

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

Property Name: _____ Inventory Number ~~614000A~~ PG: 85A-69

Address: 12400 Crain Highway, SW, Prince George's County - in the vicinity of Brandywine

Owner: Kelk, Walter V

Tax Parcel Number: Subdivision 124066, Lot 1 Tax Map Number: 135

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

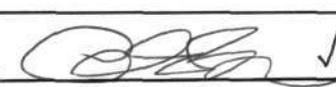
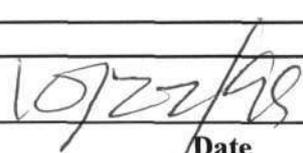
Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

12400 Crain Highway, SW is one story in height and three bays in width with a one-bay addition to the southwest. The house is covered by a side gable roof and the addition is covered by a half-hipped roof. The main entrance is located in the central bay. The entry, covered by a small, faceted hood, is flanked by bay windows. Each of the two bay windows comprise four, 6/6 double-hung sash windows. The addition is pierced by a single, 8/8 double-hung, sash window. The house is clad in wide horizontal siding.

Located near Brandywine, this house reflects patterns of residential development that characterized Prince George's County in the mid-20th century. Following the Civil War, railroads made the greatest impact upon community development in this area, particularly the completion of the Baltimore and Potomac Railroad's (B & P) main line from Bowie in Prince George's County to Pope's Creek in Charles County in 1872. Small towns, like Brandywine, grew when they became regular stops on the B & P line, and developed as service centers for the surrounding rural areas.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to Prince

Prepared by EHT Traceries, Inc.

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

George's County's community evolution. The Robert Crain Highway, constructed in 1922 and later expanded as part of U.S. 301, attracted new development to older communities like Brandywine.

Automobiles and the expanding road and highway systems contributed to widespread suburbanization well beyond rail corridors after the first quarter of the 20th century. As development and population density increased in Prince George's County, new road networks were erected to ease the movement of goods and people. Extension of the Crain Highway to the Potomac and the completion of the Governor Harry W. Nice Memorial Bridge spanning the Potomac River Bridge near Pope's Creek in 1940 served to link Prince George's County with transportation networks from Florida to New York. In the late 1950s the State Roads Commission began widening the Crain Highway as part of the U.S. 301 project. Dualization of the roadway consisted of constructing two additional lanes while earlier two lanes remained to carry traffic in the opposite direction. The present alignment of U.S. 50 took shape during its original construction in the late 1950s and early 1960s. The Capital Beltway encircling the District of Columbia was completed through Prince George's County in 1964. Use of U.S. 301 for commercial traffic declined when Interstate 95 was completed during the late 1960s.

Built circa 1945, this vernacular house is not eligible for the National Register. Although it is an example of the residential development surrounding Brandywine, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

PG: 65A-69

P10
P16

ALFRED H SMITH, JR.
4379/435
22.98A
P 64



P57

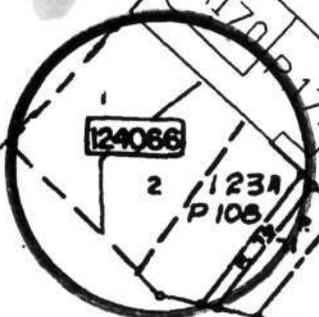
P. 106

150 A
P 102

P. 105

'A'
9241

BENJAMINE NEWAN
963/306
8.12A.
P 67



P.34

P.33

P.32

DRULA ESTATES

LOT 2 LOT 3
DRULA

LOT 1 LOT 4
ESTATES

118017
'B'

114043

P.65

6322
/887
134A
P 123

Δ158081

DYSON

175A
P.59

9278

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P 38

DRIVE

PRINCE

CHEL TENHAM

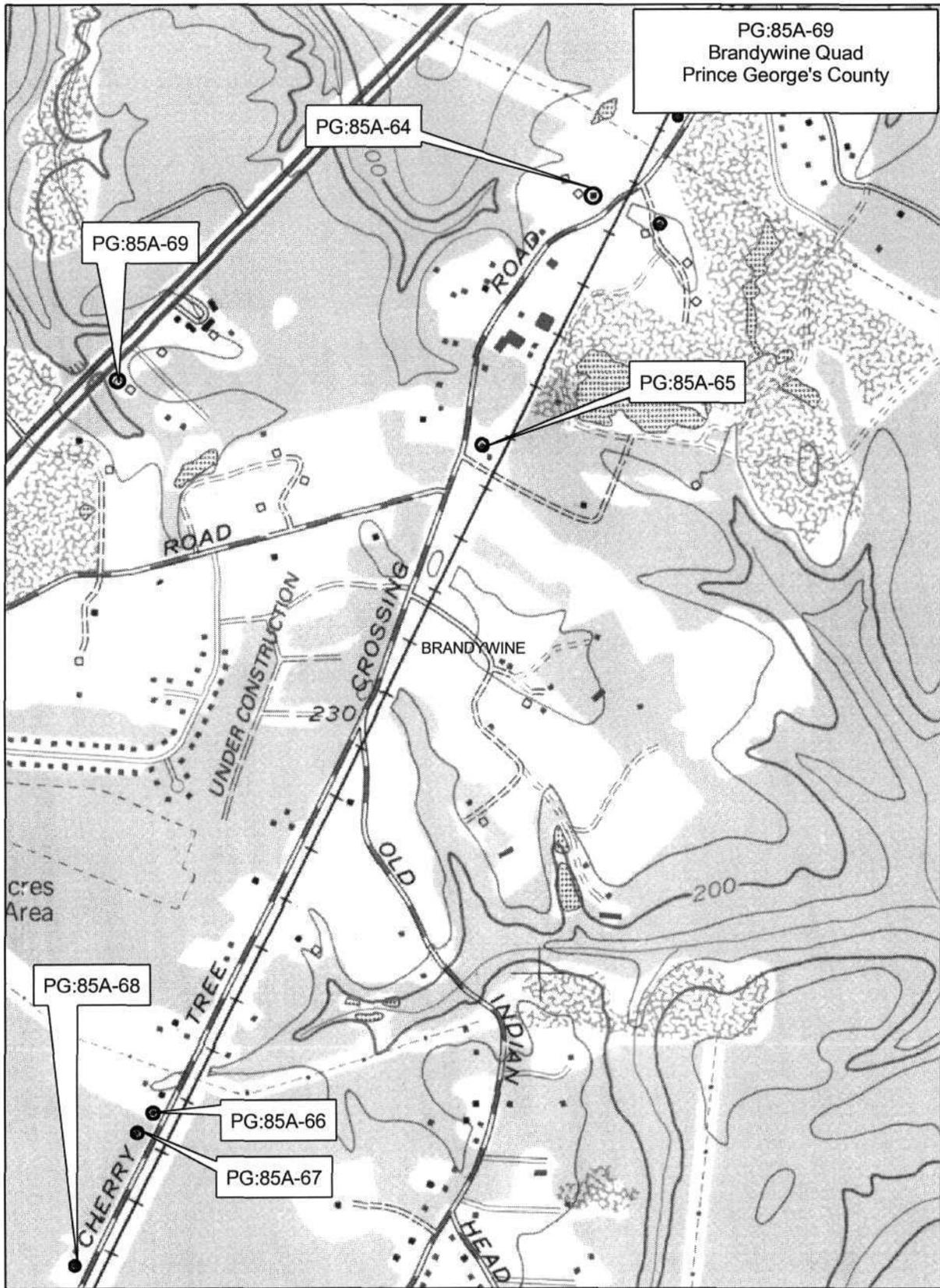
MIDDLE RIDGE

CHERRY

118051

16359

P 61





~~61-6004~~ PG:85A-69

12400 Crain Highway, SW
Prince George's County, MD
Traceries

June 1999

MD SHPO
View looking northwest
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