

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Jennie Carpenter House Inventory Number: F-5-165
 Address: 5822 Meadow Road Historic district: yes no
 City: Frederick Zip Code: 21701 County: Frederick
 USGS Quadrangle(s): Walkersville
 Property Owner: Wayne L. Rippeon, Sr. et al Tax Account ID Number: 226400
 Tax Map Parcel Number(s): 0356 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: 7/17/2015

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 Listed: yes

Site visit by MHT Staff yes no Name: _____ Date: _____

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

Assessment of Property

The Jennie Carpenter House was built about 1930 by Marshall and Jennie Carpenter. Located on a lot carved from Marshall Carpenter's great grandfather's 68-acre settlement farm purchased in 1803, his was the third generation to build a home on the property. The house is a very intact example of a ca. 1930 bungalow with few visible alterations since the time of its construction. It is therefore considered potentially eligible for the National Register under Criterion C. The Jennie Carpenter House does not appear to be associated with any significant historic event or person so Criteria A and B are not applied. Criterion D was not evaluated.

Resource Description

Facing south, along the west side of Meadow Road, the house at 5822 overlooks I-70 and the existing cloverleaf exiting from the interstate onto the Old National Pike. Proposed improvements to this intersection would impact this property directly. It is one of

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: <i>Undistinguished example of a common type.</i>	
<i>Jim Talone</i> _____ Reviewer, Office of Preservation Services	<u>8/27/2015</u> _____ Date
<i>B. Kuntz</i> _____ Reviewer, National Register Program	<u>7/2/15</u> _____ Date

several in the APE that are receiving DOE documentation.

The house is situated just north of the current cloverleaf, at the intersection of the ramp and Meadow Road. The landscape is wooded with lawn around the house. The topography drops downward to the west, allowing for a much greater foundation exposure toward the west side of the house, than the east side, which rests only a few feet off Meadow Road.

The house is a one and a half story, three bay frame bungalow resting on roughly coursed stone foundations that appear to be significantly older than the circa 1930 house. The bungalow faces south with an overhanging porch extending along the length of the front elevation. The front porch and a similar rear porch are covered under the main roof span, which changes angle slightly with a kick to allow enough height for the porch. The porch deck rests on concrete piers and is enclosed with a pressure treated wood railing which likely replaced an earlier or original balustrade. The porch is supported by four Tuscan Doric columns, which appear to be a little earlier in character than the other design features of the building. The rear porch is similar to the front feature, but is supported with turned posts rather than Doric columns.

The north or rear elevation has four bays, the easternmost of which is an enclosure of the end of the porch to form a pantry with an exterior door opening onto the porch. In addition to the enclosure, there is an entrance and two windows in the north wall.

The house is covered with wood German siding. Windows in the principal facades (south and east) are double. They have three over one light sash. Other windows are single and have double hung sash. Front and rear shed dormers provide light to the upper half story, along with windows in the east and west gables. A few of the windows have had their original sash replaced with either single pane sash, or more recent modern six over six light windows. However, the majority of the windows retain their original three over one sash.

The front entrance is in the central bay of the south elevation. Other entrances are at the rear, one approximately opposite to the front, and the other opening into the enclosure which is likely a pantry.

The roofing material is asphalt shingles, and there is an inside end single flue brick chimney against the east gable wall.

In addition to the house there is a small gabled well cover between the east wall and Meadow Road. A modern frame storage shed is located to the rear of the property to the northwest of the house.

Evaluation of Integrity

This house retains a high level of integrity, with most of its character-defining features such as siding, windows and basic form intact.

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 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

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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 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

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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

(See Resource History for MIHP # , Andrew Jackson Carpenter House, for a complete history of the Eckman/Dunawin/Carpenter tract from which the Jennie Carpenter House lot was carved.)

Marshall Carpenter was born about 1906 to John R. and Nettie Carpenter. They lived on their 16-acre homestead carved from the larger 68-acre tract purchased by John's great-grandfather Michael Eckman in 1803. The tract had been divided among the children of Catharine (Eckman) Dunawin in 1880, including the 16-acre homestead devised to Mary (Dunawin) Carpenter (Marshall's grandmother), the 32-acre parcel adjoining the Carpenter homestead, which was devised to the unmarried sisters, Margaret and Louisa Dunawin, and another 16-acre parcel on the northwest end of the whole tract inherited by Phebe (Dunawin) Beall.

John R. Carpenter acquired the 32-acre Dunawin tract (FCDB 316, p. 359) in 1916, reuniting 48 acres of the original 68-acre tract his great-grandfather Michael Eckman had purchased in 1803. With his larger acreage, Carpenter began a "General Farm" by 1920, aided by his eldest son Marshall, then just 14 years old. Interestingly, Nettie Carpenter's brother, Benjamin Ray, also living in the Carpenter household in 1920, listed his occupation as a laborer with the "State Rd." He was likely employed by the Maryland State Roads Commission, created in 1908 to improve road conditions throughout the state.

In 1930, John R. and Nettie Carpenter sold a 1/3-acre parcel, described as the "southeastern corner of the whole tract," to their son Marshall Carpenter and his wife Jennie (FCDB 374, p. 167). On this lot they built a small bungalow (the subject house at 5822

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Meadow Road). Marshall, who was employed as a truck driver on the "State Rd," was still living in his father's household in 1930, along with his wife Jennie and infant daughter Belva. He continued his occupation as a State Roads truck driver through 1940. Marshall Carpenter passed away in 1954.

Subdivision of the old family tract to accommodate new generations continued through the next several decades. In 1947, John and Nettie Carpenter sold a one-acre lot to their granddaughter Belva and her husband Frederick Oland, on which they built a small house (5910 Meadow Road) (FCDB 466, p. 129). In 1956, Nettie Carpenter sold a half-acre parcel to her grandson John U. Carpenter (son of Marshall and Jennie) and wife Nancy. On this they built the house at 5826 Meadow Road.

Jennie Carpenter remained in the bungalow she and her husband built another 44 years after her husband's death in 1954 and adjoining property deeds typically refer to the property as the "Jennie Carpenter property." In 1998, her children, John U. Carpenter and Belva Oland, sold the house to the Rippeons (FCDB 6302, p. 18). Jennie Carpenter died two years later at the age of 92 (The Frederick News-Post, Jennie Carpenter Obituary, Nov. 20, 2000, www.fredericknewspost.com)

Bibliography

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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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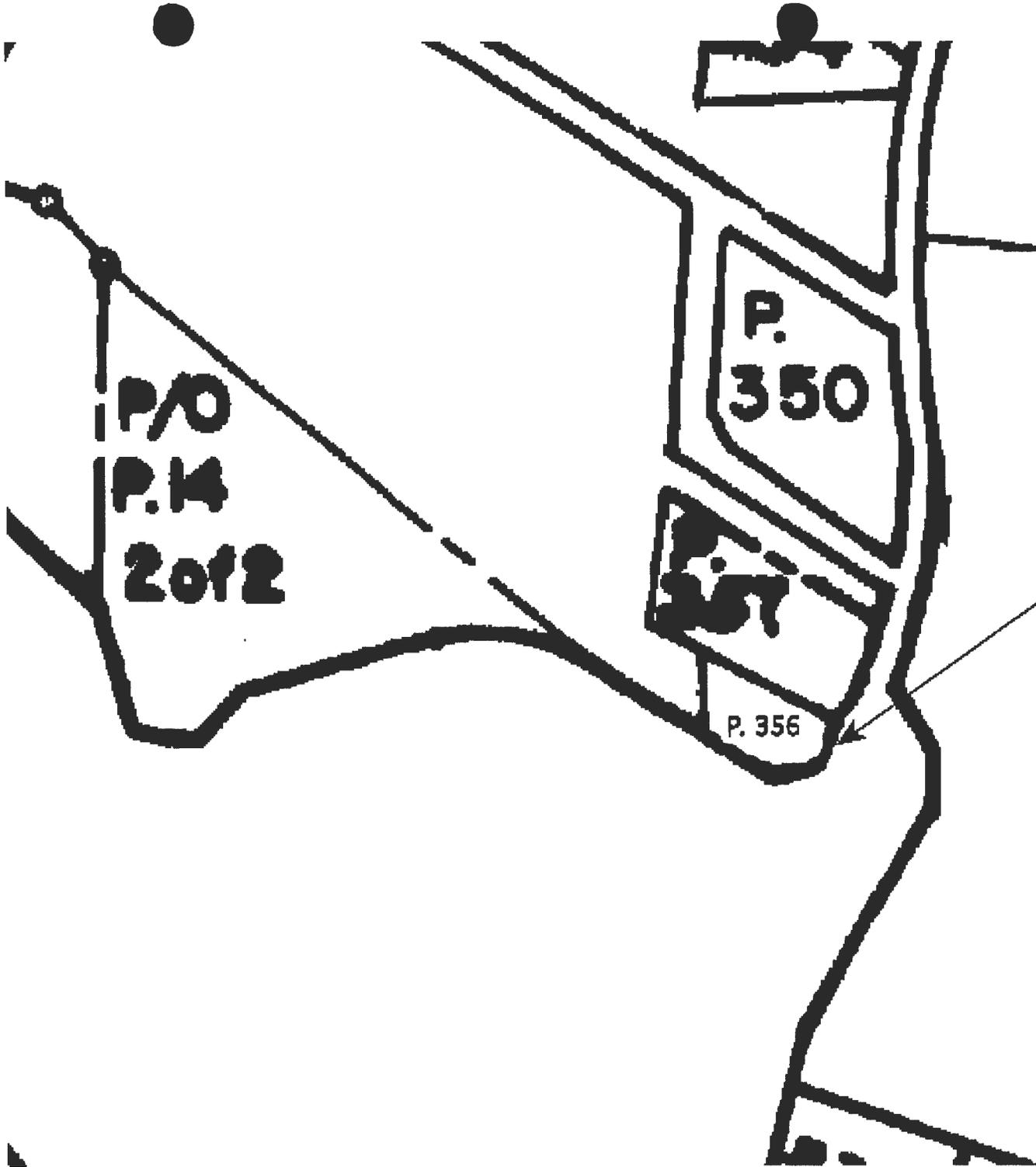
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Date



F-5-165
Jennie Carpenter House
5822 Meadow Road
Frederick Co., MD
Boundary Map
{FC Tax Map 78, Parcel 356}



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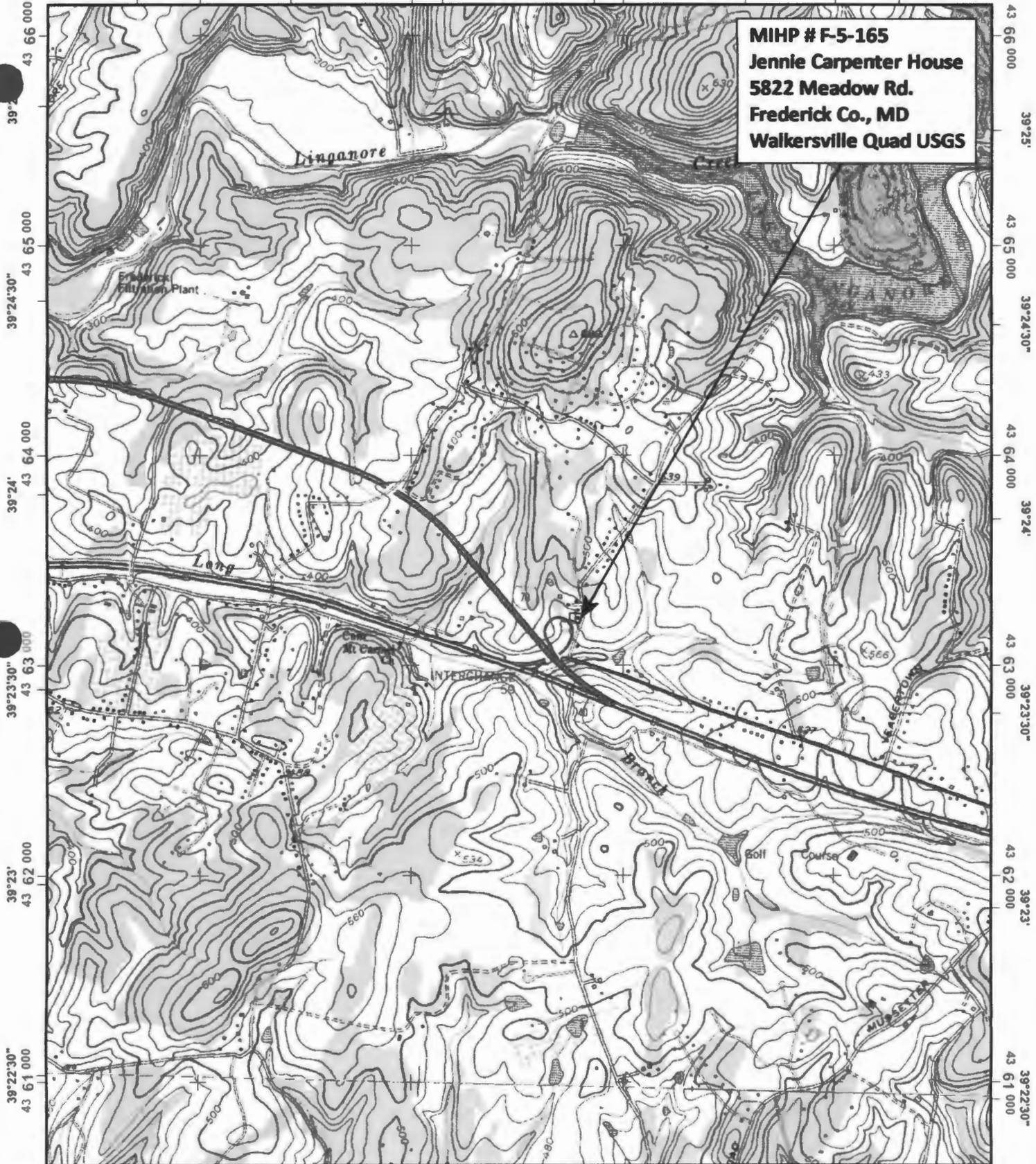
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77°21' 298 000 77°20'30" 299 000 77°20' 300 000 77°19'30" 301 000 77°19' 77°18'30"



MIHP # F-5-165
Jennie Carpenter House
5822 Meadow Rd.
Frederick Co., MD
Walkersville Quad USGS

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

1:24000 scale



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

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

MIHP # F-5-165
Jennie Carpenter House
5822 Meadow Road
Frederick Co., MD
Site Plan and Photo Views



4

3

6

House

well

5

2

1

W Rd

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Jennie Carpenter House
5822 Meadow Road
Frederick Co., MD
Digital Photo Log
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HP 100 Gray Photo Cartridge
HP Premium Plus Photo Paper

F-5-165_2015-05-27_01.tif: South and east elevations, view NW from Meadow Road at I-70 West entrance ramp.

F-5-165_2015-05-27_02.tif: South and east elevations, view NW from Meadow Road.

F-5-165_2015-05-27_03.tif: East and north elevations, view SW from Meadow Road, showing well covering in east yard.

F-5-165_2015-05-27_04.tif: North and west elevations, view SE from the west yard, showing stone foundation.

F-5-165_2015-05-27_05.tif: West and south elevations, view NE from west yard, showing stone foundation.

F-5-165_2015-05-27_06.tif: Setting, view SW from Meadow Road toward Old National Pike and I-70 interchange, Ormand Hammond House (MIHP #F-5-5) is in the far left background.



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Jennie Carpenter House
5822 Meadow Rd
Frederick Co., MD
E Wallace
May 2015
MBSAPO

South and east elevations, view NW from Meadow
Road at I-70 West entrance ramp.

1/6



F-5-165

Jennie Carpenter House
5822 Meadow Rd
Frederick Co., MD
E Wallace
May 2015
MBSAPO

South and east elevations, view NW from
Meadow Road

2/6



5
8
2
2

F-5-165

Jennie Carpenter House
5822 Meadow Rd
Frederick Co., MD
E Wallace
May 2015
MDSHPO

East and north elevations, view SW from
Meadow Rd, showing well covering in east
yard.

3/6



F-5-165

Jennire Carpenter House
5822 Meadow Road
Frederick Co. MD
E Wallace
May 2015
MDSAPO

North and west elevations, view SE from the
west yard, showing stone foundation.

4/6



F-5-165

Jennie Carpenter House
5822 Meadow Rd.

Frederick Co., MD

E Wallace

May 2015

MDSA PO

West and south elevations, view NE from the
west yard, showing stone foundation.

5/6



F-5-165

Jennie Carpenter House

5822 Meadow Rd.

Frederick Co., MD

E Wallace

May 2015

MDS APO

Setting, view SW from Meadow Rd. toward
Old National Pike and I-70 interchange, Ormond
Hammond House (MHP F-5-5) is in far left
background.

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