MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Andrew Jackson Carpenter House Inventory Number: F-5-166

Address: 5902 Meadow Road Historic district: ___ yes X no

City: Frederick Zip Code: 21701 County: Frederick

USGS Quadrangle(s): Walkersville

Property Owner: Margaret Tucker et al Tax Account ID Number: 2264551

Tax Map Parcel Number(s): 0375 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: 7/16/2015

Documentation is presented in: ___

Preparer's Eligibility Recommendation: ___ Eligibility recommended X 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 X no Name: ___ Date: ___

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

Assessment of Property

The Andrew Jackson Carpenter House at 5902 Meadow Road was built between 1865 and 1870 by Andrew J. and Mary (Dunawin) Carpenter following the conveyance of the 7-acre parcel to them from Mary's mother Catharine Dunawin (FCDB JWLC3, p. 41). The house appears on a plat of the subdivision of Catharine Dunawin's 65-acre estate, drawn in 1880 (FCDB AF9, p. 381). The now 37-acre property remains in the Dunawin/Carpenter family under its current descendant owners. No access to the house was allowed to fully evaluate its integrity. The house does not appear to represent an outstanding example of its architectural style and its integrity appears to be impacted by the alterations. The house does not appear to be associated with any significant historic events or persons. It is therefore considered not eligible for the National Register under Criteria A, B, and C. Criterion D was not evaluated.

Resource Description

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Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

[signature] — **Reviewer, Office of Preservation Services** — 8/27/2015 **Date**

[signature] — **Reviewer, National Register Program** — 9/2/15 **Date**

20150344

The property at 5902 Meadow Road lies within the APE for architectural resources, for the proposed intersection improvements for I-70, exit 59 to Maryland Route 144. Unfortunately, access to the property was not available, so the description is based on what was visible from the public right of way along Meadow Road. Only the east side could be viewed.

The house and associated outbuildings are situated on the west side of Meadow Road at the end of a gravel driveway. Like its neighbor at 5822 Meadow Road, it faces south. The house is a two story frame building resting on coursed stone foundations. A one and a half story, two bay frame L-extension is attached to the rear (north) side of the house. Unfortunately the front elevation was not visible, but, based on the size of the building in aerial views, it is most likely a three bay wide house.

The walls are covered with vinyl siding. The windows have two over two sash windows, suggesting a construction date during the last third of the 19th century. The rear wing, likely a kitchen, has a glass pane over wood panel door and a six over six light sash window. A shed roofed porch spans the east wall of the wing.

The roof is asphalt shingles and there is a concrete block chimney against the exterior of the north gable end of the rear wing.

Two frame sheds could be seen to the north of the house.

Evaluation of Integrity

The house does not retain integrity to the time of its construction and is not an outstanding example of its type or time period.

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 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

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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 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

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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 36-acre parcel (FC tax map 78, parcel 375) on which the Andrew Jackson Carpenter House sits is part of a 68-acre tract purchased by Caspar Mantz from Ormand Hammond in 1798 (FCDB WR17, p. 143). Hammond had inherited a much larger expanse of his father Nathan Hammond's 1,200-acre patent land known as Locust Thicket in 1762 (FCWB 31, p. 677). Mantz sold the tract to Michael Eckman in 1803 (WR25/138). The current owners of the property are descendants of Michael Eckman through the Dunawin/Carpenter line, thus the family can claim a remarkable 212 years of continuous ownership.

Michael Eckman probably built his house (no longer extant) about 1810 (date on tax record for Parcel 375). Eckman, along with his wife and two children, was listed on the 1810 census record near both Ormand and Nathan Hammond (MIHP# F-5-5). Michael Eckman died in 1835 without a will, and his 68-acre estate went to his son Jacob Eckman and his daughter Catharine, wife of Thomas Dunawin (FCDB HS2/583). Jacob Eckman transferred his interest in the property to his sister Catharine.

Catharine and Thomas Dunawin probably lived in the house built by her father on the west side of a spring branch on the property (see 1880 plat). There they raised their four daughters: Mary (Carpenter), Phebe (Beall), Margaret, and Louisa. In 1865 they conveyed a 7-acre tract on the east side of the property, "for the purpose of improving the property" to daughter Mary and her husband Andrew Jackson Carpenter (FCDB JWLC3, p. 41).

Andrew J. Carpenter was listed on the 1870 census as a "Wheelwright." In addition to his wife Mary and infant son Lleywellen [sic] (Lafayette?), the Carpenter household also included a boarder who was occupied as a blacksmith. The two occupations were complimentary and likely indicate that Carpenter had established a business aimed at wagon travelers along the nearby National Pike. His new house (5902 Meadow Road) faced toward the turnpike and was well-placed for such a business. Both the Carpenter house and the Dunawin house appear on the 1873 Atlas map of Frederick County (see attached).

In 1878, Catharine wrote her will (FCWB JPP1, p. 3), dividing the remaining 64 acres she had inherited among her four daughters. She died in 1880 and the land was surveyed according to her devises (see attached plat). The plat clearly notes the location of the Dunawin house and the Andrew J. Carpenter house in relation to the county roads and the spring branch which runs through the property. Also noted is the orchard adjoining the Dunawin house as well as the extent that the property was wooded at the time. In the 1881 Division of the land of Catharine Dunawin (FCDB AF9, pp. 379-381, recorded in 1884): Lot No. 1 went to Mary Carpenter, described as nine acres, to be added to the seven acres conveyed in 1865 on which the Carpenter house stood (for a total of 16 acres); Lot No. 2, 32 acres with the house where Catharine and Thomas resided went to Margaret and Louisa, the unmarried sisters; and Lot No. 3, with 16 acres and no buildings, went to Phebe Beall along with a 15-foot right of way to access the property from the county road (today's Quinn Road).

The 1900 census indicates that the whole Dunawin/Carpenter family was economically active. Phebe Beall, by then a widow, was

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listed as a farmer, probably working the whole of the Dunawin tract, while Andrew and Mary Carpenter's son Raymond J. (John Raymond), age 23, was occupied as a farm laborer. Andrew Carpenter was listed as a "Trucker," likely transporting agricultural products by wagon along the National Road. Margaret Dunawin, still living with her sister Louisa, was described as a "Capitalist," perhaps financing both the farming and trucking enterprises of her extended family.

In 1908, Mary Carpenter passed away. Predeceased by her husband, the 16-acre homestead passed to her three sons Lafayette, Evan, and John Raymond Carpenter. Lafayette and Evan transferred their rights to the property to John R. in 1910 (FCDB 292, p. 83). By that time, John R. Carpenter and his wife Nettie and had two sons, Marshall and Raymond E. Carpenter listed his occupation then as blacksmith, perhaps, like his father, working on the wagons that still passed along the National Pike below the old family home. Those wagons though, were now sharing the road with automobiles, a development that would begin to alter the landscape over which the old Dunawin/Carpenter property looked.

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 shifted to general farming 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 (5822 Meadow Road, Jennie Carpenter House, MIHP #). 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. John R. Carpenter continued farming, now with the help of his 21-year old son Eldred R. (Raymond E.).

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 at 5822 Meadow Road until 1998, when her children John U. Carpenter and Belva Oland sold the house to the Rippeons (FCDB 6302, p. 18).

John and his wife Nettie Carpenter lived at the old homeplace built by Andrew Carpenter (5902 Meadow Road) for 50 years. In 1960, Nettie Carpenter transferred the property to her son R. Eldred Carpenter and his wife Mabel, and to her daughter Mary M. Pyles and her husband Charles (FCDB 634, p. 216). Margaret Tucker and David Carpenter, the children of Eldred and Mabel Carpenter, inherited their half-interest the property in 2003 and today it remains in the Tucker and Pyles families.

Bibliography

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

Archives of Maryland, volumes online at www.msa.maryland.gov.

Frederick County Land Records, mdlandrec.net, www.msa.maryland.gov.

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

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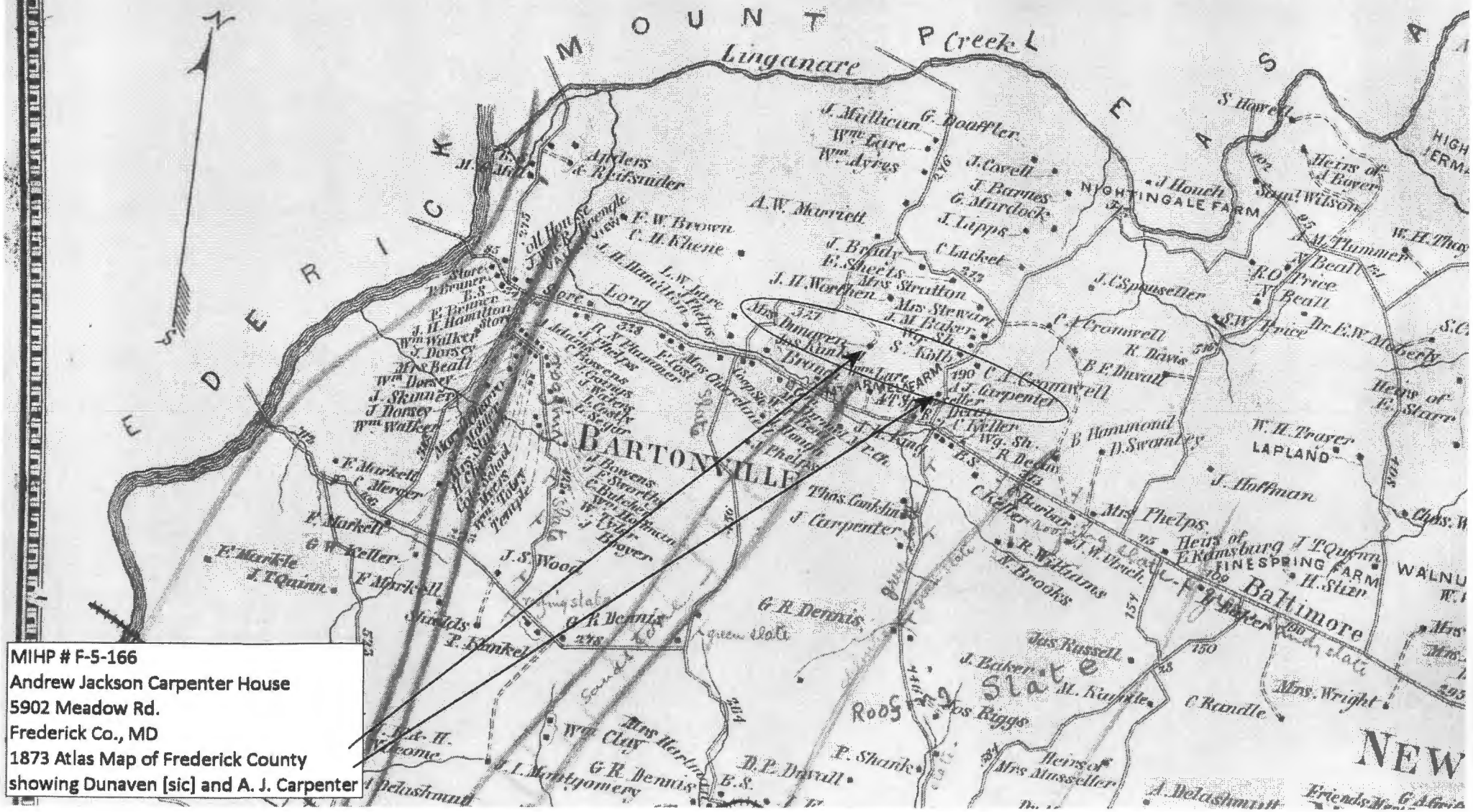
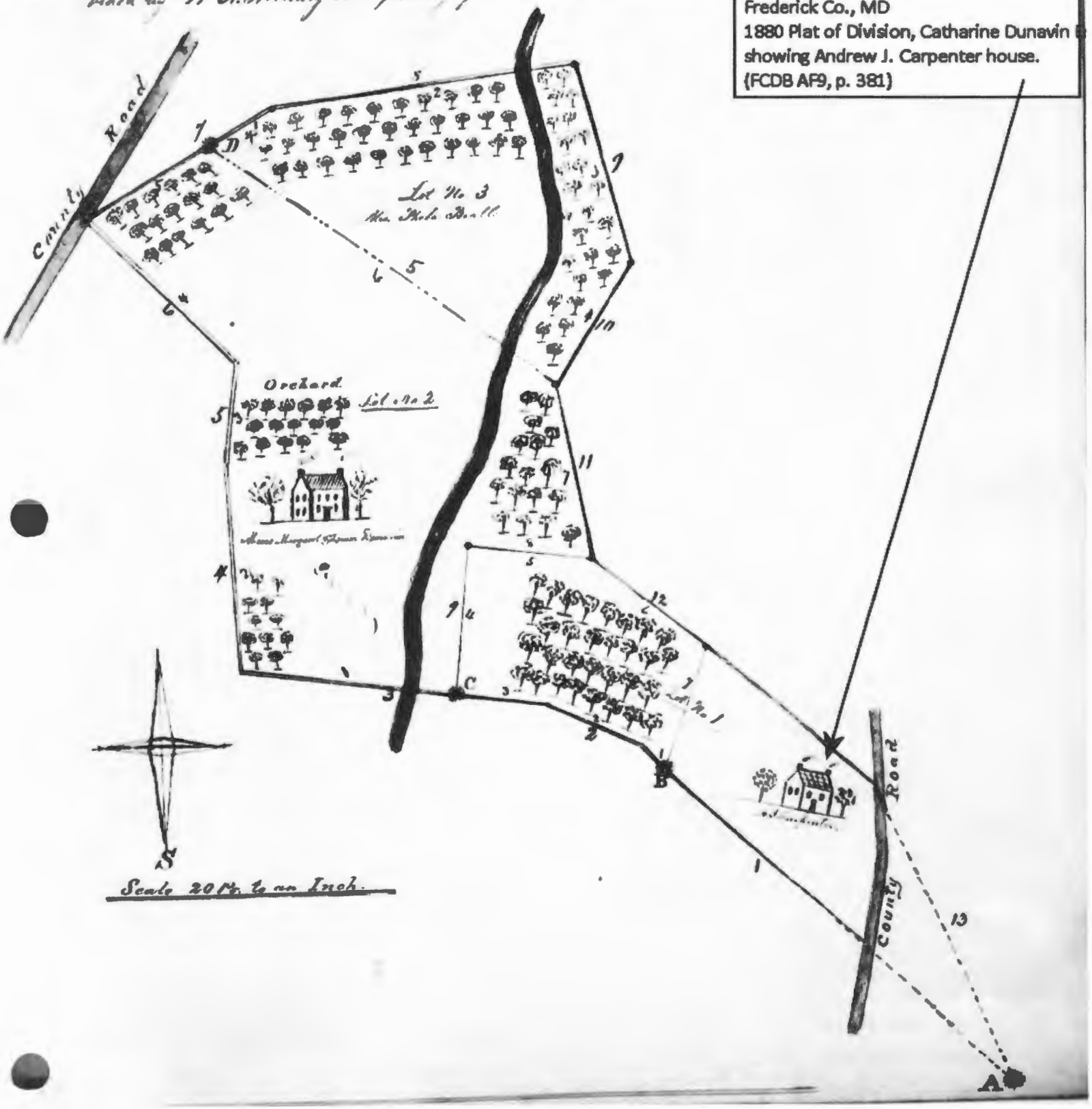
NEW MARKET DIST. No. 9

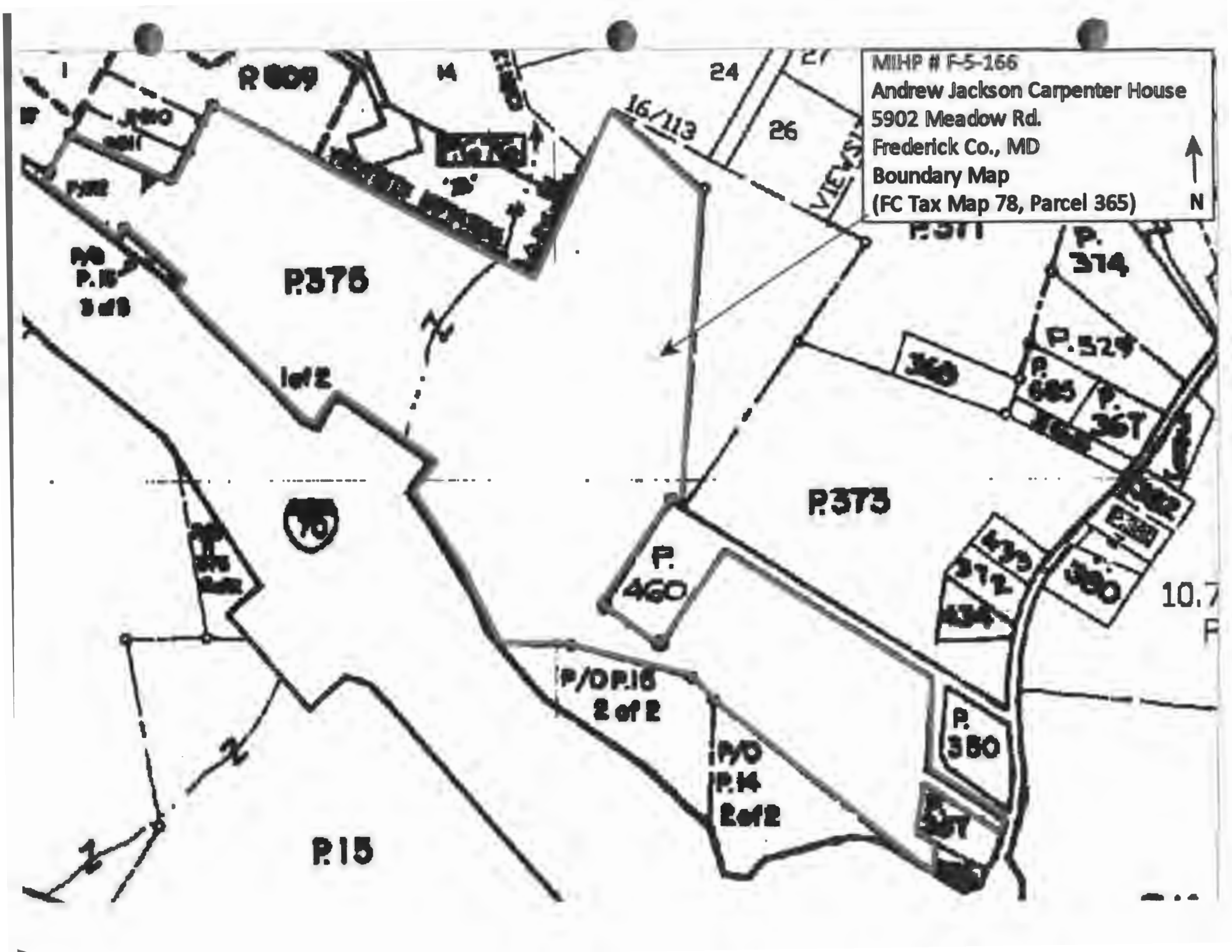
Scale 1½ inches to the mile

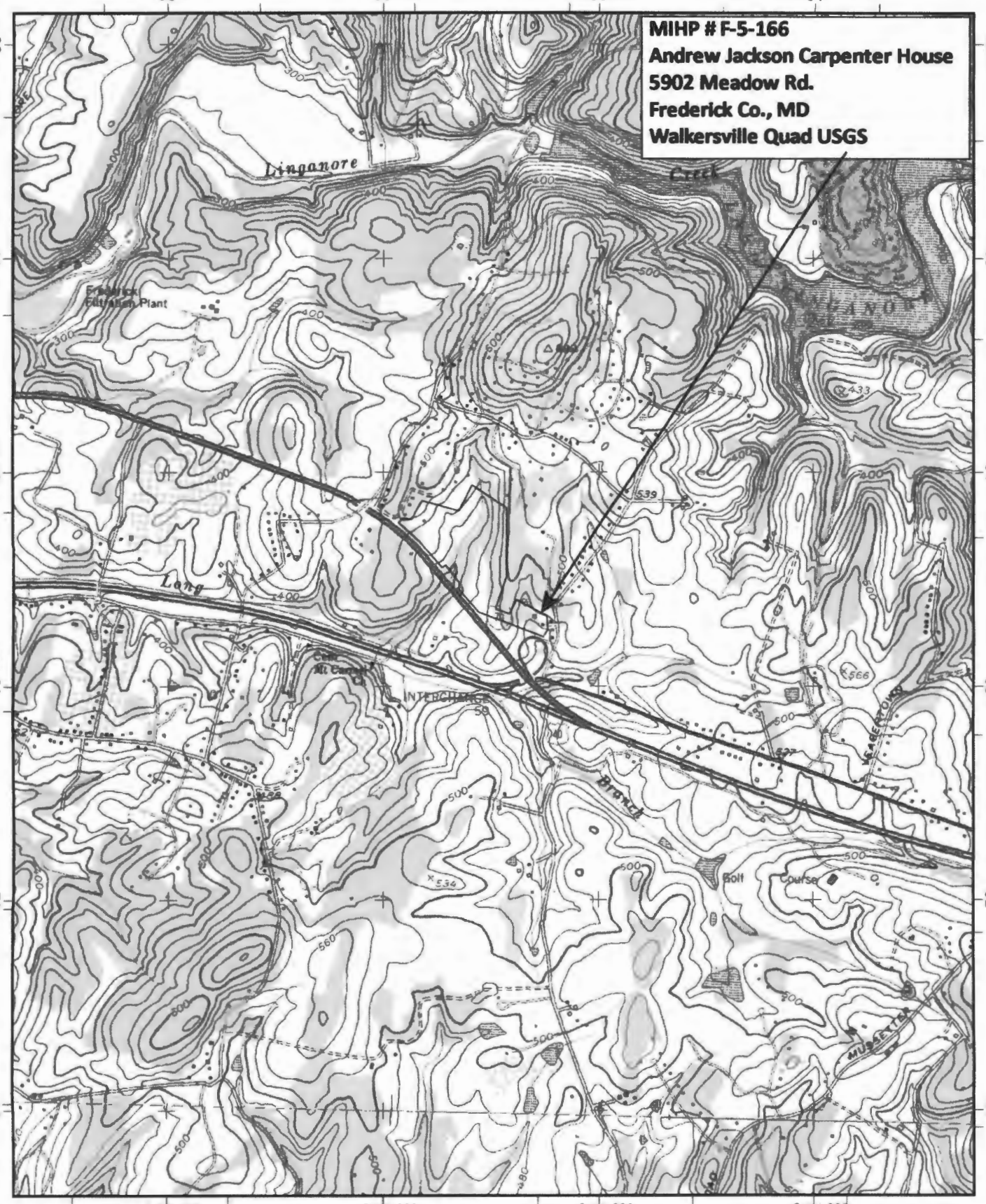

MOUNT
Linganore
Creek
EAST
FREDERICK
BARTONVILLE
NIGHTINGALE FARM
LAPLAND
FINESPRING FARM
Baltimore
NEW
A. J. Carpenter
Dunaven
Slate Roof
A. W. Marriott
G. R. Dennis
J. Carpenter
Thos. Conklin
J. S. Wood
F. Markell
E. Markle
J. T. Quinn
J. Hoffman
W. H. Traver
Mrs. Phelps
Mrs. Wright
C. Randle
Jas. Russell
J. Baker
M. Kinnile
Jos. Riggs
P. Shank
D. P. Duvall
Heirs of Mrs. Musselman
A. Delashmutt
Friends
J. Mullican
Wm. Lare
Wm. Ayres
G. Bourler
J. Carell
J. Barnes
G. Murdock
J. Lipps
C. Lacket
J. Brady
E. Sheets
Mrs. Stratton
Mrs. Stewart
J. M. Baker
S. Kolb
C. A. Cromwell
J. Carpenter
B. E. Duvall
R. Davis
B. Hammond
D. Swandey
J. Houch
S. Howell
Heirs of J. Boyer
Saml. Wilson
W. H. Thay
R. O. Price
N. Beall
Dr. E. W. Moberly
J. C. Spanseller
S. W. Price
Heirs of E. Starr
J. T. Quinn
H. Stier
Mrs. Wright
Chas. W
WALNU
Heirs of E. Ramsburg
J. Williams
J. W. Ulrich
R. Brooks
C. Keller
R. Deem
Barbar
Mrs. Musselman
Heirs of
Mrs. Musselman
Mrs. Hartman
Wm. Clay
G. R. Dennis
J. I. Montgomery
B. S.
Wm. Walker
J. Dorsey
Wm. Dorsey
J. Skinner
J. Dorsey
Wm. Walker
F. Markell
G. W. Keller
F. Markell
J. T. Quinn
F. Markle
C. Mercer
J. Hamilton
Wm. Walker
J. Dorsey
Wm. Dorsey
J. Skinner
J. Dorsey
Wm. Walker
Mrs. Beall
Mrs. Mellor
Mrs. Stark
H. Coleschad
Mrs. Mills
Wm. Tory
Temple
J. Bowens
J. F. Swartz
C. Butcher
Wm. Hoffman
J. Tyler
Boyer
J. Adams
J. Phelps
J. Bowens
J. Waters
L. Cosby
L. Saylor
R. N. Plummer
J. Phelps
E. Frost
Mrs. Otterbein
J. Phelps
J. Hough
J. Phelps
J. H. Hamilton
L. W. Lare
J. Phelps
J. H. Werthen
Mrs. Dunaven
Jas. Kunkel
Brown
Long
Lare
F. W. Brown
C. H. Khene
Atlers
E. Rifsnider
H. Mill
Store
Store
Store

No 2. and thence with said line reversed North 59 1/2 West 80 1/100 ps to the ... ten acres and thirty three square perches of land. All of which ... vided by Wm H. Hilleary this 9th day of October A.D. 1880.

MIHP # F-5-166
Andrew Jackson Carpenter House
5902 Meadow Rd.
Frederick Co., MD
1880 Plat of Division, Catharine Dunavin
showing Andrew J. Carpenter house.
(FCDB AF9, p. 381)




MIHP # F-5-166
Andrew Jackson Carpenter House
5902 Meadow Rd.
Frederick Co., MD
Boundary Map
(FC Tax Map 78, Parcel 365)
N
P.375
P.373
P.15
P.460
P.374
P.529
P.350
P/O P.16
2 of 2
P/O
P.14
2 of 2
1 of 2
16/113
24
26
10.7



1:24000 scale

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

0 0.2 0.4 0.6 0.8 1 Miles

0 0.2 0.4 0.6 0.8 1 Kilometers

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

MIHP # F-5-166
Andrew Jackson Carpenter House
5902 Meadow Rd.
Frederick Co., MD
Site Plan and Photo Views
N
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house
Meadow Rd
2
1

F-5-166
Andrew Jackson Carpenter House
5902 Meadow Road
Frederick Co., MD
Digital Photo Log
Page 1 of 1

HP 100 Gray Photo Cartridge
HP Premium Plus Photo Paper

F-5-166_2015-05-27_01.tif: East elevation, view W from Meadow Road.

F-5-166_2015-05-27_02.tif: Setting, view W from Meadow Road, showing modern shed north of the house.

F-5-166
Andrew Jackson Carpenter House
5902 Meadow Rd.
Frederick Co., MD
E Wallace
May 2015
MDSHPO

East elevation, view W from Meadow Rd.

1/2

F-5-166
Andrew Jackson Carpenter House
5902 Meadow Rd.
Frederick Co., MD
E Wallace
May 2015
MDSHPO

Setting, view W from Meadow Rd, showing modern shed north of the house.

2/2