



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

historic name Early Family Historic District

other names/site number PG 85A-85

## 2. Location

street & number 13900-13902-13904 & 13907 Cherry Tree Crossing Road  not for publication  
and 14134 Brandywine Road

city or town Brandywine  vicinity

state Maryland code MD county Prince George's code 033 zip code 20613

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

  
Signature of certifying official/Title

10-23-12  
Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain:)

  
Signature of the Keeper

12-12-12  
Date of Action

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only one box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
5	4	buildings
0	0	district
0	0	site
1	10	structure
0	0	object
6	14	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

2 (W.W. Early House & Well House)

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

DOMESTIC/Single Dwellings

DOMESTIC/Secondary Structures

COMMERCE/TRADE/General Store

**Current Functions**  
(Enter categories from instructions.)

DOMESTIC/Single Dwellings

DOMESTIC/Secondary Structures

COMMERCE/TRADE/Specialty Store

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

Late Victorian/Queen Anne

Late 19<sup>th</sup> & 20<sup>th</sup> Century Revivals/Colonial Revival

Other: No Style

**Materials**  
(Enter categories from instructions.)

foundation: BRICK; CONCRETE

WOOD: Weatherboard, Shingle;

walls: SYNTHETICS: Vinyl

ASPHALT; METAL: Aluminum,

roof: Copper, Tin

other:

**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

The small enclave associated with the Early family is located in the village of Brandywine, in Prince George's County, Maryland. It is bounded by the Conrail railroad tracks (excluded from district) to the east and

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Brandywine Road to the south. The western boundary is created by the property of the William W. Early House at 13907 Cherry Tree Crossing Road and the northern boundary is formed by the northern edge of the lot of the Charles S. Early, Jr. House at 13900 Cherry Tree Crossing Road. Running north-south, Cherry Tree Crossing Road travels through the center of the neighborhood. All properties (excluding the William W. Early House, which is located west of Cherry Tree Crossing Road) front the Conrail railroad tracks, which originally served the Popes Creeks Branch of the Baltimore & Potomac Railroad. A narrow lane, remnants of which remain running parallel to the railroad tracks, provides access to the houses fronting the railroad.

The Early Family Historic District is composed of five primary buildings—William W. Early House, William Berry Early House, Marian Early Bean House, Charles S. Early, Jr. House, and the William H. Early Store. The houses are all located on Cherry Tree Crossing Road; the store is sited on Brandywine Road. This collection of buildings, all of which are associated with the Early family, first developed in the late nineteenth century with the platting of the railroad village of Brandywine. The village, however, did not develop as planned and the Early family enclave became isolated from the eventual commercial core of present-day Brandywine. The mid- to late-twentieth-century growth and development of Brandywine is predominately to the west of the Early family properties, which have not been affected by commercial or suburban construction. This small contiguous area, despite its small size and because of its disassociation from the larger community of Brandywine, is representative of a rural railroad village and the early economic and commercial growth related to the extension of the railroad. The architectural styles presented in this small neighborhood reflect both the elaborate Queen Anne designs of the late nineteenth century and the more modest Colonial Revival style of the early twentieth century. The earliest of the buildings is the William H. Early Store, a wood-frame commercial building erected in 1872. In anticipation of the growth and development of a railroad village, four members of the extended Early family oversaw construction of their single-family dwellings between 1896 and ca. 1915 to the immediate north of the store.

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## **Narrative Description**

### Detailed Site Descriptions and Architectural Descriptions of Individual Buildings

#### *William H. Early Store (1872) (PG: 85A-032-11)*

The William H. Early Store is located at 14134 Brandywine Road. Constructed in 1872, the store is composed of a central block with two additions. The two additions, constructed ca. 1910 and ca. 1920, are on the rear (north) elevation. A ca. 1990 wood-frame garage is located on the northern end of the lot. This property is located on the northwest corner of Brandywine Road at its intersection with the railroad tracks formerly used by the Baltimore & Potomac (later Pennsylvania) Railroad, now Conrail. With the exception of a few bushes along the western elevation of the building, there is minimal vegetation. The entire property is covered in gravel and the area fronting Brandywine Road is used as parking for store patrons. A chain-link fence encloses the area west of the store.

This two-and-one-half-story building was constructed as a general store. The wood-frame structure is five bays wide and two bays deep, set on a solid foundation. This building is now clad with vinyl siding, presumably over weatherboard siding. The side-gable roof, with overhanging eaves, an ogee-molded cornice and returns, is covered with pressed metal shingles. An exterior-side brick chimney with a corbelled cap rises from the west

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(side) elevation, piercing the overhanging eaves. A second interior brick chimney is at the southwest corner of the building. A one-story porch wraps around the building. Wood posts, now encased in aluminum, support the half-hipped porch roof. The floor of the porch has been reconstructed with bricks; it is accessed by stairs that frame the entire porch.

The main entrance, occupying the central bay of the facade (south elevation), is composed of double-leaf, paneled wood doors, which are topped by a three-light transom and framed by a square-edged wood surround. The entrance is flanked by 6/6, double-hung, wood-sash windows, which retain their original square-edged surrounds. Single-leaf wood doors with square-edged surrounds flank the first-story windows, providing a secondary entry into the building. The second story of the façade has five symmetrically placed, 6/6 double-hung, wood-sash windows with square-edged surrounds. The side and rear elevations have symmetrical fenestration that is consistent with the façade, each opening holding 6/6, double-hung, wood-sash windows.

The porch wraps around the southeast corner of the building and intersects with a shallow two-story, shed-roofed extension on the east (side) elevation. The east elevation of the main block is predominately obscured by this addition. It is set on a solid masonry foundation and clad in wood weatherboard siding. The first story is partially open, secured by metal fencing (this area houses flammable materials). The second story of the addition has undersized 6/6, double-hung wood-sash windows arranged in pairs. Flanking the extension are the original window openings on the second story of the main block. Each opening features a standard-sized, 6/6 double-hung, wood-sash window with a square-edged surround. A smaller 6/6, double-hung, wood sash is located in the upper gable end.

The western end of the porch was extended ca. 1915 and was enclosed in the late twentieth century. Now covered in vinyl siding, this enclosure wraps around the southwest corner of the building and extends north along a portion of the western (side) elevation. The one-story enclosure features a single-leaf wood door on its east elevation, accessed from the porch, and window on the south elevation. Operable, louvered wood shutters cover the window and expose the square-edged surrounds of the opening. The west elevation of the main block is symmetrically fenestrated with standard-sized, 6/6 double-hung wood-sash windows with square-edged surrounds. The openings on the second story flank the exterior-end chimney. Like the east (side) elevation's upper gable end, the western upper gable end has a small 6/6, double-hung, wood-sash window with a square-edged surround.

Two additions have been built since the building was constructed in 1872. A two-story, wood-frame addition is located along the rear elevation of the store and was likely constructed ca. 1910 as evidenced by its form and materials. The addition, like the main block of the store, has been reclad in vinyl siding. It has a half-hipped roof of asphalt shingles and features an undersized acroterion at the hip's peak. Fenestration consists of 6/6, double-hung, wood-sash windows. The second, one-story addition abuts the ca. 1910 addition along its north (rear) elevation. The form and materials of the addition suggest it was built ca. 1920. It is constructed of concrete blocks and is covered by a side gable roof of asphalt shingles. A single-leaf wood door is located on the addition's west (side) elevation. It is flanked by 6/6, double-hung, wood-sash windows with square-edged surrounds. A roll-up garage door is located on the east (side) elevation of the addition.

#### Associated Outbuilding

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A one-story, one-bay garage, constructed ca. 1990, is located north of the store. The wood-frame building is clad with vinyl siding and is set on a solid foundation. A side-gabled roof featuring overhanging eaves caps the building and is covered with asphalt shingles. Fenestration consists of 1/1, double-hung, vinyl-sash windows and a roll-up garage door.

William Berry Early House, (1896/ca. 1910) (PG: 85A-032-10)

The William Berry Early House is located at 13904 Cherry Tree Crossing Road. Rather than facing the street, the dwelling fronts the railroad tracks that extend along the eastern edge of the property. The large grassy lot is level and is dotted with mature trees and shrubs, and the dwelling is surrounded by foundation plantings. A U-shaped gravel driveway enters the property from the street, extends around the house and returns to Cherry Tree Crossing Road. A gravel and dirt lane runs parallel to the railroad tracks and provides additional access to the neighboring properties facing the railroad tracks. A wooden privacy fence extends along a portion of the southern property line. A greenhouse (ca. 1990), a one-story shed clad with board-and-batten siding (ca. 1920), and a one-story shed clad with wood weatherboard siding (ca. 2000), are also located on the 1.1478-acre parcel.

The William Berry Early House is a two-and-one-half-story dwelling erected in 1896 in advance of the marriage of William Berry Early to Angela D. Petty. Originally constructed as a two-story, three-bay I-house, the structure was enlarged ca. 1910 with the construction of rear additions, a two-story bay with turret on the southwest (side) elevation, a wrap-around porch, and two-story canted bays on the façade (southeast elevation), all of which are reflective of the popular Queen Anne style.<sup>1</sup> The house sits on a solid masonry foundation that has subsequently been faced with stretcher-bond brick. The wood-frame house and additions are clad with German wood siding. The upper gable ends of the building are clad with square-butt and fishscale wood shingles. A side-gable roof with overhanging eaves and an ogee-molded boxed cornice with modillions and returns caps the main block of the house. A front gable is centrally located on the southeast slope of the roof. Faced with German siding, the gable has overhanging boxed eaves and is pierced by a semicircular lunette window with a square-edge wood surround. Similarly, the upper gable ends of the main block each hold a semicircular lunette with a square-edge wood surround.

The main entry is centrally located on the façade and consists of a single-leaf wood-frame glass door. It is flanked by 3-light-over-1-panel sidelights and capped by a multi-light stained-glass transom. A one-story porch, part of the ca. 1910 additions, extends across the façade to wrap around to the southwest (side) elevation. The porch sits on a wood-pier foundation faced with lattice. It is capped by a half-hipped roof covered with asphalt shingles. The roof is supported by turned wood posts with elaborate sawn brackets and is finished with overhanging eaves and a boxed cornice with modillions. The porch is ornamented with finely detailed spindlework and has a balustrade of turned wood posts. Two-story, three-sided canted bays are located on the outermost bays of the façade. Capped by pyramidal roofs covered with asphalt shingles, the bays are fenestrated with elongated 1/1 vinyl-sash windows with square-edge wood surrounds. All other window openings hold 1/1, double-hung, vinyl sash with square-edge wood surrounds and wooden lintel. The side elevations are each fenestrated with a single 1/1 vinyl-sash window opening on the first and second stories.

<sup>1</sup> Based on oral tradition, family history, and a discussion with the current homeowner, it is believed that the house was enlarged ca. 1910.

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About 1910, the dwelling was substantially enlarged by the construction of two additions that project from the rear (northwest) elevation. Each addition is two stories in height with a front gable roof. It is possible that what appears to be an addition on the northernmost bay of the rear elevation may actually be an original ell. These additions have the same material treatment as the main block, due to alterations undertaken ca. 1910. An octagonal cupola with louvers pierces the ridge of the roof of the northern addition. The roof of the cupola has narrow overhanging eaves, is covered with metal sheets, and is surmounted by a weathervane. The northeast (side) elevation is fenestrated with a paired window opening on the first story and a single window opening on the second story. The rear elevation has a single-leaf wood-frame French door and a single-light vinyl-sash casement window with false diamond-pane lights. The entry on the rear of the addition is sheltered by a one-story, three-bay porch. The porch sits on a pier foundation covered with lattice. The half-hipped roof, which is covered with asphalt shingles, is supported by chamfered wood posts and has overhanging eaves. Other details include spindlework, elaborate sawn brackets, and a balustrade of turned balusters. The porch also shelters a bulkhead, which is covered with metal doors. Located in the westernmost bay of the porch, the bulkhead provides access to the unfinished basement.

The addition extending from the southernmost bay of the rear elevation of the main block is fenestrated with single window openings. The southwest (side) elevation of the addition is dominated by a two-story canted bay capped by a pyramidal turret covered with asphalt shingles. The three-sided bay is fenestrated with 1/1, double-hung, vinyl-sash windows. A single-leaf paneled wood door with one light is located to the southeast of the bay on the first story. It has a square-edge wood surround and is sheltered by the wrap-around porch that extends from the main block.

A two-story projecting bay, post-dating the ca. 1910 additions, is located on the northeast (side) elevation of the dwelling, extending to the ca. 1910 addition. Capped by a hipped roof of asphalt shingles, the bay has the same material treatment as the main block of the house. One bay wide, it is fenestrated only on the northeast elevation by 1/1, double-hung, vinyl-sash windows.

#### Associated Outbuildings

A one-story, one-bay shed, set on a concrete-block pier foundation, is located northwest of the dwelling. Based on its form, materials, and construction techniques, it is believed that the shed was constructed ca. 1920. The wood-frame building, capped by a front-gabled roof of corrugated metal, is clad with board-and-batten wood siding. Wide overhanging eaves and exposed rafter ends finish the roof. Six-light wood windows (likely awning windows) fenestrate the shed and have square-edge wood surrounds and wood sills. A single-leaf wood door with two panels is located on the northwest elevation.

A one-story greenhouse and a one-story, three-bay shed are located southeast of the dwelling and were constructed ca. 1990 and ca. 2000, respectively.

#### *William W. Early House (1907) (PG: 85A-9)*

The William W. Early House is located at 13907 Cherry Tree Crossing Road. The house is set back substantially from the street on a level, grassy lot. Marked by mature trees and shrubs, this 3.75-acre parcel is bounded along its southern edge by a gravel driveway. Mature woods border the western and northern boundaries and Cherry Tree Crossing forms the eastern boundary. A garage (ca. 1970) and well house (ca. 1907)

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are located west of the dwelling and a water tower foundation (ca. 1925), pond (ca. 1940), and a prefabricated shed (2005) are sited north of the dwelling.

Constructed in 1907, the two-and-one-half-story William W. Early House is an exceptional example of the Queen Anne style. Listed in the National Register of Historic Places in May 1988 for its fine architectural expression, this is one of the few high-style representations of the Queen Anne style in Prince George's County, Maryland.<sup>2</sup> The building, which is oriented south, is composed of an irregular, square-shaped main block with asymmetrical gable-roof ell, kitchen wing, projecting bays, and imposing corner tower. Set on a solid brick foundation, this wood-frame dwelling is clad with German wood siding. A hipped roof is covered with pressed metal shingles and adorned at the ridge by stylized acroteria. A frieze board, cornice returns, and a boxed cornice finish the roof, which is further accented by sawn brackets supporting the cornice at the edges of the façade (south elevation). Two chimneys rise from the west slope of the hipped roof, a third rises from the north slope, and the fourth rises from the east slope of the roof of the north wing. All of the chimneys are constructed of brick with corbelled caps.

The façade is four bays wide. The primary entry holds a double-leaf door, which is flanked by sidelights and topped by a three-light transom. Additional fenestration on the first and second stories includes 2/2, double-hung, wood-sash windows. A three-sided, canted projection, surmounted by an enclosed pedimented gable, extends from the westernmost bay, rising the full height of the dwelling. Wood shingles cover its tympanum, which is pierced by a four-light, wood-sash window. Sawn vergeboard adorns the overhanging eaves and an acroteria is located at the ridge. Rising from the southeast corner of the façade is a two-story, semi-octagonal tower, which is covered with German wood siding. The roof of the corner tower, which is topped by a pyramidal roof covered with pressed metal shingles and topped by an acroterion in the shape of a cross. All fenestration on the canted bay and semi-octagonal tower consists of narrow 1/1, double-hung, wood-sash windows. Operable louvered wood shutters flank all window openings.

A one-story porch spans the façade, wrapping around the first bay of the west (side) elevation and across three bays of the east (side) elevation. Set on a brick pier foundation with wood lattice infill, the porch is capped by a half-hipped roof of asphalt shingles. Additional decorative elements include sawn brackets, turned wood balusters with posts, and turned spindlework. A shallow gable frames the entrance to the porch on the south elevation. Wood fishscale shingles cover the gable, which is further ornamented with sawn vergeboard.

The east (side) elevation, which faces Cherry Tree Crossing Road, is four bays wide. Entry is gained through a single-leaf paneled wood door with a one light and single-light transom. The elevation is also fenestrated with 2/2, double-hung, wood-sash windows, all flanked by operable louvered wood shutters. A one-story, three-sided, canted bay extends from the northernmost bay of the east elevation. The bay is clad with German wood siding and is capped by a half-hipped roof of asphalt shingles. Fenestration on the bay consists of narrow 1/1, double-hung, wood-sash windows flanked by operable louvered wood shutters. Rising from the second story and above the canted bay, is a highly decorated gable with cornice returns. The gable is accented by vergeboard and acroterion at the ridge. Alternating bands of chiseled and fishscale shingles cover the open tympanum, which is pierced by a four-light, wood-sash window. A pedimented wood surround complements the opening.

<sup>2</sup> National Register of Historic Places, "William W. Early House," Brandywine, Prince George's County, Maryland, National Register # 88000984.

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A two-and-one-half-story, side-gabled ell extends from the west elevation. This original ell has the same material treatment and fenestration as the main block. It is covered in German wood siding with symmetrically placed, 2/2 double-hung, wood-sash windows framed by operable louvered wood shutters. The boxed cornice has ogee profile, bedmolding, and a plain frieze to which the lintels of the windows abut. The gable end on the north elevation has a pedimented window, chiseled and fishscale shingles, vergeboard, and acroterion on the ridge. Extending beyond this wing is a two-story, two-bay kitchen wing, which is also similarly finished with German wood siding and symmetrically placed, 2/2 double-hung, wood-sash windows. The gabled roof is covered with pressed metal shingles and is topped by an acroterion. A two-story porch, capped by a shed roof and set on a brick pier foundation, is located in the corner formed by the west wing and kitchen wing. The second story of the porch was enclosed ca. 1945 and then restored as an open porch ca. 1978. Consequently, the turned posts and balusters are not identical to those belonging to the original main block.

A one-story, two-bay addition, constructed ca. 1978, is located on the east (side) elevation of the kitchen wing and is flush with its north elevation. The wood-frame addition is clad with German wood siding and is fenestrated with paired 6/6, double-hung, wood-sash windows.

#### Associated Outbuildings

A one-story, one-bay garage (ca. 1975) and a one-story, one-bay well house (ca. 1907) are located west of the dwelling. Set on a solid poured concrete foundation, this wood-frame garage with wood corner boards is clad with T-111 siding. A front-gabled roof, featuring overhanging eaves, is covered with asphalt shingles. The one-story well house is located directly north of the garage. Set on a solid poured concrete foundation, the wood-frame building is clad with wood weatherboard siding and is capped by a front-gabled roof of asphalt shingles. A roll-up, paneled wood door with lights fenestrates the façade (south elevation). Nebular trim accents the façade. Additional fenestration consists of 1/1, double-hung, wood-sash windows and a single-leaf, paneled wood door on the south elevation. The one-story, one-bay well house is clad with wood weatherboard siding and is accented with wood corner boards. A front-gabled roof, featuring overhanging eaves, caps the building and is covered with asphalt shingles. Fenestration consists of a single-leaf, paneled wood door and a 3/3, double-hung, wood-sash window.

A circular brick foundation is located directly north of the well house. Constructed ca. 1925, this foundation originally served as the base for a water tower. A circular pond with a brick surround is located north of the dwelling and was constructed ca. 1940. A one-story, three-bay prefabricated shed, constructed in 2005, is located north of the foundation, well house, and garage. The wood-frame shed is clad with T-111 siding and is capped by a side gable roof of asphalt shingles. A vented cupola sits atop the ridge of the roof. Double-leaf doors of T-111 siding pierce the south elevation and are flanked by small 1/1, double-hung, vinyl-sash windows with false 4/4 vinyl muntins.

#### Marian Early Bean House (ca. 1915) (PG: 85A-032-28)

The Marian Early Bean House is located at 13902 Cherry Tree Crossing Road, fronting the Conrail railroad tracks that bound the property to the east. The house is sited on the east side of Cherry Tree Crossing Road. The level, grassy lot, which is dotted with mature trees and shrubs, is accessed via a gravel driveway. This driveway extends across the property from Cherry Tree Crossing Road to a gravel access lane, which runs parallel to the



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Conrail railroad tracks. A shed (ca. 1940) and a garage (ca. 1930) are located to the rear of the property near Cherry Tree Crossing Road. A modern prefabricated shed is located in the southwest corner of the property.

Constructed ca. 1915, the two-and-one-half-story, three-bay Marian Early Bean House is designed in the Colonial Revival style with an American Foursquare form. The dwelling is similar in style and form to the Charles S. Early, Jr., House at 13900 Cherry Tree Crossing Road, which was constructed ca. 1910. The wood-frame structure rests on a solid, concrete-block foundation and is now clad in vinyl siding with vinyl corner boards. A pyramidal hipped roof with overhanging, flared eaves and a boxed cornice is covered with asphalt shingles. A half-hipped dormer on the façade (east elevation) is pierced by paired one-light vinyl sliding windows. A central interior chimney pierces the roofline; the chimney, which is covered with stucco, does not have a cap. A one-story, two-bay porch with a half-hipped roof spans the façade. Supported by Tuscan columns, the porch roof has flared eaves and a boxed cornice that replicate the roof of the main block. A two-story, three-sided canted bay, which projects until it is flush with the eaves, is located in the southernmost bay of the façade. Fenestration on the bay is identical for every story, each pierced by three 1/1, double-hung, vinyl-sash replacement windows with square-edged surrounds. Additional fenestration on the façade consists of 1/1, double-hung, vinyl-sash replacement windows and a single-leaf door. The side and rear (west) elevations feature fenestration that is consistent with the façade, in addition to paired one-light vinyl sliding windows. A two-story, three-sided canted bay rises the full height of the dwelling and is located on the south (side) elevation. The original projecting bay has the same material treatment as the main block due to subsequent alterations.

There is a one-story, full-width enclosed porch on the rear elevation of the main block. As evidenced by its form and materials, the alterations took place ca. 1940. This wood-frame enclosed porch is now clad with vinyl siding and is capped by a shed roof of asphalt shingles. Fenestration consists of single and paired 1/1, double-hung, vinyl-sash windows and a single-leaf door, which provides access to a small wood deck with a wood balustrade.

#### Associated Outbuildings

A one-story, one-bay garage, constructed ca. 1930 as evidenced by its design and materials, is located west of the dwelling. The wood-frame garage is clad with board-and-batten wood siding and is capped by a front-gabled roof of asphalt shingles. Overhanging eaves finish the roof.

A one-story, one-bay shed, constructed ca. 1940, is located northwest of the dwelling. The wood-frame shed, clad with pressed metal siding, is set on a raised, concrete-block foundation. A shed roof, with overhanging eaves and a boxed cornice, caps the building and is covered with asphalt shingles. A single-leaf opening, with a square-edged wood surround, pierces the façade (east elevation).

A modern prefabricated shed is located in the southwest corner of the property.

#### Charles S. Early, Jr. House, (ca. 1910) (PG: 85A-29)

The Charles S. Early House is located at 13900 Cherry Tree Crossing Road. The property is a level, grassy lot marked by mature trees and shrubs. The façade (east elevation) of the house fronts onto the Conrail railroad tracks, which bound the eastern edge of the property. Two sheds (constructed ca. 1990 and ca. 2001) and a gambrel-roofed garage (ca. 1975) are located west of the dwelling. Now more easily accessible from Cherry

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Tree Crossing Road to the west, the property was originally reached by a narrow lane leading from Brandywine Road. This lane, still extant, extends along the railroad tracks and enters the property at the southeast corner.

Constructed ca. 1910, this two-and-one-half-story, single-family dwelling was designed in the Colonial Revival style with an American Foursquare form augmented by two-story canted bays. The wood-frame building is set on a solid masonry foundation that has been parged and scored to resemble randomly coursed stones. The imposing dwelling, now enlarged with rear and side additions, is covered by a pyramidal hipped roof of asphalt shingles. Representative of the American Foursquare form and its character-defining pyramidal roof, the building has wide overhanging eaves that are atypically flared. The slight flaring of the eaves allows for the clear expression of the frieze composed of fishscale shingles, ogee bedmolding, narrow ogee cornice, and wide soffit. Also typical of the form is the hipped dormer that projects from the eastern slope of the roof, over the façade. Like the main roof, it has wide overhanging eaves, a narrow boxed cornice with frieze and bedmolding. The dormer holds paired single-light vinyl casement windows framed in square-edged surrounds. An interior brick chimney is located just slightly to the northeast of the pyramidal roof's peak. It has a plain cap. The wood-frame structure, reclad numerous times since its construction in the first decades of the twentieth century, is now covered in German vinyl siding. The façade and the south elevation are augmented by two-story projecting bays that are canted. Each of the three sides is pierced by a single 1/1, double-hung, vinyl-sash window with square-edged surrounds. The bays rise from the projecting solid foundation and are flush with the overhanging eaves of the main roof. Typical of the Colonial Revival style, the fenestration of the main block is predominately symmetrical, although the interior floor plan has resulted in an asymmetrical fenestration on the north (side) elevation. The location of the interior stairs also necessitates the placement of a single double-hung window in the northern end bay. The main entry is set slightly off center to the south of the end-bay window. The opening above on the second story holds paired 1/1 windows, balancing the window and entry opening on the first story. Each of the window openings has a 1/1, double-hung, vinyl-sash window with square-edged surrounds. Those on the second story (façade and side elevations only) abut the frieze of the roof, which thus reads as a continuous lintel. The foundation is pierced by rectangular openings, each holding two-light awning windows.

As originally designed, the building included a one-story porch that extended the full width of the façade. Covered by a half-hipped roof with overhanging eaves that mimicked the main roof, the porch is supported by concrete piers and finished with turned wood posts. The balustrade holds square replacement balusters and turned posts. The main entry has a single-leaf replacement door with fanlight. The porch was substantially altered in the late twentieth century. This alteration extended the porch around to the side elevations, giving the false impression the building was originally finished with a wrap-around porch now partially enclosed. The additions to the side elevations are covered by a half-hipped roof with overhanging eaves consistent to that of the original porch and main block. The addition to the south elevation, partially obstructing the canted bay, is open like the original porch, with turned wood posts, square balusters, and a pier foundation. Steps project from the west side of the porch where a parking pad has been added. The addition on the north elevation, obscuring all but one of the windows, is enclosed and covered with German vinyl siding. It is set on solid concrete block foundation. Fenestration consists of paired 1/1, double-hung, vinyl-sash window and paired one-light vinyl sliding windows with false multi-light vinyl muntins.

The rear of the building has also been altered, resulting in a two-story addition, constructed ca. 1980, at the center and one-story addition that extends the full width of the elevation. It appears the one-story addition was an open porch that has been enclosed and the hipped-roof second story added as part of or after this alteration. The two-story addition has a hipped roof that projects from the western slope of the main roof. Like the main

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roof, the addition's roof is flared with exceptionally wide overhanging eaves ornamented with a frieze of fishscale shingles, bedmolding, ogee cornice, and wide soffit. The first story of the two-story addition is obscured by the enclosed porch. The second story of this two-bay-wide addition has single 1/1, double-hung, vinyl-sash windows with square-edged surrounds. The south side elevation is pierced by an octagonal fixed window. The one-story enclosed porch, set on a solid concrete-block foundation, is wood frame covered in German vinyl siding. The west elevation of the enclosed porch is clad with T-111 siding. It has a half-hipped roof of asphalt shingles with wide overhanging boxed eaves. Indicative of the mid- to late-twentieth-century, the addition includes a canted oriel window composed of a fixed picture window framed by 1/1, double-hung, vinyl-sash windows. The entry, indented to read as the main entry, is stylized with a raised panel door with lights framed by narrow sidelights. The opening is edged by narrow square-edged surrounds. A 1/1, double-hung, vinyl-sash window marks the southern end bay of the enclosed porch's west elevation. A full-width wood porch on wood piers (and now with shed roof) has been added along the west side of the one-story enclosed porch. It has square balusters and posts.

#### Associated Outbuildings

A one-and-one-half-story garage, constructed ca. 1975, is located west of the dwelling. The wood-frame garage is clad with T-111 siding and is capped by a gambrel roof of asphalt shingles. Overhanging eaves with a boxed cornice finish the roof, which is topped by a cupola with a weathervane. A gabled dormer, clad with T-111 siding, marks the eastern plane of the garage roof. Double-leaf, batten wood doors fenestrate the dormer. A single-leaf, paneled door is located in the central bay of the façade (east elevation) and is flanked by roll-up, paneled metal doors. A one-story, three-bay addition extends from the north elevation of the garage and judging by the form and materials, as well as historic aerials, this addition can be given a ca. 1980 date of construction. The wood-frame addition is clad with T-111 siding and is capped by a side-gabled roof of asphalt shingles. Three, roll-up, paneled metal doors fenestrate the east elevation.

A one-story, one-bay prefabricated shed, constructed ca. 1990, is located east of the garage. The wood-frame shed is clad with T-111 siding and is capped by a gambrel roof of asphalt shingles. Overhanging eaves finish the roof. A single-leaf door pierces the façade (west elevation).

A second prefabricated shed, constructed ca. 2001, is located south of the garage. Capped by a gambrel roof of asphalt shingles, the wood-frame shed is clad with T-111 siding. A roll-up, paneled metal door pierces the east elevation.

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**INVENTORY**

In the following inventory, all resources have been considered either contributing or non-contributing based upon the areas of significance indicated under Criteria A and C for the themes of Architecture and/or Community Planning/Development, and based upon the period of significance that extends from 1872 to ca. 1915. This period of significance was established through archival research, which was necessary to establish an historic context, and the on-site survey that identified resources to support that context. Additionally, although constructed within the period of significance, resources that do not retain sufficient integrity due to alterations and additions and, therefore, cannot represent the period and areas of significance have been deemed non-contributing. A resource's integrity is based upon an evaluation of seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association.

Address Number	Street	Style/Form	Date	Stories	Current Bldg Use/Structure Type	District Status
13900	Charles S. Early, Jr. House Cherry Tree Crossing Road	Colonial Revival/ American Foursquare	ca. 1910	2.5	Domestic	C
		No Style	ca. 1975	1.5	Garage	NC
		No Style	ca. 1990	1	Prefabricated Shed	NC
		No Style	ca. 2001	1	Prefabricated Shed	NC
13902	Marian Early Bean House Cherry Tree Crossing Road	Colonial Revival/ American Foursquare	ca. 1915	2.5	Domestic	C
		No Style	ca. 1930	1	Garage	NC
		No Style	ca. 1940	1	Shed	NC
		No Style	ca. 1995	1	Prefabricated Shed	NC
13904	William Berry Early House Cherry Tree Crossing Road	Queen Anne	1896/ ca. 1910	2.5	Domestic	C
		No Style	ca. 1920	1	Shed	NC
		No Style	ca. 1990	1	Greenhouse	NC
		No Style	ca. 2000	1	Shed	NC
13907	William W. Early House Cherry Tree Crossing Road	Queen Anne	1907	2.5	Domestic	C (NR listed)
		No Style	ca. 1907	1	Well House	C
		N/A	ca. 1925	N/A	Water Tower Foundation	NC
		N/A	ca. 1940	N/A	Pond	NC
		No Style	ca. 1950	1	Garage	NC
14134	William H. Early Store Brandywine Road	No Style	1872	2.5	Store	C
		No Style	ca. 1990	1	Garage	NC

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions.)

Architecture \_\_\_\_\_

Community Planning & Development \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1872--ca. 1915  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1872  
\_\_\_\_\_  
\_\_\_\_\_

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_

**Architect/Builder**

unknown  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance (justification)**

The period of significance for the Early family enclave in Brandywine extends from 1872 to ca. 1915, and reflects the construction of a new general store by William H. Early and his purchase of a 42-acre parcel sited directly west of the new tracks laid by the Baltimore & Potomac Railroad. This period captures Brandywine at its peak as a small, regional commercial hub, the arrival of the Baltimore & Potomac Railroad in 1873, the

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plating of Brandywine City in anticipation of its growth as a railroad suburb, the area's population decline following the completion of the railroad in the mid-1880s, and the construction of four single-family dwellings by members of the prominent Early family. The period of significance ends with the ca. 1915 construction of the Marian Early Bean House at 13902 Cherry Tree Crossing Road, at which point the Early Family enclave was substantially completed.

**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Early Family Historic District is a contiguous enclave composed of five properties historically associated with one of the most influential families in Prince George's County, Maryland. It illustrates the initial economic, commercial, and residential growth of Brandywine and its dependence on the Baltimore & Potomac Railroad's Popes Creek Branch. Anticipating the benefits to be offered by the railroad's freight service, William H. Early established a general store just one year prior to the 1873 extension of the line. Three years later, in 1876, an enterprising member of the Early family platted Brandywine City, a semi-rural village planned for the upper and upper-middle classes as an escape from the city of Washington and more densely populated areas of Prince George's County. The planned village was indicative of rural railroad suburbs with a rectilinear grid plan composed of 56 blocks replete with landscaped parks and a commercial core centered on the Popes Creek railroad line. The suburb did not materialize as hoped because of languishing passenger service and its distance from neighboring urban centers where prospective buyers worked and shopped. Despite the lack of development and growth, the Early family successfully oversaw construction of their own homes between 1896 and about 1915 on large lots that did not follow the 1876 plat but rather preserved the area's rural setting. The houses represented popular domestic forms such as the I-house (albeit enlarged) and American Foursquare, each fashionably dressed with Queen Anne- or Colonial Revival-style ornamentation. Like the 1872 general store, which was strategically located at the intersection of the main thoroughfare through the village and the railroad line, the houses were oriented towards the railroad tracks rather than the street, signifying the area's dependence on the railroad and acting as an advertisement for the bucolic setting that the Brandywine development offered at the turn of the twentieth century. Locally significant, the Early Family Historic District illustrates the valiant, although unsuccessful efforts of a prominent Prince George's County family to create a planned railroad suburb in the late nineteenth century and their efforts to attract development by the conspicuous siting of their own fashionable high-style buildings in relation to the Popes Creek Branch of the Baltimore & Potomac railroad.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

The Early Family enclave in Brandywine, Maryland is eligible for listing in the National Register of Historic Places under Criterion A in the area of **Community Planning and Development**, for its association with efforts to establish suburban communities following the extension of rail service in the region.

With the introduction of the Popes Creek Branch of the Baltimore & Potomac Railroad in 1873, the small village of Brandywine in southern Prince George's County was primed for expansion with passenger and freight services serving northern Prince George's County and Washington, D.C. In anticipation of the railroad's arrival, in 1872 William H. Early purchased a 42-acre parcel, once part of a larger tract known as "Widow's Trouble."

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Here, at the junction of Brandywine Road and the Popes Creek Branch tracks, Early constructed a general store. In 1876, banking on the success of passenger service along the Popes Creek Branch of the Baltimore & Potomac Railroad and the then-proposed Southern Maryland Railroad, Robert A. Bowie platted Brandywine City on property primarily owned by William H. Early. The grid plan, centered at the junction of the Popes Creek Branch and the proposed Southern Maryland Railroad tracks, was composed of 56 blocks, with each block consisting of 34 building lots. Three blocks were set aside as formal parks. A passenger and freight depot occupied an oversized block within the planned city. The old T.B., Woodville, Brandywine and Washington Stage Road, which was to be renamed Sabine Street, served as the primary thoroughfare running east-west through the village. Twelve streets oriented north-south on the plat were named for prominent local families. Despite the anticipated success promised by the railroad, Brandywine City never materialized as planned because passenger service was never provided. Even without the expected development and growth of Brandywine City, the Early family continued to invest in the area, constructing several residences adjacent to the railroad tracks.

Additionally, the Early family enclave is eligible for listing in the National Register of Historic Places under Criterion C for its **Architecture**, for its cohesive collection of building types and styles representative of the architectural trends of the period.

The five buildings historically associated with the Early family date from the late nineteenth century to the second decade of the twentieth century, with the last building constructed ca. 1915. The general store of William H. Early was constructed in 1872 at the junction of the Popes Creek railroad line with Brandywine Road. This building served as the catalyst to the Early family's financial success and remains a visual landmark within the Brandywine community; the building continues to serve as a store. The residential buildings, beginning with the William Berry Early House in 1896, reflect the high-style influences of the periods in which they were constructed. The resulting architecture includes the Queen Anne style embellishing an enlarged I-house and Colonial Revival-style dwellings with American Foursquare forms. Elements indicative of these fashionable styles and forms include wrap-around porches, molded and boxed cornices with brackets, decorative wood shingles, projecting bays, intersecting gables, pyramidal hipped roof, flared eaves, and half-hipped dormers. The high-style aesthetic of the Queen Anne style, illustrated at the William Berry Early House and the William W. Early House, is unique in Brandywine and the larger Prince George's County, where elaborate Queen Anne-style residences are a rarity.

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**Developmental history/additional historic context information** (if appropriate)

**PRE-CIVIL WAR BRANDYWINE**

Brandywine is a late-nineteenth-century railroad village located in southern Prince George's County, Maryland. According to long-held regional lore, a member of the Early family named the developing village in remembrance of the 1777 Battle of Brandywine, a Pennsylvania engagement fought during the American Revolutionary War (1775-1783).<sup>3</sup> Settlement of the area began in the early nineteenth century and slowly took shape as a small crossroads village at the convergence of an old stagecoach road (now Route 381) and old Indian Head Road, approximately one mile east of the present Early Family enclave. By 1846, William H. Early

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<sup>3</sup> Sue Anne Pressley, "Just 25 Miles From City, Brandywine's Still Rural," *Washington Post* (3 October 1987).

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had established the first post office and store to serve the surrounding residents.<sup>4</sup> Martenet's map of 1861 identifies only a few improvements in the Brandywine vicinity. Dwellings of the Early, Robinson, Burgess, Gibbons, and Cooksey families are documented, along with William H. Early's store and post office, and a blacksmith shop located to the west of the village.<sup>5</sup>

## INTRODUCTION OF THE POPES CREEK BRANCH OF THE BALTIMORE & POTOMAC RAILROAD

The establishment of the Popes Creek Branch of the Baltimore & Potomac Railroad, which opened on January 1, 1873, brought new development to Brandywine and southern Prince George's County.<sup>6</sup> Prior to the Civil War (1861-1865), regional planters covetous of the Baltimore & Ohio Railroad connection already serving the northern part of the county, had actively lobbied for a rail connection between Southern Maryland and Baltimore. In 1853, the Baltimore & Potomac Railroad was chartered and given permission by the Maryland General Assembly to construct a railway running from Baltimore, south through Marlborough (now Upper Marlboro), and then to a point south at the Potomac River in Charles County. The company was headed by members of the Bowie family, a prominent family of Prince George's County in the early nineteenth century.<sup>7</sup> A provision in the charter allowed for future branches to be constructed outward from the mainline, not to exceed twenty miles in length, and those branches to be allowed connection to existing rail lines.<sup>8</sup> The proposed rail line was surveyed beginning in 1859 and is notated on the 1861 Martenet map as traversing through Brandywine. However, with the outbreak of the Civil War in 1861 and the devastating economic effects that continued despite its conclusion in 1865, financial backing was not immediately achieved.<sup>9</sup> A \$400,000 loan, granted in 1867 by the rapidly expanding Pennsylvania Railroad, allowed for work on the Popes Creek Branch to commence. Chartered in 1846, the Pennsylvania Railroad, which was already operating out of Baltimore, was anxious to gain access to the profitable Baltimore-Washington traffic. However, fearing competition, permission was repeatedly blocked by the Baltimore & Ohio Railroad. By aiding the smaller Baltimore & Potomac Railroad, the Pennsylvania Railroad served to benefit from the former's original charter clause allowing for offshoots from the mainline. By these means, access to Washington, D.C., could be gained by extending a branch from Huntington (now Bowie).<sup>10</sup>

Construction on the 73-mile Popes Creek Branch began in 1868 and continued until 1872. The line traveled southward from Baltimore through the Nottingham and Aquasco Election Districts in Prince George's County, and ended at Popes Creek on the Potomac River in Charles County. The new rail line provided the means for a population boost to the surrounding areas. In response to the anticipated increase of residents, Brandywine, a new (11<sup>th</sup>) Election District, was created from parts of the Nottingham, Aquasco, and Piscataway Districts.<sup>11</sup>

<sup>4</sup> National Register of Historic Places, "William W. Early House," Brandywine, Prince George's County, Maryland, National Register # 88000984.

<sup>5</sup> Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861).

<sup>6</sup> Prince George's County Community Renewal Program, *Neighborhoods of Prince George's County* (1974), 430-431.

<sup>7</sup> Susan G. Pearl, "Brandywine," Maryland Historical Trust State Historic Sites Inventory Form (1986, revised 1987), 8:2.

<sup>8</sup> Dave Goldsmith, "A Condensed History of the Popes Creek Line..," Pope's Creek Secondary Railfan Guide, <http://www.traingod.railfan.net/history.html> (accessed January 5, 2011).

<sup>9</sup> "William W. Early House," Historic American Buildings Survey, Library of Congress. Prints and Photographs Division. <http://www.loc.gov/pictures/item/MD1197/> (accessed January 5, 2011).

<sup>10</sup> Goldsmith, "A Condensed History of Popes Creek Line."

<sup>11</sup> Pearl, "Brandywine," 8:2.



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A second railroad, the Southern Maryland, originated in Brandywine with construction beginning in 1880. Although the company went bankrupt, the rail line was in continuous operation as other companies bought and sold its right-of-way.<sup>12</sup> With the intersection of the Popes Creek Branch and the Southern Maryland Railroad, which served the business and commercial needs of the community, Brandywine became a small commercial hub for the transport of agricultural goods, primarily tobacco.

In 1872, anticipating the arrival of the Popes Creek Branch, William H. Early purchased a portion of a tract of land known as the "Widow's Trouble."<sup>13</sup> The tract ran parallel to the railroad tracks and was located north and south of Brandywine Road. This small parcel of land became the center of the village of Brandywine and was soon populated by additional residences, stores, and a hotel.<sup>14</sup> Immediately west of the new railroad tracks and fronting onto present-day Brandywine Road, Early constructed a new building, which served as a general store and post office. Early's new store, which he operated with his sons, James and Charles, flourished and the enterprising Early continued to purchase land in the surrounding area in anticipation of development and the growth of Brandywine.

In 1876, Early's son-in-law, Robert A. Bowie, surveyed and drew a plat for the planned Brandywine City. Bowie was a civil engineer and surveyor, and most likely aware of the villages that were then growing up around the rail lines in the eastern United States. Platted on a grid centering on the junction of the Popes Creek Branch and the (then proposed) Southern Maryland line, the plan was composed of 56 blocks, each of 34 building lots. Three blocks were laid out as formal parks and one oversized block was to serve as the freight and passenger depot. The old T.B., Woodville, Brandywine and Washington Stage Road, which was to be renamed Sabine Street, served as the primary thoroughfare running east-west through the village. Twelve streets oriented north-south were to be named for prominent local families. The proposed Brandywine City was platted on land primarily owned by Early, and its success as a railroad village would greatly affect the family's local status.<sup>15</sup> The 1878 Hopkins map shows the first residential buildings in the small village, a schoolhouse, and several stores, in addition to the plans for the development of Brandywine City. Unfortunately, passenger service through Brandywine never prospered, and the plans for Brandywine City never came to fruition.<sup>16</sup>

By the early 1880s, the population of Brandywine had peaked. The 1880 U.S. Federal Census indicates that 60 residents lived within Brandywine City proper and approximately 2,200 residents lived in the surrounding area.<sup>17</sup> As the Early family members had not yet constructed their homes, they lived outside of Brandywine City. At this time, the village supported four merchant businesses, several saw and grist mills, and wheelwright and blacksmith shops. Although farming was a primary occupation, multiple residents were employed by the railroad, serving as railroad agents and foremen. Following the completion of railroad construction, the

<sup>12</sup> "Transportation," in *Postbellum Archeological Resources in Prince George's County, Maryland*, The Maryland-National Capital Park and Planning Commission, March 2010, [www.mnccppc.org](http://www.mnccppc.org) (accessed January 5, 2011).

<sup>13</sup> Daniel Garner to William H. Early, Prince George's County Land Records, 24 February 1872, HB 5:566.

<sup>14</sup> Pearl, "Brandywine," 8:2.

<sup>15</sup> Pearl, "Brandywine," 8:2.

<sup>16</sup> G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

<sup>17</sup> Ancestry.com, *1880 United States Federal Census* [database on-line] (Provo, UT: The Generations Network, Inc., 2004), original data: United States of America, Bureau of the Census, *Tenth Census of the United States, 1880* (Washington, D.C.: National Archives and Records Administration, 1880), Census Place: Brandywine, Prince George's County, Maryland, Roll 514, Family History Film 1254514, Page 227B, Enumeration District 131, Image 0076.

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population of Brandywine had dropped and, by 1900, the population of the surrounding area was about 1,500 residents.<sup>18</sup>

## THE EARLY FAMILY

William Holliday Early was born in Maryland, about 1820 and, by 1860, was one of the most prosperous men of Brandywine. Early was the son of Margaret Early and Leonard H. Early, the first postmaster of Brandywine who served from 1839 to 1853.<sup>19</sup> A successful farmer, Early founded Brandywine's first general store and post office. He is listed in the 1860 U.S. Federal Census as a planter and merchant, having accumulated property and a personal estate estimated to be worth \$19,000; his immediate neighbors had holdings valued between \$5,000 and \$20,000.<sup>20</sup> At the time of his death in 1890, William H. Early had amassed an estate of approximately 3,000 acres, which constituted almost the entire village of Brandywine.<sup>21</sup>

In 1890, Early's 3,000-acre estate was divided amongst his heirs, which included his children, Charles S. Early and Margaret Early Bowie, and the children of his deceased son, James Alonzo Early. Charles and Margaret each received one-third of the estate and William W. Early, Mary J. Early, Leonard Early, and James A. Early, Jr. each received an equal portion of their father's third.

Almost immediately upon obtaining title to the land, the heirs of William H. Early began to construct their houses near the Baltimore & Potomac Railroad tracks, possibly in hope of reviving development of the railroad village. The first of these was the William Berry Early House at 13904 Cherry Tree Crossing Road, which was completed in 1896. William B. Early was a railroad agent and grandson of William H. Early. He was born in November 1870, the eldest of the seven children of Charles S. and Georgia W. Early.<sup>22</sup> Part of the elder Early's inheritance from the original 3,000-acre parcel had been a 4.4-acre tract of land, known as Block F of Brandywine City, which was located on the west side of the Baltimore & Potomac Railroad tracks. William B. Early purchased Lots 9, 10, 21, and 22 of Block F from his parents in 1896 and oversaw construction of a modest two-story, three-bay I-house in preparation for his upcoming marriage.<sup>23</sup> In January 1897, he married Angela D. Petty of Washington, D.C., and as reported by *The Washington Post*, upon return from their honeymoon, the couple moved into "their new home at Brandywine."<sup>24</sup> The wood-frame dwelling, embellished with a one-story, full-width porch on the façade, was capped by a side-gabled roof and featured a central gable

<sup>18</sup> Ancestry.com, *1900 United States Federal Census* [database on-line] (Provo, UT: The Generations Network, Inc., 2004), original data: United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C.: National Archives and Records Administration, 1900), Census Place: Brandywine, Prince George, Maryland; Roll T623\_626, Page: 9B; Enumeration District: 103.

<sup>19</sup> (Franklin A. Robinson, Jr., pers. comm.)

<sup>20</sup> Ancestry.com, *1860 U.S. Federal Census*, [database on-line] (Provo, UT: The Generations Network, Inc., 2006), original data: United States of America, Bureau of the Census, *Eighth Census of the United States, 1860* (Washington, D.C.: National Archives and Records Administration, 1860), Census Place: District 4, Prince George's County, Maryland, Roll M653\_478, Page 593; Image 584, Family History Library Film 803478, Wm. H. Early.

<sup>21</sup> Pearl, "Brandywine," 8:2.

<sup>22</sup> Ancestry.com, *1900 United States Federal Census* [database on-line] (Provo, UT: The Generations Network, Inc., 2004), original data: United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900* (Washington, D.C.: National Archives and Records Administration, 1900), Census Place: Brandywine, Prince George, Maryland; Roll T623\_626, Page: 9B; Enumeration District: 103.

<sup>23</sup> Charles S. Early and Georgia W. Early, his wife, to William Berry Early, Prince George's County Land Records, 11 November 1896, JWB 37: 654

<sup>24</sup> "Last Card Reception," *The Washington Post*, 24 January 1897, 16.

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rising from the eastern slope. Directly facing the railroad tracks, William B. Early's new dwelling was located just north of his grandfather's store, which was still owned and operated by members of the Early family. William and Angela Early oversaw the expansion of their dwelling ca. 1910 in order to accommodate the needs of their growing family. With the addition of a two-story turret, two-story canted bays, and a wrap-around porch, ornamented with sawn brackets, spindles, turned wood posts and balusters, it is clear the house was to embrace the Queen Anne style, which was slowly fading from fashion by this time. It is also possible that the couple was influenced by the neighboring house constructed at 13907 Cherry Tree Crossing Road in 1907. Erected by William W. Early, a first cousin, this dwelling is a high-style illustration of the Queen Anne aesthetic and is one of the most distinctive examples of this architectural style located in Prince George's County.

William Warren Early, the eldest son of James A. and Emma Early, was born in 1872. Upon the death of his grandfather, part of William's inheritance included Lot #7, a 23-acre parcel on which his father had built a house after his marriage in the early 1870s.<sup>25</sup> In 1907, William W. Early dismantled his childhood home and in its place constructed an elaborate two-and-one-half-story Queen Anne-style dwelling. Employing the most elaborate components of this style, the house reflected the elements presented in the many published pattern book. It is possible that the design is from a pattern book, although documentation supporting this has yet to be identified.<sup>26</sup> Following in the footsteps of multiple Early family members, William W. Early sought employment with the railroad. Working first as a conductor, he was steadily promoted until he became general manager of the Southern Maryland Railroad. He utilized the west wing of his dwelling as a business office until his death in 1920.<sup>27</sup>

About 1910, Charles S. Early, Jr., son of Charles S. Early, Sr. and brother of William Berry Early, oversaw construction of his dwelling on Lots #15, 16, 27, and 28 of Block F, which had been part of his father's inheritance.<sup>28</sup> The northernmost of the five Early properties, the dwelling faces the railroad tracks, signifying the importance the railroad had proven to the family's prosperity. It was designed in the Colonial Revival style with an American Foursquare form, and stood as a significant departure from the elaborate Queen Anne style favored by his brother and cousin.

Charles Early, Jr. operated the family store, then known as the Bean and Early Store, with his brother-in-law, James Bean. Bean, married to Marian Early, oversaw the construction of their dwelling ca. 1915. The new house was almost identical to home of Early, Jr. and faced the railroad tracks. Both the Marian Early Bean House and Charles S. Early, Jr. House are representative of the Colonial Revival style and the then-popular American Foursquare form. Each wood-frame dwelling is capped by pyramidal hipped roof, marked by a hipped dormer, and features a broad, one-story porch spanning the façade.

<sup>25</sup> National Register of Historic Places, "William W. Early House," Brandywine, Prince George's County, Maryland, National Register # 88000984, 8:2.

<sup>26</sup> National Register of Historic Places, "William W. Early House," Brandywine, Prince George's County, Maryland, National Register # 88000984, 8:2.

<sup>27</sup> National Register of Historic Places, "William W. Early House," Brandywine, Prince George's County, Maryland, National Register # 88000984, 8:3.

<sup>28</sup> Susan G. Pearl, "Charles S. Early, Jr. House," Maryland Historical Trust State Historic Sites Inventory Form (1986), 8:1.

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## LASTING INFLUENCES OF THE RAILROAD ON THE EARLY FAMILY ENCLAVE

This small contiguous area, composed of the five Early properties, is illustrative of the early economic, commercial, and residential growth associated with the expansion of the Popes Creek Branch into southern Prince George's County. The Early family, Brandywine's oldest and most prominent family, was largely responsible for the establishment, growth, and development of the area. Although Brandywine was an already established, albeit small, community prior to the Civil War, the introduction of the Popes Creek Branch opened up unprecedented opportunities. William H. Early, already a successful Brandywine merchant and farmer, purchased a 42-acre parcel in 1872 adjacent to the railroad tracks. This land tract served as the base for his family's plat of Brandywine City. Although the development did not ultimately succeed, the family continued to invest in the area by constructing their own homes there. By orienting their houses to face the railroad tracks rather than the road, the members of the Early family were signifying the importance of the railroad not only to themselves, but to their community. As a means of displaying their financial success the family oversaw the construction of buildings that illustrated the high-style Queen Anne aesthetic and embodied the Colonial Revival style, the latter growing in popularity as the former faded. The size, detail, and orientation of the buildings, in conjunction with the successful Early family store, are also indicative of the sustainability of their small village and have remained distinct landmarks along Cherry Tree Crossing Road and Brandywine Road in Brandywine since their construction. The family was also significant in the establishment of local institutions, schools, and churches such as the Mission-style Chapel of the Incarnation completed in 1917.

## RAILROAD SUBURBS IN PRINCE GEORGE'S COUNTY, MARYLAND

Brandywine is not the only community in Prince George's County to develop, with varying levels of success, through the impetus of railroad construction in the nineteenth century. Beginning with the Baltimore & Ohio Railroad in 1835, which constructed a Washington branch from Baltimore, multiple communities, both unplanned and platted, sprouted adjacent to rail lines or at opportune rail junctions. With the promise of both passenger and freight service, many sought to capitalize on the business opportunities presented and purchased large parcels of available land. A sampling of other railroad communities within the county includes Huntington (now Bowie), Glenn Dale, and Hyattsville. Huntington, located approximately 12 miles northeast of Washington, D.C. in the northern portion of Prince George's County, was the chosen location of the Pennsylvania Railroad's spur line to the District of Columbia from the Popes Creek Branch. Glenn Dale, located in northern Prince George's County and just south of Huntington, grew up along the Pennsylvania's Washington line. Hyattsville, located six miles northeast of Washington, D.C., and thirty miles southwest of Baltimore, was platted adjacent to the Baltimore & Ohio Railroad.

Hyattsville, due to its location next to the Baltimore & Ohio railroad tracks, began to transform in the mid-nineteenth century, slightly earlier than the other railroad suburbs. In 1845, Christopher C. Hyatt purchased a tract of land and began to develop lots in anticipation of residential development. The 1861 Martenet Map shows a grouping of residences, Hyatt's store, and the Baltimore & Ohio station stop. Hyatt's Addition, which was successfully platted in 1873, was followed by numerous additions subdivided by other developers. The Hopkins map of 1878 shows further development and the platting of additional roads in the community.<sup>29</sup> Despite Hyattsville's advantageous location along the railroad and Washington and Baltimore Turnpike,

<sup>29</sup> G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

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suburban development was slow until the extension of the streetcar lines in 1899. Hyattsville grew throughout the early twentieth century with no less than twenty-five additions, subdivisions, and re-subdivisions by 1942.<sup>30</sup> The end of the streetcar service and the ever-increasing rise of the automobile transformed Hyattsville into a successful automobile suburb, which had gained its start as a railroad community.

Like Brandywine, both Huntington and Glenn Dale, with stations along the Washington branch of the Popes Creek Branch, evolved in a rural area that was dominated by agriculture. Huntington was platted from a 300-acre farm in 1870 at the future junction of the Popes Creek Branch and the Washington branch; like the plat for Brandywine City, Huntington featured a rectilinear grid bisected by the railroad tracks, and standardized lot sizes. Purchases of lots began almost immediately in Huntington (soon to be renamed Bowie), with many buildings being constructed by the railroad company to ensure success.<sup>31</sup> Glenn Dale, although not officially platted until 1885 as two sections, was carved in 1871 from the Duvall family's large landholdings and sold as individual lots by their family lawyer. Glenn Dale never grew as envisioned, and remained largely undeveloped until the second half of the twentieth century. A rectilinear grid was not used in its development and hence, although still centered on a station stop, did not feature regular-sized lots. In the 1970s, several resubdivisions of larger lots resulted in small clusters of development scattered throughout the community.

The area of Brandywine, with its perceived beneficial location at the juncture of the Baltimore & Potomac and Southern Maryland railroads, was the only community along the Popes Creek Branch in Prince George's County to aspire toward developing into anything like a railroad town. Unlike other communities, such as Collington, Mullikin, Hall, Leeland, Croome Station, Linden, and Cheltenham, which developed general stores and post offices at their stops, only Brandywine City was formally platted.<sup>32</sup> However, like Glenn Dale, the envisioned development that had led to the platting of Brandywine City never transpired. With the end of railroad construction in the mid-1880s and the expected thriving passenger service remaining unrealized, Brandywine never attained its full potential as a railroad suburb. Bowie (originally Huntington) had grown around the popular Washington Branch of the Baltimore & Potomac railroad, which would eclipse the Popes Creek Branch as the main line. Hyattsville, beginning as a railroad suburb, prospered with the advances in other modes of transportation. Despite the wide acceptance of the automobile, Brandywine has continued to remain undeveloped as platted in 1876.

Because the Popes Creek Branch traveled south primarily through the rural regions of Prince George's County, the line was more heavily used for freight than passenger service. As a result of the railroad's benefits never being fully realized, the Early houses and store are some of the last visible reminders of the platting of Brandywine City. The siting of buildings (three primary resources facing the railroad tracks) and the layout of each property west of the railroad tracks reflects the grid plan originally proposed for the community.

### *Assessment of Historical Integrity*

<sup>30</sup>National Register of Historic Places, "Hyattsville Historic District (Amended and Expanded)," Hyattsville, Prince George's County, Maryland, National Register # 04001356, 8:18-20.

<sup>31</sup>National Register of Historic Places, "Bowie Railroad Buildings," Bowie, Prince George's County, Maryland, National Register # 98001261, 8:12.

<sup>32</sup>Susan G. Pearl, "Railroads in Prince George's County, 1835-1935," in *Historic Contexts in Prince George's County* (Upper Marlboro, MD: M-NCPPC Planning Department, June 1990/August 1991), 43.

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The Early family enclave possesses historic integrity, which is sufficiently visible to reflect the overall physical appearance it gained during the period of significance. The **location** of the enclave, when it was established, was determined by the Popes Creek Branch of the Baltimore & Potomac railroad. In 1872, William H. Early, intending to capitalize on anticipated growth, purchased a 42-acre parcel just west of the tracks. At the junction of the tracks and the highly traveled Brandywine Road, he constructed a new general store and post office. Although passenger service never flourished along the Popes Creek Branch, the tracks still operate as a freight line and Brandywine Road remains a main thoroughfare in the town. Although the planned 1876 Brandywine City did not materialize, a conscious effort was made by the family during the construction of their homes to site them near each other and parallel to the railroad tracks. Set on large, level lots, three of the dwellings face the tracks, indicating the importance of the railroad to the family's prosperity. The location of the houses fronting the railroad track follow the platting plan and act as advertisement for the bucolic setting that development in Brandywine offered at the turn of the twentieth century. The **design** of the Early family enclave is the composition of elements comprising the form, plan, and spatial organization of the neighborhood. Moreover, the architectural designs of the buildings reflect the economic status of the family at the time of construction and the influence of fashionable architectural styles and forms at the turn of the twentieth century. The **setting** of the community is the physical environment within and surrounding the area, which is again, greatly affected by its proximity to the tracks of the Baltimore & Potomac and Southern Maryland railroads. The street plan and individual buildings have been retained to reflect the periods during which they were planned and constructed, and, thus, add to the physical integrity. The setting outside the Early family enclave has remained primarily rural, with acres of land still under cultivation or heavily wooded. Although mid- to late-twentieth-century residential development has encroached on Brandywine, it does not compromise the integrity of the Early family neighborhood because it is set on the outskirts. The **materials** of the Early family enclave from the period of significance have been sufficiently retained to reflect the phases of construction. German siding, brickwork, decorative wood shingles, sawn brackets, spindlework, vergeboard, acroterion, turned wood posts, canted bays, double-hung wood-sash windows, molded surrounds, wrap-around and full-width porches, overhanging eaves, and hipped dormers are all important indicators of both the Queen Anne and Colonial Revival styles and methods of construction that give the Early family buildings a cohesive historic character. Alterations and replacement of materials have occurred, but key exterior materials remain to mark the identity of specific construction periods. The **workmanship** is evident in the ways the materials have been fashioned for functional and decorative purposes, and clearly exhibit the artistry and craftsmanship of the builders, especially in regard to the high-style Queen Anne dwellings. The historic **feeling** of the Early family enclave is evoked by the physical characteristics that convey the sense of time from the period of significance and create a sense of place. Integrity of feeling is retained by the original streets (Brandywine Road and Cherry Tree Crossing Road), railroad tracks, gravel lane running parallel to the railroad, lot sizes, and the housing types and architectural styles reflecting their period of construction. The **association** is the direct link between the historic Early family enclave and the events that shaped it, such as the purchase of the 42-acre parcel of land by William H. Early in 1872. This preceded the arrival of the Popes Creek Branch of the Baltimore & Potomac Railroad in 1873. The area is still bounded by Brandywine Road and the railroad tracks. The houses continue to be used as single-family dwellings and the general store is a hardware store, serving the town of Brandywine.

Early Family Historic District (PG: 85A-85)  
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*Washington Post*



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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # MD-989
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

Primary location of additional data:

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Prince George's County Historical Society

Historic Resources Survey Number (if assigned): PG: 85A-85

10. Geographical Data

Acreage of Property 8.234 acres

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u>	<u>339284</u>	<u>4284563</u>	4	<u>18</u>	<u>339169</u>	<u>4284712</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>18</u>	<u>339381</u>	<u>4284743</u>	5	<u>18</u>	<u>339198</u>	<u>4284609</u>
	Zone	Easting	Northing		Zone	Easting	Northing
3	<u>18</u>	<u>339280</u>	<u>4284789</u>				
	Zone	Easting	Northing				

Verbal Boundary Description (Describe the boundaries of the property.)

The Early Family Historic District comprises five contiguous properties whose boundaries are recorded among the Land Records of Prince George's County, Maryland in Liber 4892, folio 535; Liber 7171, folio 337; Liber 8344, folio 197; Liber 15433, folio 334; and Liber 12609, folio 323.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property, 8.234 acres, represents the remnant of the property historically associated with the Early Family in the Brandywine area. The area is bordered to the west and northwest by 1950s residential development and by the Conrail railroad tracks to the east. Commercial development is located south of the area. Brandywine Road forms the southern boundary, the Conrail railroad tracks (outside the historic district) the eastern boundary, and the property lines of the Charles S. Early Jr., House at 13900 Cherry Tree Crossing Road and the William W. Early House at 13907 Cherry Tree Crossing Road, the northern and western boundaries respectively.

11. Form Prepared By

name/title Maria S. Dayton, Architectural Historian, and Laura V. Trieschmann, Senior Architectural Historian

organization EHT Traceries, Inc. date April 2011

street & number 1121 5<sup>th</sup> Street, N.W. telephone (202) 393-1199

Early Family Historic District (PG: 85A-85)  
Name of Property

Prince George's County, MD  
County and State

city or town Washington state D.C. zip code 20001

e-mail ltrieschmann@traceries.com

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

---

### Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

---

### Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Multiple Owners

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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Early Family Historic District

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Section PHOTO Page 1

## Index to Photographs

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13902 and 13900 Cherry Tree Crossing Road, Façade, View from railroad tracks looking North  
**1. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0001.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** Railroad Tracks, Context, View looking Northeast  
**2. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0002.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 14134 Brandywine Road, Rear, View from railroad tracks looking Southwest  
**3. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0003.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13907 and 13904 Cherry Tree Crossing Road, Side, View from railroad tracks looking West  
**4. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0004.tif**

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# National Register of Historic Places Continuation Sheet

PG: 85-085  
Early Family Historic District

Name of Property

Prince George's County, MD

County and State

Section PHOTO Page 2

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13907, 13904, and 13902 Cherry Tree Crossing Road, Façade, View from railroad tracks looking West  
**5. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0005.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Description of Photograph(s) and number:** 13904, 13902, 13900 Cherry Tree Crossing Road, Rears, View from street looking East  
**6. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0006.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13900 Cherry Tree Crossing Road, Rears and Outbuildings, View from Street looking East  
**7. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0007.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13907 Cherry Tree Crossing road, Rear, Outbuildings, Pond, View from street looking West  
**8. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0008.tif**

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**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 14134 Brandywine Road, Façade and Garage, View from street looking North  
**9. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0009.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13904 Cherry Tree Crossing Road, Façade, View from railroad tracks looking West  
**10. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0010.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13902 Cherry Tree Crossing Road, Façade, View from railroad tracks looking North  
**11. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0011.tif**

**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13900 Cherry Tree Crossing Road, Façade, View from railroad tracks looking North  
**12. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0012.tif**

United States Department of the Interior  
National Park Service

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Early Family Historic District  
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Section PHOTO Page 4

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**Name of Property:** Early Family Historic District  
**City or Vicinity:** Brandywine  
**County:** Prince George's **State:** Maryland  
**Photographer:** EHT Traceries  
**Date Photographed:** February 2011  
**Location of original digital files:** MD SHPO  
**Description of Photograph(s) and number:** 13907 Cherry Tree Crossing Road, Façade, View from street looking North  
13. MD\_PrinceGeorgesCounty\_EarlyFamilyHistoricDistrict\_0013.tif

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Section number      Figures      Page      1     

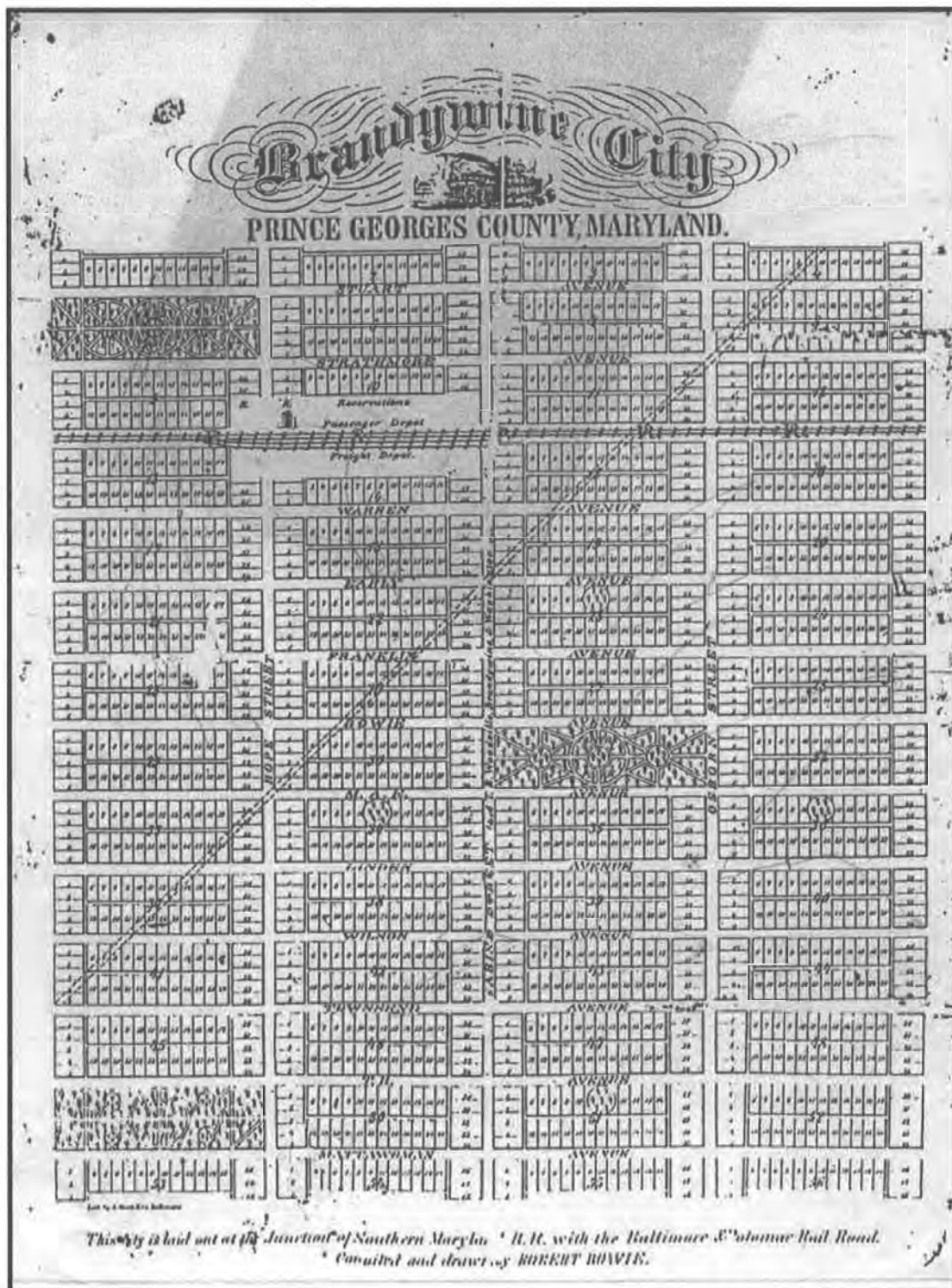
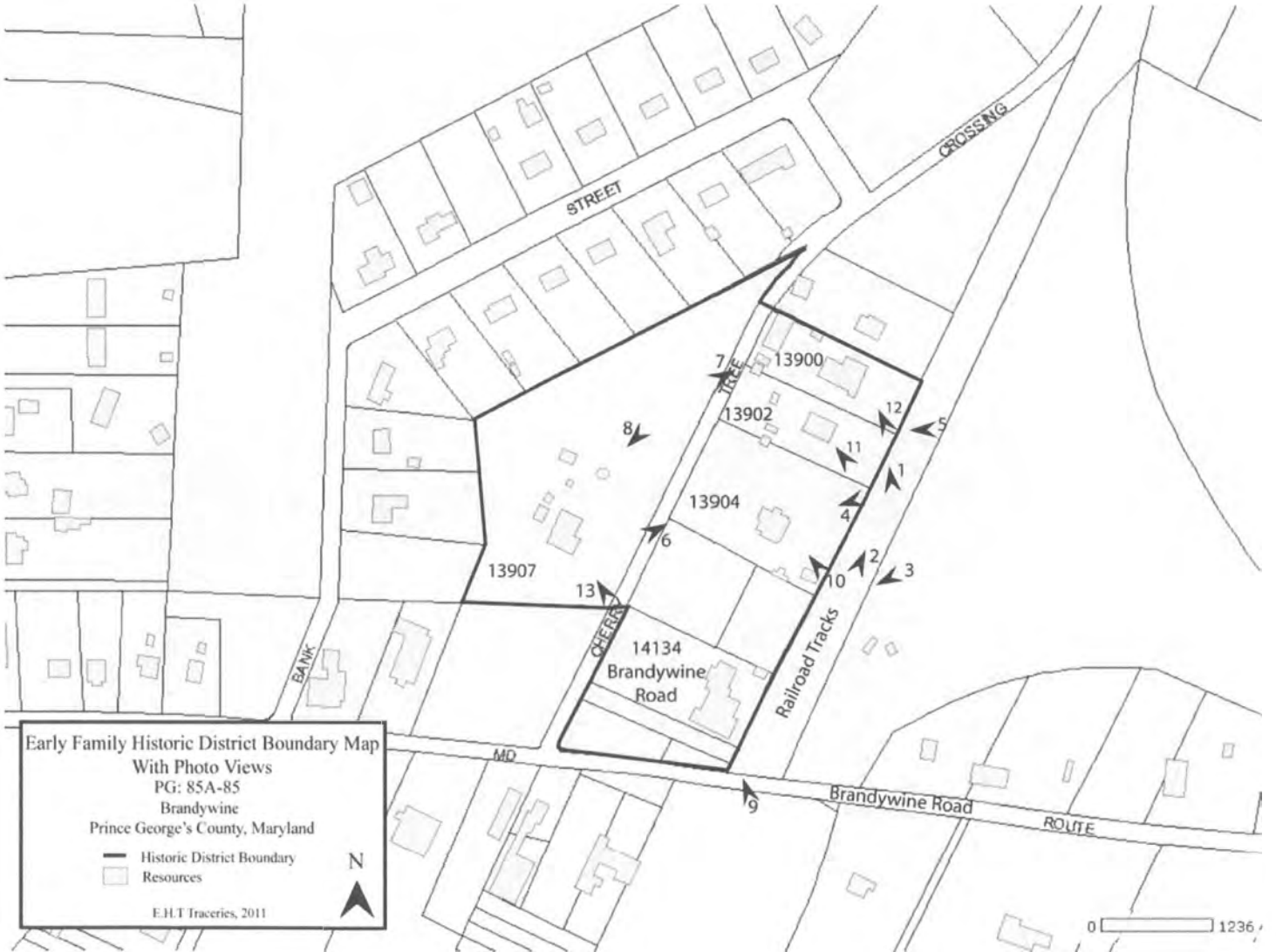


Figure 1: Plat of Brandywine City, Prince George's County, Maryland, 1876  
Source: History of Brandywine, Maryland, <http://www.brandywinemd.com>



**Early Family Historic District Boundary Map**  
 With Photo Views  
 PG: 85A-85  
 Brandywine  
 Prince George's County, Maryland  
 — Historic District Boundary  
 □ Resources  
 E.H.T Traceries, 2011

0 1236'





PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traces

MHT MD SHPO

Single Dwellings, 13902 and 13900 Cherry Tree Crossing Road

Facade, View from railroad tracks looking North

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Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPO

Railroad Tracks, Context, Views looking Northeast

2 of 13



PG: 87A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPO

Store, 14134 Brandywine Road

Rear, view from railroad tracks looking southwest

3 of 13



PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPO

Single Dwellings, 13907 and 13904 Cherry Tree Crossing Road

Side, View from railroad tracks looking West

4 of 13





PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traileries

MHT MD SHPO

Single Dwellings, 13904, 13907, and 13902 Chainy Tree Crossing Road

Parade, View from railroad tracks looking East

5 of 13



PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPD

Single Dwellings, 13904, 13902, 13900 Cherry Tree Crossing Road

Rear, View from Street looking East

6 of 13



PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPO

Single Dwelling and Outbuildings, 13900 Cherry Tree Crossing Road

Rear and Outbuildings, View from Street Looking East

7 of 13



PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceter

MHT MD SHPO

Single Dwelling, 13907 Cherry Tree Crossing Road

Rear, Outbuildings, Pond, View from Street Looking West

8 of 13





PG: 85A-85

Early Family Historic District  
Prince George's County, MD

2/2011

EHT Trateries

MHT MD SHPO

Store and Garage, 14134 Grandywine Road

Facade and Garage, View from street looking North

9 of 13



PG: 85A-85

Early Family Historic District  
Prince George's County, MD

2/2011

EHT Trarovic

MHT MD SHPC

Single Dwelling, 13904 Cherry Tree Crossing Road

Facade, View from railroad tracks looking West

10 of 13



PG:85A-85

Early Family Historic District

Prince George's County, MD

2/2011

EHT Traceries

MHT MD SHPO

Mingle Dwelling, 13902 Cherry Tree Crossing Road

Facade, View from railroad tracks, looking North

11 of 13



PG: 85A-85

Early Family Historic District PG: 85A-85

Prince George's County, MD

2/2011

EHT Traces

MHT MD SHPO

Single Dwelling, 13900 Cherry Tree Crossing Road

Facade, View from railroad tracks looking North

12 of 13





PG: 85A-85

Early Family Historic District

Prince George's County, MD

2/201

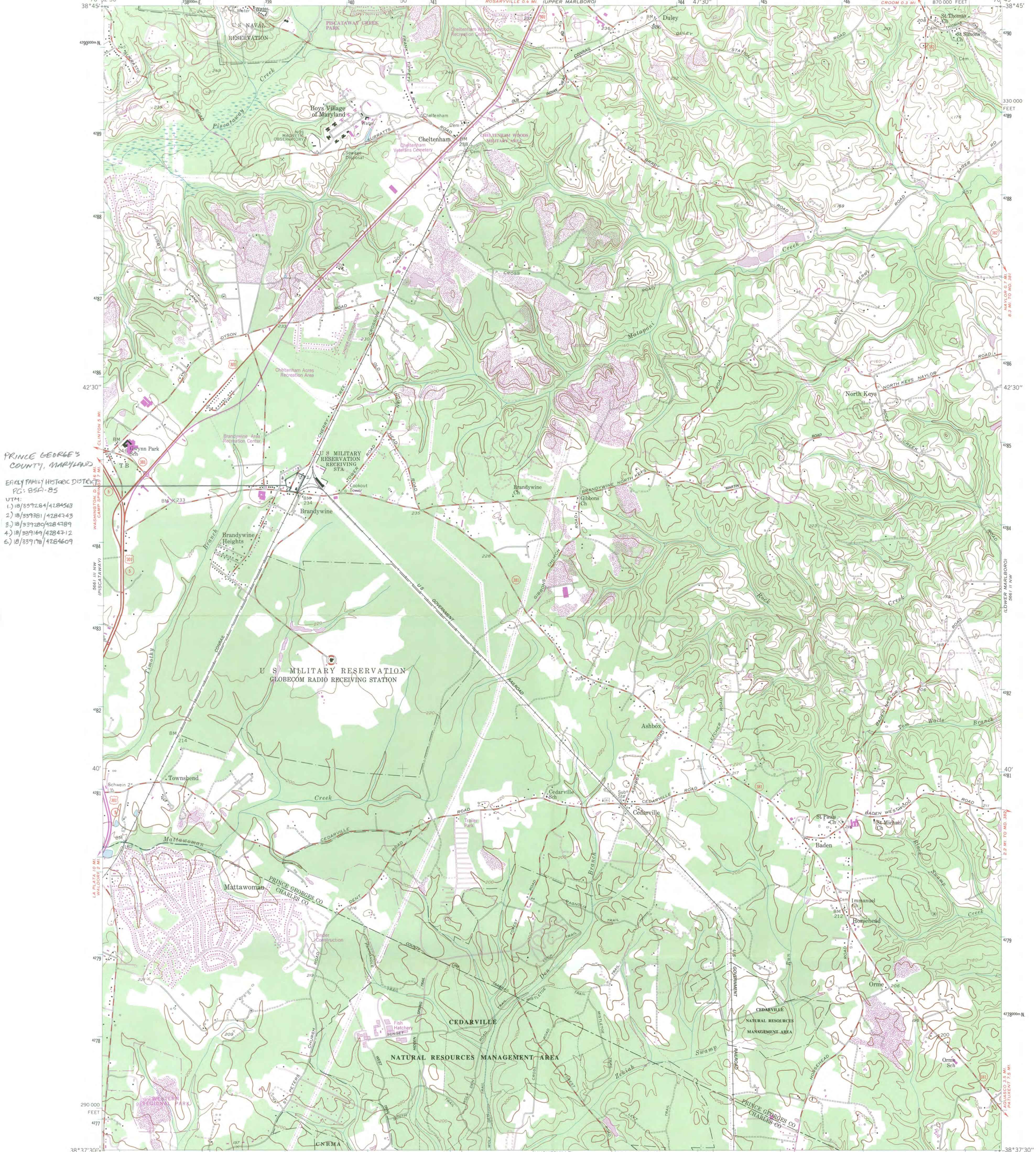
EHT Traceries

MHT MD SHPO

Single Dwelling, 13907 Cherry Tree Crossing Road

Facade, View from Street looking North

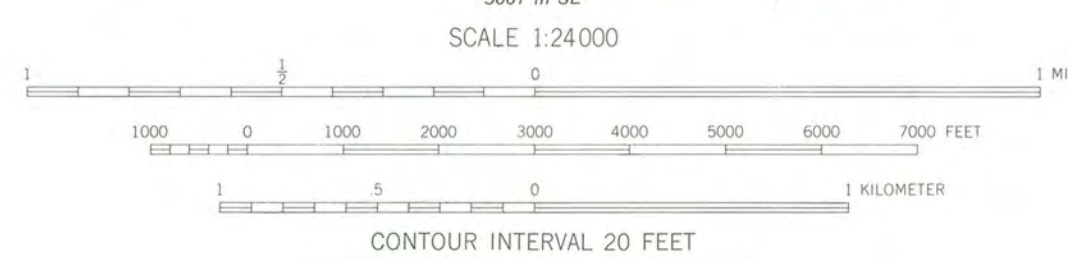
13 of 13



PRINCE GEORGE'S  
COUNTY, MARYLAND  
EARLY FAMILY HISTORIC DISTRICT  
PC: 85A-85  
UTM:  
1) 18/339284/4284563  
2) 18/339281/4284743  
3) 18/339280/4284789  
4) 18/339169/4284712  
5) 18/339178/4284609

Mapped by the Army Map Service  
Edited and published by the Geological Survey  
Control by USGS and NOS/NOAA  
Planimetry in part by photogrammetric methods from aerial  
photographs taken 1937, 1938, and 1943. Topography by  
planimetric surveys 1944. Culture revised by  
the Geological Survey 1956  
Polyconic projection. 10,000-foot grid ticks based on  
Maryland coordinate system  
1000-meter Universal Transverse Mercator grid ticks,  
zone 18, shown in blue  
1927 North American Datum  
To place on the predicted North American Datum 1983  
move the projection lines 9 meters south and  
27 meters west as shown by dashed corner ticks  
There may be private inholdings within the boundaries of  
the National or State reservations shown on this map

UTM GRID AND 1985 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET  
91° 16' 18" M  
1° 08' 20" M  
Revisions shown in purple and woodland compiled by the  
Geological Survey from aerial photographs taken 1981 and  
other sources. This information not field checked  
Map edited 1985



FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



BRANDYWINE, MD.  
38076-F7-TF-024  
1956  
PHOTOREVISED 1985  
DMA 5661 III NE-SERIES V833

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Early Family Historic District

MULTIPLE NAME:

STATE & COUNTY: MARYLAND, Prince George's

DATE RECEIVED: 10/26/12      DATE OF PENDING LIST: 11/27/12  
DATE OF 16TH DAY: 12/12/12      DATE OF 45TH DAY: 12/12/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001024

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    12-12-12 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

MARYLAND HISTORICAL TRUST  
CERTIFIED LOCAL GOVERNMENT/ NATIONAL REGISTER  
RECOMMENDATION FORM

Property Name Early Family Historic District (#85A-085)  
Location Brandywine (unincorporated)  
County Prince George's  
CLG Name Prince George's County Historic Preservation Commission

HISTORIC PRESERVATION COMMISSION RECOMMENDATION

Nomination recommended       Nomination not recommended


Please check the applicable National Register criteria and/or considerations (exceptions) used in decision:

criteria:  A  B  C  D

considerations:  A  B  C  D  E  F  G

Justification of decision: (use continuation sheet if necessary)

-See attachment-

  
signature of commission chairman 7/19/2011  
date

Prince George's County Historic Preservation Commission  
name of commission

CHIEF ELECTED OFFICIAL RECOMMENDATION

I concur with the opinion of the historic preservation review commission.  
 I do not concur with the opinion of the historic preservation review commission.  
(Please justify disagreement on a separate sheet.)

  
signature of chief elected official 8/4/11  
date

County Executive  
title



Maryland Department of Planning  
Maryland Historical Trust

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

Richard Eberhart Hall  
Secretary

Matthew J. Power  
Deputy Secretary

August 30, 2011

Mr. and Mrs. Michael R. Fluharty  
13904 Cherry Tree Crossing Road  
Brandywine, MD 20613

RE: EARLY FAMILY HISTORIC DISTRICT  
Prince George's County, Maryland

Dear Mr. and Mrs. Fluharty:

The Early Family Historic District will be considered by the Governor's Consulting Committee for nomination to the National Register of Historic Places on Tuesday, October 4, 2011. The National Register is the official list of historic properties recognized by the Federal Government as worthy of preservation for their significance in American history, architecture, archaeology, engineering, and culture. In Maryland, the nomination process is administered by the Maryland Historical Trust. Enclosed you will find a copy of the criteria under which properties are evaluated for listing. The meeting will be held at the Maryland State Archives, 350 Rowe Blvd., Annapolis, Maryland, beginning at 10:00 a.m. You are welcome to attend this meeting.

Listing in the National Register results in the following for historic properties.

1. Consideration in planning for Federal, federally or state funded, licensed and assisted projects. Federal and state legislation requires that Federal agencies allow the Advisory Council on Historic Preservation and state agencies, including the Maryland Historical Trust, opportunity to comment on all projects affecting historic properties listed in the National Register. For further information please refer to Section 36, Code of Federal Regulations, Part 800 and Annotated Code of Maryland, State Finance and Procurement Article, Section 5A-323 et seq. or call the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7630.
2. Eligibility for Federal tax provisions. If a property is listed in the National Register, certain Federal tax provisions may apply. The Tax Reform Act of 1986 revises the historic preservation tax incentives authorized by Congress in the Tax Reform Act of 1976, the Revenue Act of 1978, the Tax Treatment Extension Act of 1980, the Economic Recovery Tax Act of 1981, and the Tax Reform Act of 1984, and as of January 1, 1987, provides for a 20 percent investment tax credit with a full adjustment to basis for rehabilitating historic commercial, industrial, and rental residential buildings. The former 15 percent and 20 percent Investment Tax Credits (ITCs) for rehabilitation of older commercial buildings are combined into a single 10 percent ITC for commercial or industrial buildings built before 1936.

The Tax Treatment Extension Act of 1980 provides Federal tax deductions for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. Whether these provisions are advantageous to a property owner is dependent upon the particular circumstances of the property and the owner. Because tax aspects outlined above are complex, individuals should consult legal counsel or the appropriate local Internal Revenue Service office for assistance in determining the tax consequences of the above provisions. For further information on certification requirements, please refer to 36 CFR 67 or the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7630.

3. Eligibility for a Maryland income tax benefit for the rehabilitation of historic property. For further information on the Heritage Preservation Tax Credit, contact the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7628.

4. Consideration of historic values in the decision to issue a surface coal mining permit where coal is located. In accord with the Surface Mining Control and Reclamation Act of 1977, there must be consideration of historic values in the decision to issue a surface coal mining permit where coal is located. For further information, please refer to 30 CFR 700 et seq.

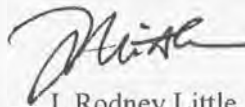
5. Eligibility to apply for federal and state grants and state low interest loans for historic preservation projects. To determine the present status of such grants and loans, contact the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7632.

Owners of private properties nominated to the National Register have an opportunity to concur in or object to listing in accord with the National Historic Preservation Act and 36 CFR 60. Any owner or partial owner of private property who chooses to object to listing may submit to the State Historic Preservation Officer a notarized statement certifying that the party is the sole or partial owner of the private property and objects to the listing. Each owner or partial owner of private property has one vote regardless of what portion of the property that party owns. If a majority of private property owners object, a property will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register of Historic Places for a determination of eligibility of the property for listing in the National Register. If the property is determined to be eligible for listing, although not formally listed, Federal agencies will be required to allow the Advisory Council on Historic Preservation and state agencies, including the Maryland Historical Trust, an opportunity to comment before the agency may fund, license, or assist a project which will affect the property. If you choose to object to the listing of your property, the notarized objection must be submitted to J. Rodney Little, State Historic Preservation Officer, ATTN: Peter Kurtze, Maryland Historical Trust, 100 Community Place, Crownsville, Maryland 21032-2023 by the date of the meeting given above.

Listing in the National Register does NOT mean that the Federal Government or the State of Maryland wants to acquire the property, place restrictions on the property, or dictate the color or materials used on individual buildings. Local ordinances or laws establishing restrictive zoning, special design review committees, or review of exterior alterations are not a part of the National Register program. Listing also does NOT require the owner to preserve or maintain the property or seek approval of the Federal Government or the State of Maryland to alter the property. Unless the owner applies for and accepts special Federal or state tax, licensing, or funding benefits, the owner can do anything with his property he wishes so long as it is permitted by state or local law.

If you wish to comment on whether the property should be nominated to the National Register, please send your comments to J. Rodney Little, State Historic Preservation Officer, ATTN: Peter E. Kurtze, before the Governor's Consulting Committee considers the nomination. Copies of the nomination, regulations and information on the National Register and Federal and State tax provisions are available from the Trust. If you have questions about this nomination, please contact Peter E. Kurtze, Administrator of Evaluation and Registration, Maryland Historical Trust at (410) 514-7649.

Sincerely,



J. Rodney Little  
Director-State Historic  
Preservation Officer

JRL/jmg

cc: Maryland State Clearinghouse  
Hon. Rushern L. Baker, III  
Hon. Ingrid Turner  
Mr. Frederick Stachura  
Mr. David A. Turner  
Mr. W. Dickerson Charlton  
EHT Tracerics, Inc.



Nov 7, 2011

6

Peter E. Kurtze  
Md Dept. of Planning  
Md. Historical Trust  
100 Community Place  
Crownsville, Md. 21032

Dear Sir:

Please withdraw our property, 14134  
Brandywine Road, Scoskie's Antiques and  
Collectibles Shop, from consideration for  
Historical sites and Districts Plan!

Thank you

Scoskie Yerkie  
Dorothy B. Yerkie  
Dorothy B. Yerkie

Dorothy B. Yerkie appeared before me this 8th of November 2011  
and signed this letter in Lancaster County Virginia.

My commission expires on May 31, 2013

Juanita Haynie

Juanita Haynie

JUANITA A. HAYNIE  
NOTARY PUBLIC  
Commonwealth of Virginia  
Reg. #7252860  
My Commission Expires 5/31/2013



Maryland Department of Planning

Martin O'Malley  
Governor  
Anthony G. Brown  
Lt. Governor

Richard Eberhart Hall  
Secretary  
Matthew J. Power  
Deputy Secretary

November 21, 2011

Mr. J. Rodney Little, Director  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville, MD 21032-2023

**STATE CLEARINGHOUSE RECOMMENDATION**

**State Application Identifier:** MD20110919-0737

**Applicant:** Maryland Historical Trust

**Project Description:** Historic Nomination: Early Family Historic District

**Project Location:** County(ies) of Prince George's

**Approving Authority:** U.S. Department of the Interior DOI/NPS

**CFDA Number:** 15.914

**Recommendation:** Consistent

Dear Mr. Little:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Department(s) of Natural Resources, Transportation, Prince George's County, and the Maryland Department of Planning. As of this date, the Maryland Department(s) of Transportation has not submitted comments. Any comments received will be forwarded.

The Maryland Department(s) of Natural Resources; Prince George's County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at mbarnes@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.**

Mr. J. Rodney Little  
November 21, 2011  
Page 2

Thank you for your cooperation with the MIRC process.

Sincerely,

A handwritten signature in black ink that reads "Linda C. Janey". The signature is written in a cursive style with a large, sweeping "L" and "J".

Linda C. Janey, J.D.  
Assistant Secretary

LCJ:MB

Enclosure(s)

cc: National Register\*\*  
Joe Abe - DNR  
Melinda Gretsinger - MDOT

Beverly Warfield - PGEO  
LaVerne Gray - MDPLR&WC

11-0737\_CRR.CLS.doc



Maryland Department of Planning  
Maryland Historical Trust



Richard Eberhart Hall  
Secretary

Matthew J. Power  
Deputy Secretary

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

October 23, 2012

Mr. J. Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
1201 I (eye) St., NW  
Mail Stop 2280  
Washington, DC 20005

RE: EARLY FAMILY HISTORIC DISTRICT  
COLLEGE HEIGHTS ESTATES HISTORIC DISTRICT  
Prince George's County, Maryland

Dear Mr. Loether:

Enclosed is documentation for nominating the Early Family Historic District and the College Heights Estates Historic District, Prince George's County, Maryland to the National Register of Historic Places. The state review board and the owners concur in my recommendation for listing. Should you have questions in this matter, please contact Peter Kurtze at (410) 514-7649.

Sincerely,

J. Rodney Little  
Director-State Historic  
Preservation Officer

JRL/jmg

cc: Early Family Historic District  
State Clearinghouse #MD20110919-0737

Enclosures: NR form and 27 continuation sheets  
1 USGS map  
13 - 5x7 b/w prints

Correspondence: CLG recommendation form, 4 August 2011  
Letter, Little to owners, 30 August 2011  
Letter, Yerkie to Kurtze, 7 November 2011  
Letter, Janey to Little, 21 November 2011



Maryland Department of Planning  
Maryland Historical Trust

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

Richard Eberhart Hall  
Secretary

Matthew J. Power  
Deputy Secretary

July 30, 2013

Mr. J. Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
1201 I (eye) St., NW  
Mail Stop 2280  
Washington, DC 20005



Re: Early Family Historic District  
Prince George's County, Maryland

Dear Mr. Loether:

J. Rodney Little's letter to you dated October 23, 2012, transmitting the National Register nomination for the Early Family Historic District erroneously stated that property owners concurred in his recommendation for listing. In fact, as was stated in Ms. Dorothy B. Yerkie's letter dated November 11, 2011, a copy of which was enclosed with the above transmittal letter (and is also enclosed herewith), Ms. Yerkie, a property owner in the Early Family Historic District, *objected* to inclusion of her property at 14134 Brandywine Road in the nominated district.

I would appreciate your amending the record to highlight the Yerkie family's objection.

Please do not hesitate to contact me with any questions or comments.

Very truly yours,

Peter Kurtze  
Administrator, Evaluation and Registration  
Maryland Historical Trust

Encl.

Letter, Little to Loether, October 23, 2012  
Letter, Yerkie to Kurtze, November 7, 2011

Cc: Mr. Jack Yerkie