

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

DEMOLISHED DC. 2007

Property Name: \_\_\_\_\_ Inventory Number ~~3001~~ PG: 85A-80

Address: Barn at 16100 McKendree Road, Prince George's County - in the vicinity of Brandywine

Owner: Compton, Douglas & Elaine M

Tax Parcel Number: Sub. 1877 8520, Pt 203079, Lot 2 Tax Map Number: 154

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)

This wood frame barn is one story high, and features vertical board siding, a gambrel, standing seam metal roof, and vertical board wood doors on the south and west elevations.

Built around 1900, this barn reflects the continued importance of agriculture to the economy of Prince George's County during the late-19th and early-20th centuries. Following the Civil War, railroads made the greatest impact upon community development, 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. The opening of the railroad revitalized the practice of agriculture in southern Maryland. Beginning in 1873, the railroad operated a freight train to Baltimore once a week to carry local produce. In the 1880s, land values in southern Maryland rose rapidly in response to increased profits from agriculture. Prince George's County continued to be dominated by its agricultural heritage during the first half of the 20th century. Its population between 1910 and 1930 rose from 36,000 to almost 60,000 people, but its population growth was primarily limited to the settlements of the new towns and villages brought about by the Baltimore and Potomac rail lines. After its construction began in 1922, Crain Highway benefited

Prepared by EHT Tracerics, Inc.

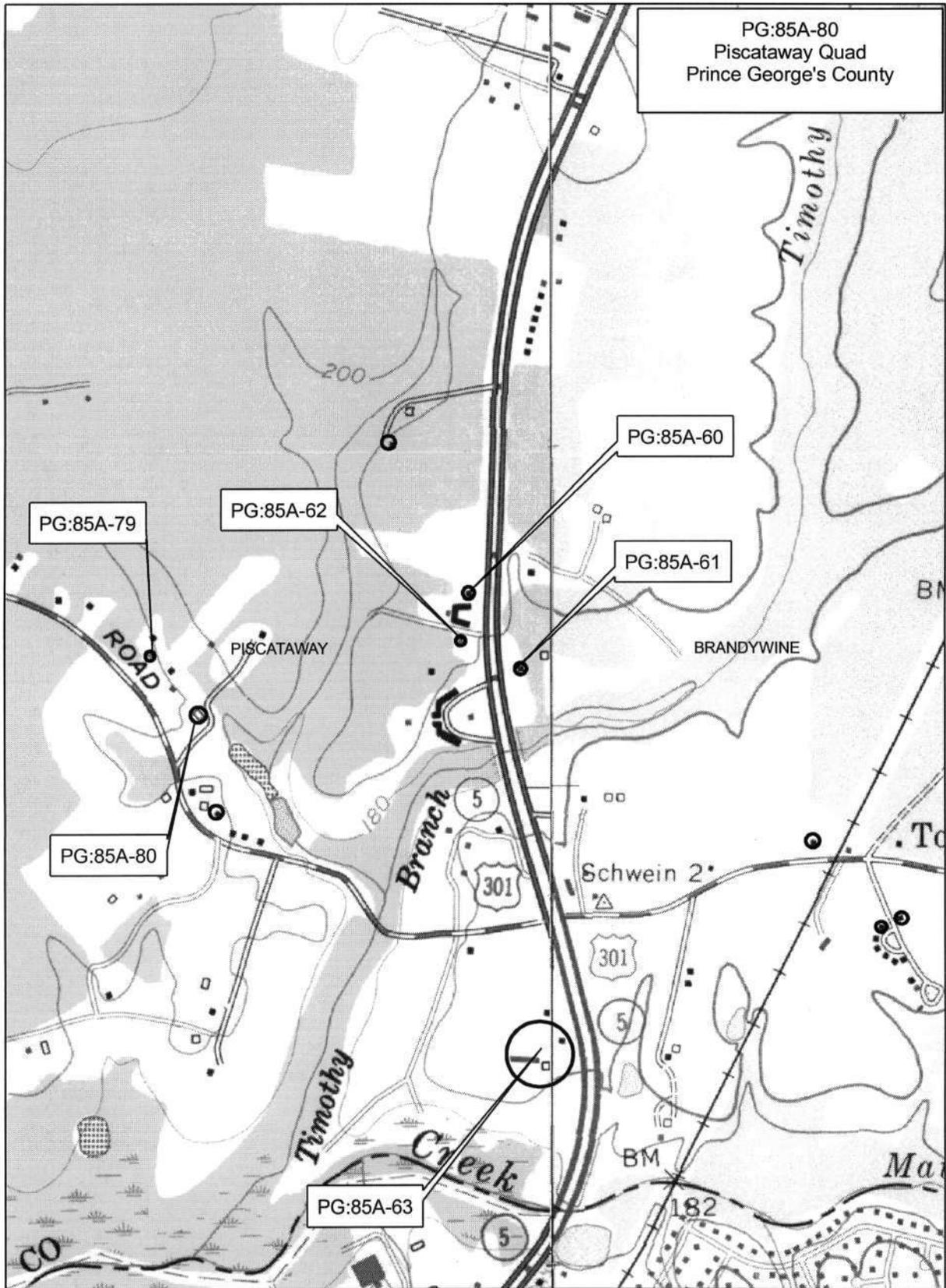
<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input 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
_____	
	<u>10/20/99</u>
Reviewer, Office of Preservation Services	Date
Reviewer, NR Program	Date

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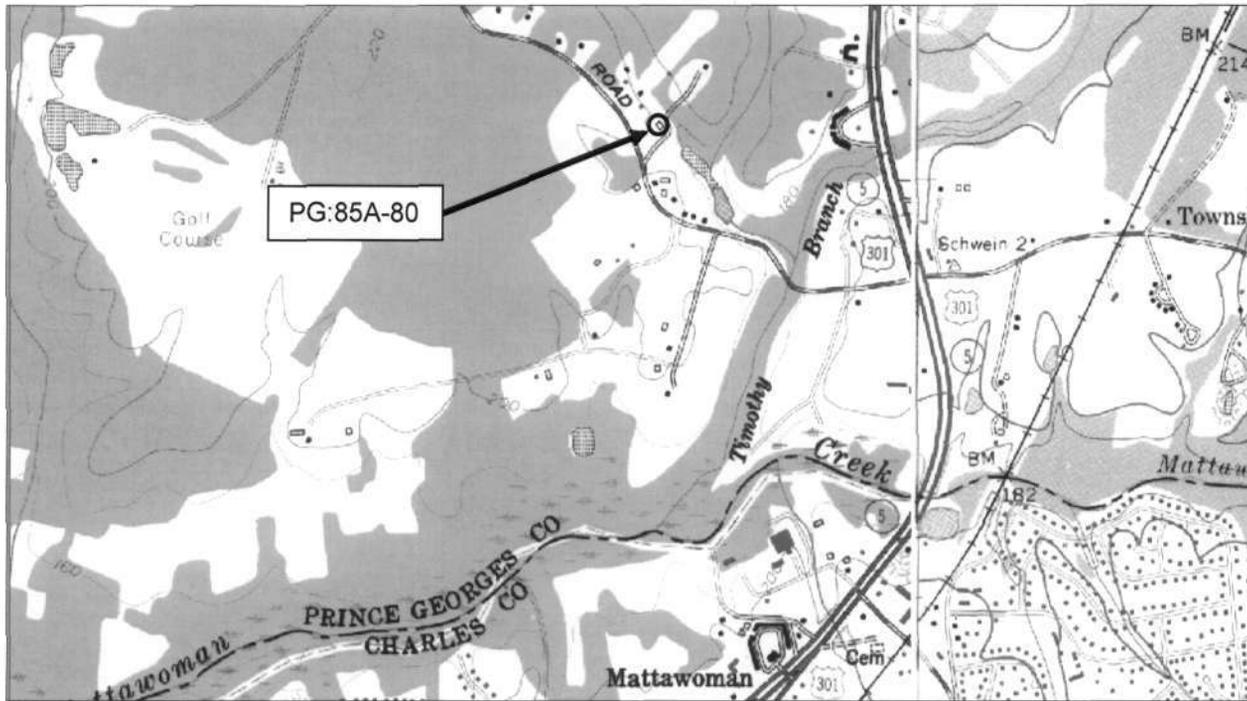
both Charles and Prince George's County in opening up the area around the new artery to increased residential and commercial development. The development along Crain Highway was not as intense in Prince George's County as it was in Charles County. The farmers closer to the urban markets of Washington began to diversify their crops and began to produce more products for the urban populations. Grains and potatoes were in demand in the cities and the access to the rail lines within Prince George's County assured the farmers' crops safe and easy delivery to the urban centers.

This c. 1900 barn is not eligible for the National Register. It lacks significance related to events, persons or architecture. Criterion D, information potential, was not assessed for this study.



PG:85A-80  
Barn at 16100 McKendree Road, site  
Brandywine Quad

demolished c. 2007



Tax Map 154, Subdivision 8520, Plat 203079, Lot 2 National Web Map Service 6" Orthophoto Map, c. 2007-08, with Maryland planning parcels





~~6200~~ PG: 85A-80

Barn, 16100 Mckendree Road

Prince George's County, MD

Traceries

July 1999

MD SHPO

View looking northeast

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