

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Amvets Farm (Sponseller-Carpenter Farm) Inventory Number: F-5-148
 Address: 9602A Baltimore Road Historic district: yes no
 City: Frederick Zip Code: 21701 County: Frederick
 USGS Quadrangle(s): Walkersville
 Property Owner: Amvets Frederick Post Two, Inc. Tax Account ID Number: 226435
 Tax Map Parcel Number(s): 0015 Tax Map Number: 0078
 Project: Proposed Improvements to the I-70/MD 144 Interchange Agency: Federal Highway Administration
 Agency Prepared By: Paula S. Reed & Associates, Inc.
 Preparer's Name: Paula Reed Date Prepared: 7/22/2015

Documentation is presented in: _____
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes no Listed: yes no
 Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Assessment of the Property

The Sponseller-Carpenter Farm is comprised of the remnant 26-acre parcel with a house, barn, wagon shed and smokehouse, all probably constructed about 1890. The farm was originally developed in the mid-19th century as a small (63 acres) family farm. About 1890, a new complex of buildings was constructed, probably by then-owner Arthur T. Sponseller. Beginning in 1899 and through 1985, the farm was owned by the Carpenter family. During this time the house was altered and part of the then 41-acre farm was severed by the new I-70 alignment. The current owners, Amvets Frederick Post Two, Inc., added a number of buildings and a pavilion for recreational use. The alterations to the buildings and farmland impact the farm's ability to represent historic agricultural development or architecture. The property does not appear to be associated with any significant historic person. The property is therefore considered not eligible for the National Register under Criteria A, B, and C. Criterion D was not evaluated.

Property Description

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 type="checkbox"/> C <input type="checkbox"/> D	Considerations: <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
MHT Comments:	
<u>Jim Jarman</u> Reviewer, Office of Preservation Services	<u>8/27/2015</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>9/2/15</u> Date

The APE for historic buildings for the proposed I-70-Maryland Route 144 intersection improvements also includes a farm owned by the Amvets Frederick Post Two, Inc. which they use as a picnic and recreational area. The farm occupies a triangular area between I-70, Old National Pike and Baltimore Road at their point of intersection. The landscape is a combination of open agricultural land and woodland. The farmstead is located on a hilltop toward the west side of the property. Historic buildings include the farmhouse, a small bank barn, a smokehouse and a wagon shed/corncrib, which appear to date from ca. 1890-1900. In addition there are buildings and structures added for the Amvets' use, including a large picnic pavilion, several metal storage buildings and a restroom building. These are all newer buildings and structures that do not contribute to the historic character of the property.

The farmhouse is a two story, three bay frame, L-shaped dwelling with a central cross gable. It rests on roughly coursed stone foundations and faces south. The wall covering is German style vinyl siding. Windows have been replaced with single pane double hung vinyl inserts, except for the gothic window in the cross gable which retains its original wooden pointed four-light sash, and a rear attic window which has a rectangular four light sash. The front entrance is in the center bay of the front elevation. It has a modern replacement six panel door beneath a single pane transom. There is no porch or entrance feature, only a raised concrete slab at the entrance. The backbuilding appears to have originally had a two-story recessed porch which has since been enclosed. The roofing material is asphalt shingles. There are three single-flue brick chimneys, one inside each gable end.

Just behind the house and to its northwest is a frame smokehouse. It is a square building with a hipped roof and an entrance in its east wall. The building is covered with wood German siding, and the roof with corrugated sheet metal. A vent pipe exits from the apex of the hipped roof.

To the north of the house, between it and the barn is a frame wagon shed/corn crib resting on fieldstone piers. The open ends are in the north and south gables. The south wall has vertical board siding, and batten doors opening into each of the corn cribs. The side walls have horizontal siding with spacing between to provide air circulation through the corn crib. The roofing material is corrugated sheet metal. Windows have been added to the gable end wall, and doors across the wagon shed opening. The doors were later partially cut out to create open access to the shed space again.

To the northeast of the house is a small frame bank barn with a closed-end forebay. The barn has three bays with a horse stable in the east end, a feed entry in the center and a cattle stable in the west end. The barn rests on coursed stone foundations, with louvered vents opening into the stable area. The upper level is sheathed with vertical board siding. There is a newer metal roof.

Evaluation of Integrity

While the farmhouse has lost integrity through the application of vinyl siding, vinyl windows, enclosure of the recessed porches, and replacement roofing material, it retains its original footprint, foundations, attic level windows and chimneys. The central cross gable remains as a character defining feature. The smokehouse is intact with very few changes. The wagon shed/corn crib is also largely intact although there have been some modifications. The barn is in good condition and is an excellent example of a small stable/barn from the late 19th century. The landscape remains largely intact, although the recreational and storage buildings that are recent accretions detract from the agricultural character. The changes to the property would likely not allow it to be eligible under National Register Criterion C.

Historic Context

In 1806 the Federal government began the construction of a highway that would lead to the newly acquired Louisiana Purchase lands comprising much of the central portion of the United States. The "National Road" began in Cumberland, Maryland

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Following the old Braddock Road, a rough wagon track established by explorers and traders, and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road system known as the National Pike. The National Pike became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market along the road, as individual traffic passed along the pike. The route was lined with habitations and businesses to serve the traveling public, including blacksmith shops, wagon shops, leather and harness shops. Taverns and road houses were located almost every mile or so.

With the National Pike, and later the Baltimore & Ohio Railroad and the Chesapeake & Ohio Canal, many of the early transportation issues for central and western Maryland were solved. Frederick County agriculture and industry prospered. General farms dominated, with wheat and corn (referred to in agricultural census records as "Indian Corn") the largest crops, and swine and sheep being the dominant livestock produced. This information comes from the 1850 agricultural census, which probably recorded conditions similar to those in 1840 and earlier. Other crops included rye, oats, and potatoes. Wool and butter were also frequently listed in the 1850 agricultural census. The agricultural census for 1860 is similar. The largest quantities of product were wheat and corn, with much smaller amounts of oats and rye. New listings appear for orchards and hay, although fruit trees and hay crops were grown in mid-Maryland since the 18th century. In 1860 large amounts of butter were still being recorded. These types of farm products remained the norm through the 19th century, though the dominance of wheat began to decline with the rise of Midwestern farms in the second half of the 19th century.

Frederick County grew in population through the 19th century and not surprisingly many farms have building complexes that date from this period. More substantially built houses of brick or stone and large bank barns reflect the agricultural prosperity of the region. Due to the fertile soils, most settlement in Frederick County occurred on the prime valley agricultural land or was clustered in towns and villages. Small farms and a few subsistence farms were also located on the mountain slopes. There the more humble log dwellings and smaller barns reflected the less productive mountain soils.

After the Civil War, Maryland's urbanization accelerated. Population began to shift with internal migration from the countryside to the cities. Baltimore grew tremendously with nearly fifty percent of the state's population by 1910. Cumberland was the second largest city in Maryland, Hagerstown was third, while Frederick came in as the fourth largest city.

As the urbanization and industrialization process gradually transformed the economy of Maryland farmers in Frederick and Washington Counties responded by shifting to dairy, fruit, and vegetable production. Since canning of fruits and vegetables appeared for the first time among the leading industries of Maryland in 1880, the ascendancy of orchards and vegetable farms was underway by that time.

Following on the heels of the 1929 stock market crash, a bad drought in Maryland in 1930 caused a significant drop in farm income from sales of wheat and dairy by 1932. As the Great Depression of the 1930s deepened, the gross income from truck farms actually increased. Webster's Dictionary defines a truck farm as "a farm devoted to the production of vegetables for the market." While much of Maryland's truck farming was occurring on the Eastern Shore, many of the small farm owners in Frederick County shifted to market (truck) farming as early as 1920. Their small acreage and ready access to road and rail transportation to nearby markets made them well-suited for trade, and additionally provided their families with subsistence stores.

Good Roads Movement, which began in the 1880s with bicycle enthusiasts, saved the aging National Pike with improvements to the road surface. Enthusiasm for road travel, spurred by the phenomenal growth of the automobile in the first two decades of the 20th century, provided another brief resurgence for the Pike in the 1920s. Faster speeds and increased traffic led to significant

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improvements and realignments of highway beginning in 1933 and completed in 1936. Renamed US Route 40, new sections of the road followed a straighter alignment, bypassing small towns and winding mountain passes. More accessible to truck traffic, the new US 40 left parts of the old National Pike as an "Alternate Route," (Alternate Rt. 40 west of Frederick and MD Rt. 144 east of Frederick) primarily used by locals. The changes culminated in the 1950s with development of the Interstate Highway system.

Architecture Context

Throughout the 18th and 19th centuries, the people of mid-Maryland built according to the materials that were available to them, sometimes drawing upon long-established traditions based upon European and British patterns and upon their own interpretations of current styles and construction techniques, adapted to local conditions. Elements of fashionable styles were incorporated into the region's buildings along with traditional features. With the exception of exterior applications of stylistic door treatments and symmetrical fenestration, typically, the more fashionable architectural elements were found on the interior in the form of moldings, mantels, and stairs. Although there are pure stylistic examples, particularly dating from the later 19th century, the vast majority of the region's buildings are vernacular structures.

By the late 19th century housing styles throughout the United States became more universally recognizable. Still, attachments to regional vernacular elements persisted. Older houses were simply updated with now mass-produced decorative trim of wood and cast iron, but their basic underlying vernacular form remained. This changed around the turn of the 20th century as the ability to mass-produce whole buildings at a reasonable price made fashionable housing a reality for many working families. Whole house "kits" could be purchased in catalogues such as Sears and Montgomery Wards. The smaller frame one-and-a-half story bungalow proliferated in both urban and rural settings, along with the larger Colonial Revival and American Foursquare style houses.

The Depression of the 1930s brought the US government into the realm of housing design. The FHA (Federal Housing Administration) style house was introduced with the publication of "Principles of Planning Small Houses," FHA Technical Bulletin No. 4. The designs were simple, functional, and affordable. Following World War II, the push to provide affordable housing for the many returning soldiers and their families continued the FHA-type house through the 1940s and 1950s. As the new decade of the 1960s dawned the more-sprawling ranch-style house began its reign as American families sought more living space.

Resource History

The Sponseller-Carpenter Farm was originally part of the larger Nathan Hammond "Home Farm" (MIHP #F-5-5). In addition to 362 acres of land, the Home Farm included the Hammond stone house and barn with numerous outbuildings, as well as a log tenant house and blacksmith shop (later known as Haugh's Blacksmith Shop) located on the south side of the Baltimore and Frederick Turnpike. At the 1841 Equity Court-ordered sale of Hammond's estate, Evan Hammond, nephew of Nathan Hammond, purchased the Home Farm tract. In 1850, Evan Hammond parceled out 63 acres on the north side of the turnpike, selling it to his brother Grafton Hammond for \$1,300 (FCDB WBT12, p. 498). Two years later, Grafton Hammond sold the tract to Arthur T. Sponseller for \$1,400 (FCDB ES2, p. 560).

The 1858 Bond Map of Frederick County shows "A. Sponseller" with two buildings on the north side of the Baltimore Turnpike, one immediately on the road indicating a likely roadside business. The map also indicates the locations of "Wm Sheats" and "Wm Lare," both of whom purchased small parcels from Sponseller in 1853 and 1860 (respectively, FCDB ES4, p. 152 and BGF5, p. 705). On the 1860 census there does not appear to be a record for Arthur Sponseller in Frederick County. However, William Lare was listed as a Farmer on his own land, while his son, William Lare, a Carpenter, was living as a tenant on an adjoining property. It is possible that William Lare the carpenter occupied the roadside business on Sponseller's land while Lare, Sr. farmed

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the land.

Arthur T. Sponseller does appear in the 1870 census, a 38-year old Farmer living with his wife Jane, their four children - Emma (15), John R. (13), Anna (11), and Nettie J. (6/12) - along with Arthur's elderly parents Jacob and Catharine Sponseller. On the 1873 Atlas of Frederick County (see attached) the "A. T. Sponseller" farm also appears to be under the name "Mt. Carmel Farm." No other documentation has been found concerning the use of this name. In 1880, Arthur and his son John continued to work the farm, while Jane kept house and cared for ten-year old Nettie. Emma and her husband William Ulrich were living in the Sponseller household, Ulrich working as a "Coach Smith."

In 1899, Arthur Sponseller, a widower, retired from farming and sold the remaining 41-acre farm he had owned for nearly 40 years to Peter J. Carpenter for \$2,600 (FCDB DHH3, p. 266). Carpenter was the brother of the neighboring landowner, Andrew J. Carpenter (MIHP #?). In 1902, Peter Carpenter transferred the farm to his nephew Evan Carpenter, son of Andrew and Mary Carpenter (FCDB DHH13, p. 350). The large increase in value of the farm, from 1852 to 1899 it nearly doubled in value, may indicate that Sponseller made significant improvements, including a new house, barn and outbuildings, probably around 1890.

The property remained in the Carpenter family, through Grace (Carpenter) Burall and her children, until 1985 when the family sold the farm to the Amvets Frederick Post Two, Inc. (FCDB 1271, p. 907).

Bibliography

Ancestry.com. United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2009.

Fischler, Benjamin R., EAC/ARCHAEOLOGY, INC. "Phase IA Archaeological Investigation of Proposed Improvements to the I-70/MD 144 Interchange Frederick County, Maryland." Prepared for The Wilson T. Ballard Company, Owings Mills, Maryland, 2015.

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Reed, Paula S. "Tillers of the Soil: A History of Agriculture in Mid-Maryland." Frederick, MD: Catocin Center for Regional Studies, 2011.

Wallace, Kim, Teresa S. Moyer, Paula S. Reed, and Edith B. Wallace. "Routes of Change: A History of Transportation in Mid-Maryland." Frederick, MD: Catocin Center for Regional Studies, 2011.

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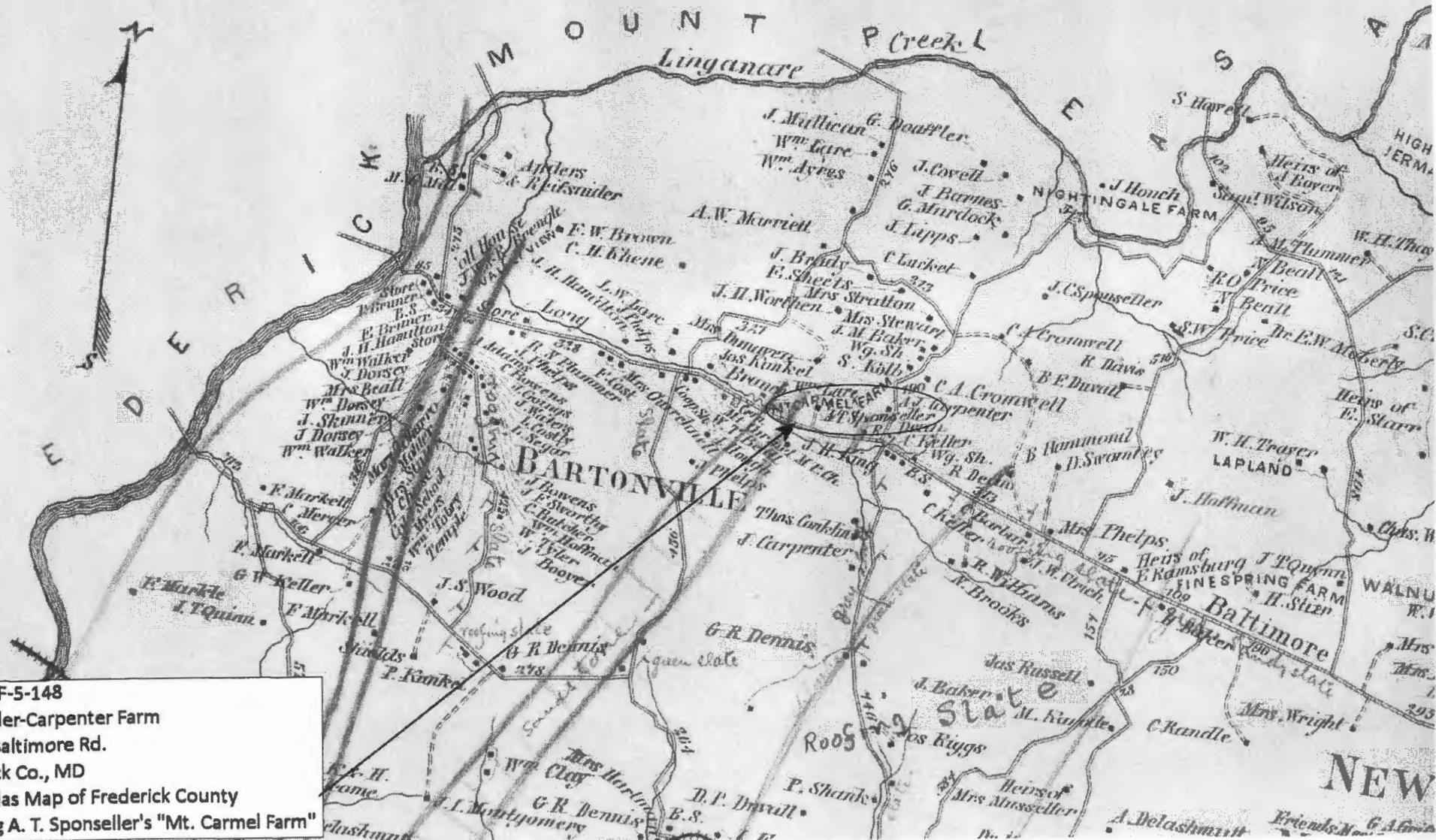
Date

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NEW MARKET DIST. No. 9

Scale $\frac{1}{2}$ inches to the mile



MIHP # F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co., MD
1873 Atlas Map of Frederick County
showing A. T. Sponseller's "Mt. Carmel Farm"

MIHP # F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Road
Frederick Co. MD
Boundary Map
(FC Tax Map 78, Parcel 15, pt. 1 only)



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1 of 3

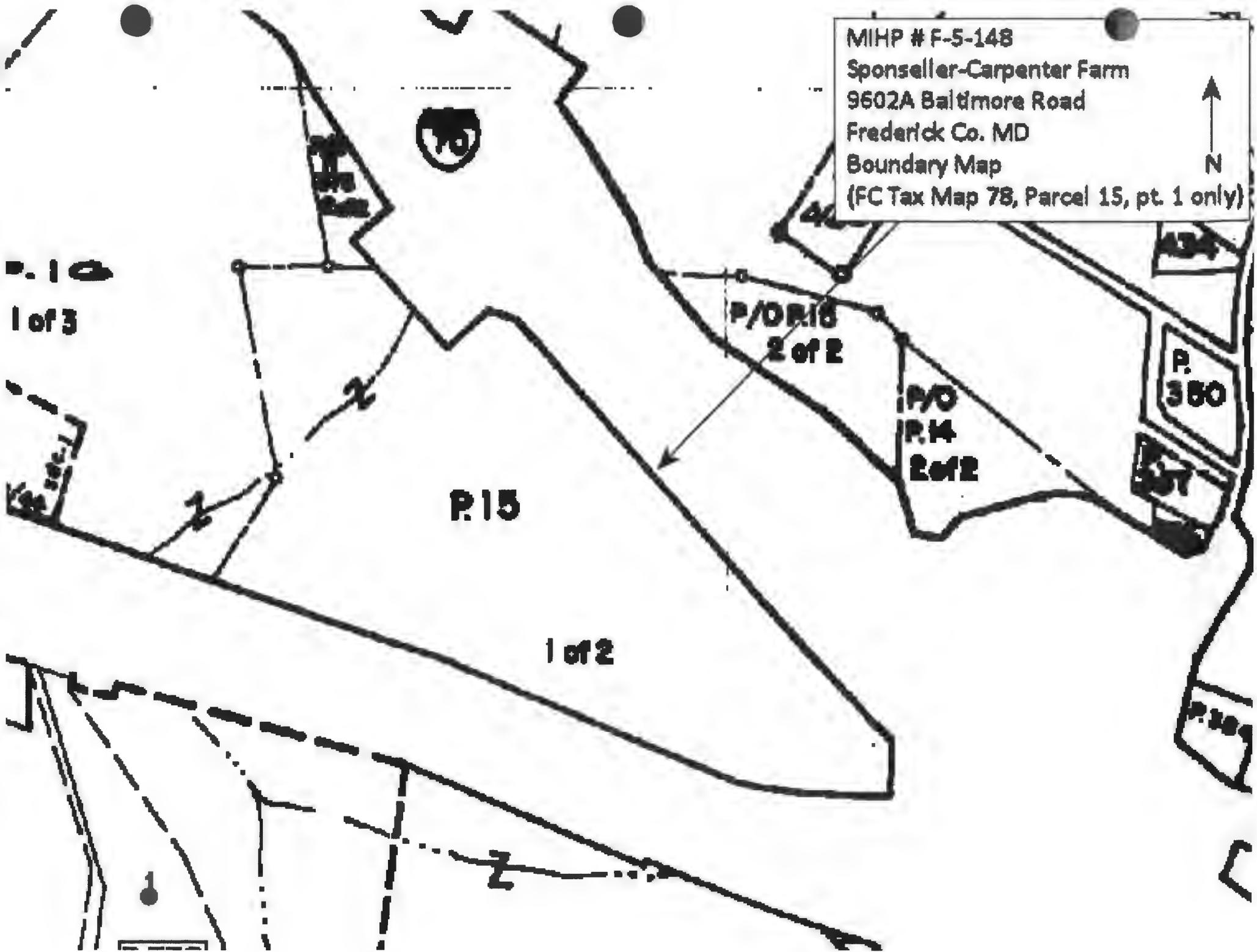
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P/O
P.14
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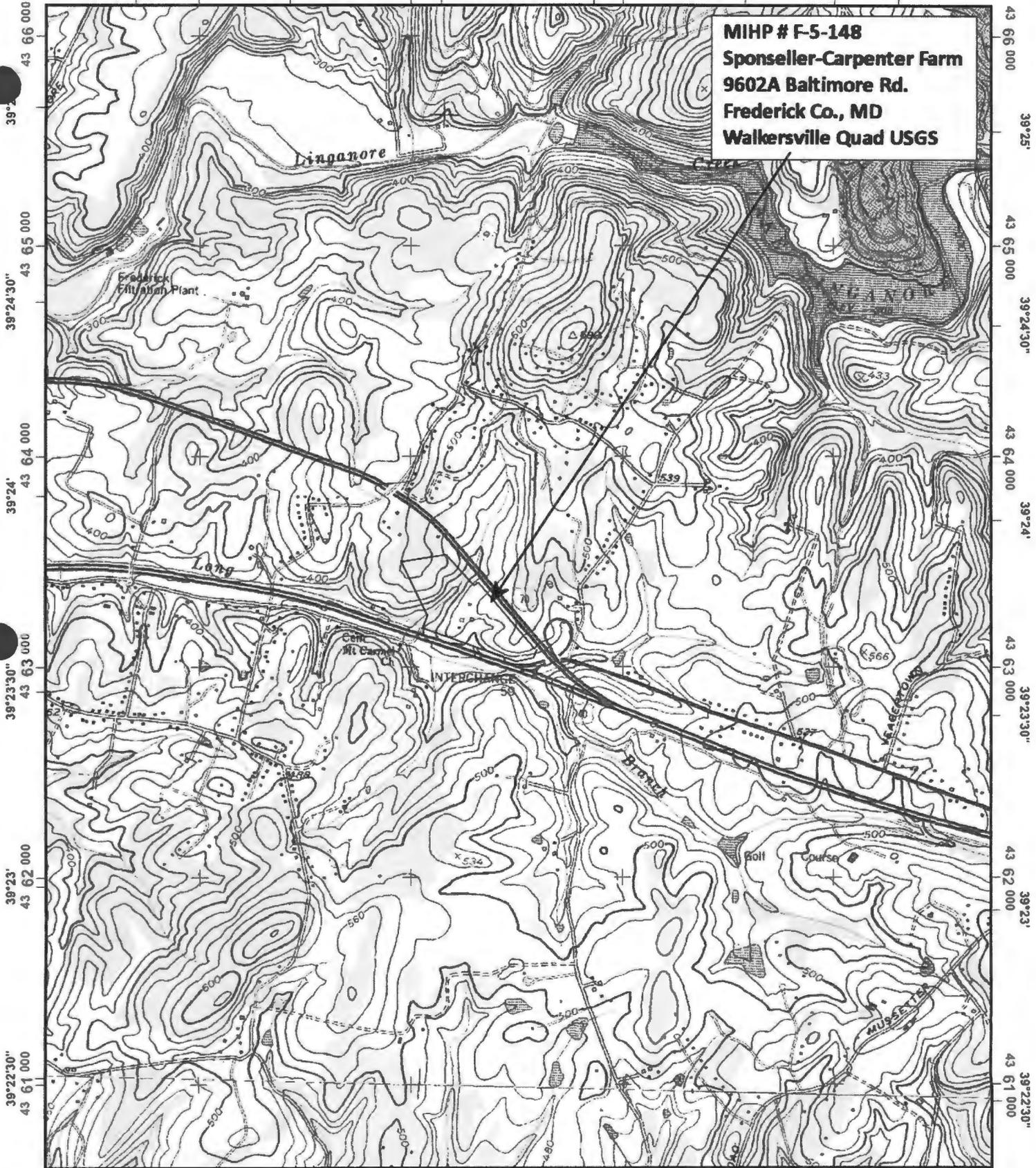
P. 380

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77°21' 298 000 77°20'30" 77°20' 299 000 77°19'30" 300 000 77°19' 301 000 77°18'30"



MIHP # F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co., MD
Walkersville Quad USGS

77°21' 298 000 77°20'30" 77°20' 299 000 77°19'30" 300 000 77°19' 301 000 77°18'30"

Universal Transverse Mercator (UTM) Projection Zone 18
 North American Datum of 1983
 1000 meter UTM / USNG / MGRS
 Grid Zone Designation: 18S
 100,000-m Squares:TJ

1:24000 scale



Magnetic declination of 12W at center of map
 on March 17, 2011

MIHP # F-5-148
Sponseller-Carpenter
9602A Baltimore Road
Frederick Co. MD
Site Plan and Photo Views



Amvets buildings

barn

7

8

wagon shed

smokehouse

1

house

2

3

6

4

cell tower

112

25

Google

F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Road
Frederick Co., MD
Digital Photo Log
Page 1 of 1

HP 100 Gray Photo Cartridge
HP Premium Plus Photo Paper

F-5-_2015-05-27_01.tif: Farm complex setting, view NE showing house, smokehouse, wagon shed and barn (center background).

F-5-_2015-05-27_02.tif: House, south and east elevations, view NW.

F-5-_2015-05-27_03.tif: House, east and north elevations, view SW.

F-5-_2015-05-27_04.tif: House and smokehouse, north and west elevations, view SE.

F-5-_2015-05-27_05.tif: Smokehouse, south and east elevations, view NW.

F-5-_2015-05-27_06.tif: Wagon shed/corncrib, south and east elevations, view NW, showing Amvets recreational buildings in background.

F-5-_2015-05-27_07.tif: Barn, west and south elevations, view NE, showing rural setting in background.

F-5-_2015-05-27_08.tif: Barn, south elevation forebay area detail, view NE.



F-5-148

Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co., MD
E Wallace
May 2015
MDSHPO

Farm complex setting, view NE showing house,
Smokehouse, wagon shed and barn (center background)

1/8



F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Road
Frederick Co., MD
E Wallace
May 2015
MDSHPO

House, south and east elevations, view NW

2/8



F-5-148
Sponseller-Carpenter Farm
9602 A Baltimore Rd
Frederick Co., MD
E Wallace
May 2015
MDSHPO

House, east and north elevations, view SW

3/8



F-5-148

Sponseller-Carpenter Farm

9602A Baltimore Rd.

Frederick Co., MD

E Wallace

May 2015

MDSAPO

House and smokehouse, north and west elevations,
view SE

4/8



F-5-148
Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co., MD

E Wallace
May 2015
MDSAPO

Smokehouse, south and east elevations, view NW.

5/8



F-5-148

Sponseller-Carpenter Farm
9602A Baltimore Rd
Frederick Co, MD
E. Wallace
May 2015
MDSAPO

Wagon shed/corncrib, south and east elevations,
view NW, showing Amvets recreational buildings
in the background

6/8



★ SONS ★
OF AMVETS
★ SQUAD #2 ★

F-5-148

Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co., MD

E Wallace

May 2015

MDSAPO

Barn, west and south elevations, view NE, showing
rural setting in background

7/8



F-5-148

Sponseller-Carpenter Farm
9602A Baltimore Rd.
Frederick Co. MD
E Wallace
May 2015
MDSHPO

Barn, south elevation forebay area detail,
view NE

8/8