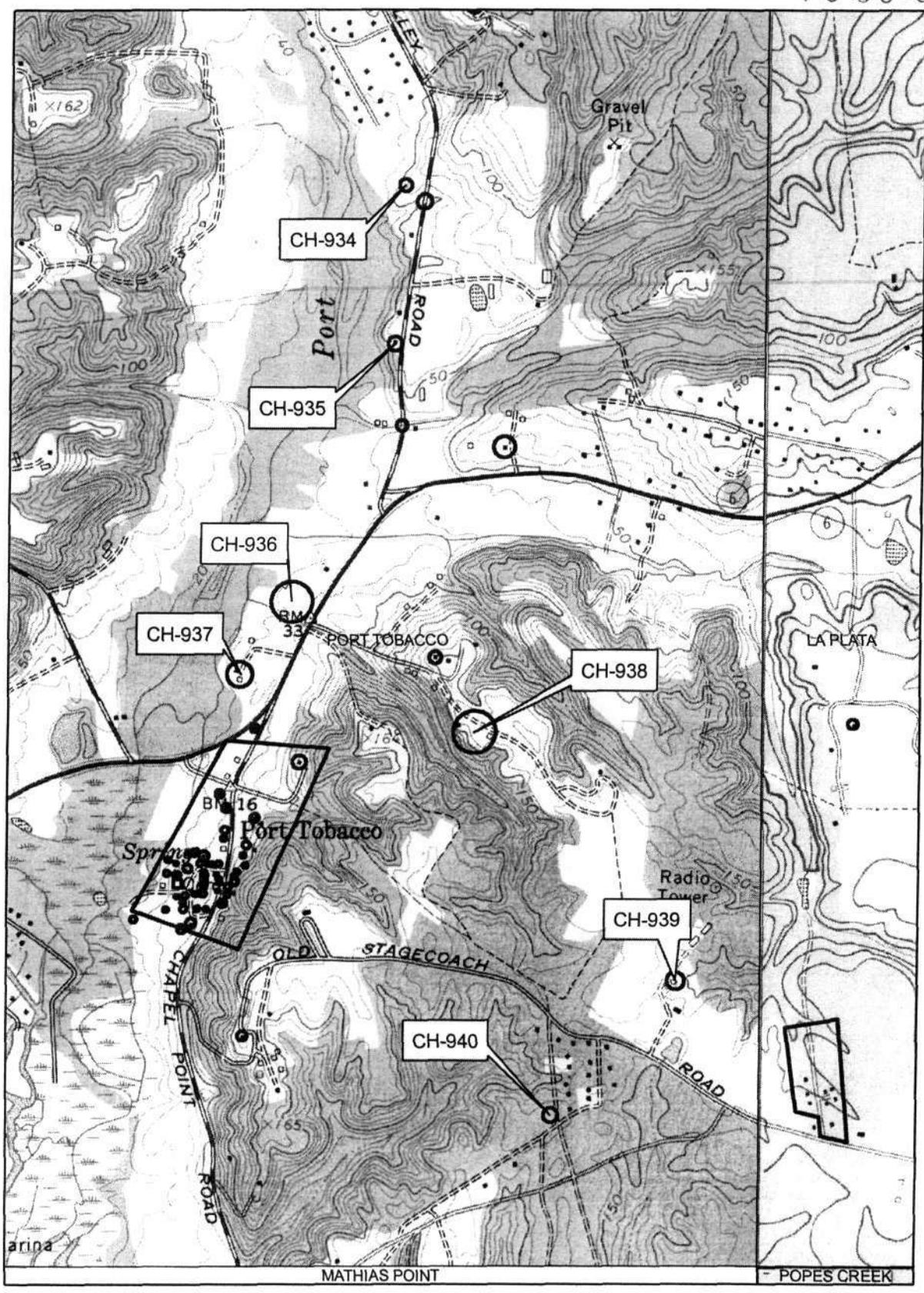
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Charles County, MD  
Tax Map 43

N↑

CH-934  
Port  
Tobacco  
Quad





~~2480008~~ CH-936

8550 Port Tobacco Rd

Charles County, MD

Traceries

June 1999

MD SHPO

View looking west

1 of 2



~~CH-936~~ CH-936

8550 Port Tobacco Rd

Charles County, MD

Traceries

June 1999

MD SHPO

View looking west

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