CAPSULE SUMMARY
Marlboro 301 Gas-n-Go (PG: 79-79)
4109 Crain Highway, Marlboro, Prince George's County

Erected sometime between 1940 and 1950, the Marlboro 301 Gas-n-Go Service Station at 4901 Crain Highway reflects the impact of the automobile on transportation development in Prince George's County during the second quarter of the 20th century. This building is representative of the many streamline moderne service stations erected from standardized designs for corporate oil companies. The one-story Gas-n-Go service station was constructed by an independent merchant on property owned by Samuel A. Wyvill from 1924 until 1953. It has the indicative porcelain-enameled metal panels, rounded corner with a curved glass display wall, service bay lettering, and blue stripes unifying it with the definitive streamlined appearance popular during the second quarter of the 20th century. The design is more high style and up-to-date on those elevations visible to the traveler from the road; thus, the rear elevation of the building has no stylistic interpretation.

In order to attract automobile travelers moving at high speeds along Crain Highway, the building is positioned at an angle, presenting two stylized elevations. This streamline moderne service station is one story high, three bays wide, and one bay deep. It is rectangular in plan with a rounded corner composed of two tiers of display glass. This transparent wall allows travelers to quickly see the office and bathroom bay of the service station. To the west, the automobile service bays dominate the building. The building has a concrete block foundation and walls clad with bold white, porcelain-enameled metal panels on three sides. Indicative of the standardized design provided by the corporate sponsors, the building is ornamented with two blue colored racing stripes and lettering over the service bays that alert patrons of the assistance provided within. Four modern gas pumps are set on a small island to the north of the building.

MARYLAND HISTORICAL TRUST Inventory No. PG: 79-79
MD INVENTORY OF HISTORIC PROPERTIES

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1. Name of Property

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historic name Homes Oil Gas Station #22
common/other name Marlboro 301 Gas-n-Go

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2. Location

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street & number 4109 Crain Highway, SW not for publication _____
city or town Marlboro vicinity __ state Maryland code MD
county Prince George's County code 33 zip code 20772

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3. State/Federal Agency CertificationN/A

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4. National Park Service CertificationN/A

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5. Classification

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Ownership of Property (Check all that apply)

X private
____ public-local
____ public-State
____ public-Federal

Category of Property (Check only one box)

X building(s)
____ district
____ site
____ structure
____ object

Number of Resources within Property

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	1	objects
1	1	Total

Is this property listed in the National Register?
Yes _____ Name of Listing _____
No X

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: Specialty Store

Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: Specialty Store

7. Description

Architectural Classification (Enter categories from instructions)

Moderne

Materials (Enter categories from instructions)

Foundation Solid: Concrete Block
Roof Flat: Not Visible
Walls Masonry: Enamel Panel
other

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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)

__X__ 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.

__X__ 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.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Architecture
Commerce

Period of Significance 1940-1995

Significant Dates 1940-1955

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Charles County Land and Will Records. Charles County Courthouse and the Maryland State Archives, Annapolis, Maryland.

Guth, Alexander G. ▒ The Automobile Service Station.▒ *The Architectural Forum* XLV, no. 1, (July 1926).

Jakle, John A. and Keith A. Sculle. *The Gas Station in America*. Baltimore: The Johns Hopkins University Press, 1994.

Margolies, John. *Pump and Circumstance*. Boston, MA: Bulfinch Press, 1993.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1985.

Rivoire, J. Richard. *Homeplaces: Traditional Domestic Architecture of Charles County, Maryland*. Crownsville, MD: Maryland Historical Trust, 1990.

Sanborn Fire Insurance Maps. Library of Congress, Washington, D.C.

Vieyra, Daniel I. *Fill'er Up*. New York: Macmillan Publishing Co., Inc., 1979.

Watson, James Douglas. *Prince George's County Past and Present*. Washington, D.C.: Federal Lithograph Co., 1962.

Wearmouth, John M. *La Plata, Maryland: 1888-1988*. La Plata, MD: Town of La Plata, 1988.

Witzel, Michael Karl. *The American Gas Station*. Osceola, WI: Motor Books International Publishers, 1992.

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10. Geographical Data

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Acreage of Property .98 acres

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

The property at 4109 Crain Highway, SW is designated as Parcel 182, Grid C2 as indicated on Map 93.

Boundary Justification (Explain why the boundaries were selected.)

The building at 4109 Crain Highway, SW has historically been associated with Parcel 182 since its construction circa 1940.

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11. Form Prepared By

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name/title R. Weidlich and C. Novelli, Architectural Historians revised by L.V. Trieschmann (July 8, 2000)
organization EHT Traceries, Inc. date February 29, 2000
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815

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12. Property Owner

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name DLW Properties, Inc.
street & number 4109 Crain Highway, SW telephone
city or town Marlboro state MD zip code 20772

The service station at 4109 Crain Highway is located on a flat paved lot located on the west side of Crain Highway, a major transportation corridor in Prince George's County. In order to attract automobile travelers moving at high speeds along Crain Highway, the building is positioned at an angle, presenting two stylized elevations. Built between 1940 and 1955, this streamline moderne service station is one story high, three bays wide, and one bay deep. It is rectangular in plan with a rounded corner composed of two tiers of display glass. This transparent wall allows travelers to quickly see the office and bathroom bay of the service station. To the west, the automobile service bays dominate the building. The building has a concrete block foundation and walls clad with bold white, porcelain-enameled metal panels on three sides. Indicative of the standardized design provided by the corporate sponsors, the building is ornamented with two blue colored racing stripes and lettering over the service bays that alert patrons of the assistance provided within. Four modern gas pumps are set on a small island to the north of the building.

EXTERIOR DESCRIPTION:

The primary façade (northeast elevation) of the building is three bays wide, consisting of the office/bathroom bay and two automobile service bays. The office bay, housing bathroom facilities, refreshments, and storage space, is illuminated by two tiers of plate glass panes that wrap around the corner of the building. The fixed glass is framed in metal sheets. A single entry opening, holding a panel-and-light wood door, is located at the western end of this glass wall. In order to continue the height presented by the glass wall, a single-light transom caps the entry opening. Framed by the porcelain-enamel metal panes, the western end of the façade is pierced by two doublewide garage openings each holding two-paneled wood doors that roll up.

The flat roof of the building is accented by the metal panel cladding over the glass wall and service bays. Serving as the entablature, it is marked by two narrow blue racing stripes that run around the three primary elevations of the building. The lower stripe is interrupted over the service bays, thus allowing for the large colored lettering announcing the assistance provided within each of the recesses.

The southeast elevation, fronting Crain Highway at an angle, continues the wrap around glass wall. This transparent wall terminates at the center of the elevation, where the wall is clad with the porcelain- enamel metal panels. It is pierced by a single-leaf entry holding a metal slab door. The northwest elevation is similarly finished with metal panels and the racing strips. It is pierced by two wide openings that provide natural light to the service bays. The two openings hold multiple-light metal pivot windows.

The southwest elevation is not readily visible to traveling patrons, and thus is not as ornamentally finished. This rear elevation exposes the structures concrete block construction. Vertical brick buttresses that physically mark the three bays of the interior support the wall. A rectangular louvered vent pierces the wall. A single window opening has been enclosed with concrete blocks.

Erected sometime between 1940 and 1950, the Marlboro 301 Gas-n-Go Service Station at 4901 Crain Highway reflects the impact of the automobile on transportation development in Prince George's County during the second quarter of the 20th century. This building is representative of the many streamline moderne service stations erected from standardized designs for corporate oil companies. The one-story Gas-n-Go service station was constructed by an independent merchant on property owned by Samuel A. Wyvill from 1924 until 1953. It has the indicative porcelain-enameled metal panels, rounded corner with a curved glass display wall, service bay lettering, and blue stripes unifying it with the definitive streamlined appearance popular during the second quarter of the 20th century. The design is more high style and up-to-date on those elevations visible to the traveler from the road; thus, the rear elevation of the building has no stylistic interpretation.

Service Station History

The exact location of the first gas station is controversial, although the date appears to coincide with the appearance of the gasoline pump in 1905. To attract motorists, the stations had to do more than just sell gasoline. They often provided washing and lubrication services, as well as public restrooms. Due to the demands of the motorist, more space was needed for repairs, tires, batteries, other automotive accessories, and additional sales and display areas.[1] Unlike the gas stations of today, the filling stations focused on providing automobile related services only and did not provide other products found in the associated convenience stores of the last three decades of the 20th century.

The breakup of the Standard Oil Trust in 1911, combined with the discovery of new oil in many countries, created corporate rivalries between the oil companies of the period. By 1920 there were approximately 15,000 service stations in the United States -- an increase of approximately 1,200 stations per year.[2] At this time, gas stations were primarily dealer-owned, but company-owned and operated gas stations were increasing in number. Companies began

1 John Baeder, *Gas, Food, and Lodging*, (New York: Abbeville Press Publishers, 1982), pp. 38-39.
2 John A, Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), p. 132.

to adopt logos, signs and slogans to attract consumers. The early gasoline stations were designed to promote the oil corporation that they represented. By World War I, drive-in filling stations were found throughout the country, especially in the larger cities. The drive-in station drastically altered urban land use, as the installation required enough space for motorists to pull on and off the street, as well as space to park next to the pump. In the early part of the 20th century, the highway was in its infancy. Consequently, predicting the ideal locations and sites for this new building type was difficult. As new roads opened, the oil companies competed to construct gas stations, even developing a series of prefabricated stations for easy assembly and construction across the country. Their colorful signs, pumps, and buildings changed the landscape of America.

As no preconceived standards had been established for gas station architecture, retailers began to experiment with designs for stations, constructing buildings that resemble airplanes, animals, boats, icebergs, pyramids, and pagodas.[3] Though fanciful in nature, these buildings were the first to deal with the issue of architecture as related to the gas station.

> On narrow lanes and on wide, important boulevards these structures, are to be found sometimes wedged in between pretentious buildings, but sometimes placed on important corners with plenty of elbowroom. There will be found, ready for the most fastidious automobilists Chinese pagodas, Mohammeden mosques, Norman castles and Flemish towers. Keen rivalry and business competition have, however, brought about a vast change. Oil and gas companies have begun to realize that an attractive building brings trade, and in consequence thereof the oil service stations have taken on better lines of architecture.[4]

As a result, the gas station architects of the 1920s and 1930s began to draw design inspiration from architecture in the Classical Revival, Colonial Revival, Beaux Arts and Neo-Classical styles. Known as artistic stations, many were modeled after Greek temples

3 Daniel I. Vieyra, *Fill'er Up*, (New York: Macmillan Publishing Co., Inc., 1979), p. 15.
4 Alexander G. Guth, "The Automobile Service Station," *The Architectural Forum* XLV, no. 1, (July 1926), 33.

and Roman monuments, and offered a sense of instant stability and respectability. It was the gas station architecture of the 1920s and 1930s, particularly the artistic stations that changed the perception of gas stations to something favorable and attractive.

The *National Petroleum News*, established in 1909, served the oil industry and provided a format in which gas station architecture could be explored. Still in publication, the magazine identified nine building types used for gas stations between 1910 and 1990. The nine filling station types identified are the curbside, the shed, the house, the house with canopy, the house with bays, the oblong box, the small box, the small box with canopy, and the canopy with booth.[5] The curbside station was simply a gasoline pump along the side of the road. Largely out of use by the 1920s, these pumps were generally located at the front of stores, such as grocery or hardware stores. The curbside pump was replaced by the off-street, drive-in gas station. Initially, small sheds were constructed to hold lubricating oils, greases and equipment. Sheds came in a variety of shapes and sizes and were utilitarian in nature, often being clad in metal, clapboard, or tarpaper.[6]

The small house type and the house with a canopy supplanted the curbside and shed type gas stations of the first quarter of the 20th century. The mid-1920s brought the classic filling station with ornamentation in the Tudor, Georgian, and Romanesque styles. The most popular style being the small house station - a cross between the fantasy stations and the respectable stations. They could be built with materials readily available and were compatible with residential architecture. The sight of a little house selling gas along the roadside could also trigger thoughts of friendliness, comfort, and security to a motorist. Located in residential areas, the oil companies sought corner lots that could accommodate large driveways and access from two streets. The buildings were generally rectangular with a hipped roof, some with a canopy supported by two columns projecting out over a driveway. Most of these stations contained small offices, one or two storage rooms, and public restrooms and many of the buildings were prefabricated. Prefabricated buildings could be selected from a catalogue or a station could be designed for the exclusive use of the oil company.

5 Jakle and Sculle, pp. 134-135.
6 Jakle and Sculle, p. 137.

Most featured structural steel sections that could easily be bolted together for rapid construction.

> `Prefabs' were faced in brick, stucco, zinc, or heavy galvanized steel, surfaces easy to clean and maintain. Tile (either clay or metal), copper, zinc, or galvanized steel was used for roofing. In 1923 the Arthur B. Shepard Company advertised its `Type-G' station as sixteen feet wide, fourteen feet deep, and ten feet high. The building, constructed with a heavy structural steel frame, white enameled steel siding, metal roof, and plate glass windows set in steel sash, cost about $2,200.[7]

As gas stations began to provide more services, in particular grease pits and car-washing floors, the house type was expanded to include service bays. One or two bays were often added to pre-existing gas stations. Newly constructed stations often included two or more bays to enclose the lubricating and washing services.

Gasoline rationing during World War II led to a halt in the construction of service stations. After World War II, America got back behind the wheel and once again began to pile up the miles with a passion: in 1941 gas station sales were three and one-half billion gallons; in 1951 this consumption had nearly tripled to over eight billion gallons.[8] At this time, the design of the gas station began to evolve, creating more efficient designs with aluminum accents and all-glass fronts. Popularized in the 1930s and continued after the war, gas station construction resumed the shape of the oblong box. Flat roofs replaced the hipped roof of the small house type. Another design statement was the overwhelming use of porcelain-enamel metal panels. Porcelain enamel was inexpensive, durable, and nearly maintenance-free. The porcelain-enamel gas stations, often designed in the Art Moderne style, were popular from the 1930s through the 1950s.[9]

Prevalent between 1930 and 1955, the streamlined moderne style demonstrated a direct aesthetic transfer, or borrowing, of a design technique known as streamlining from automobiles and other transportation machines to the roadside buildings that served these

7 Jakle and Sculle, p. 138.
8 *Pump and Circumstance*, p. 84.
9 *Pump and Circumstance*, pp. 96-97.

machines. Auto part outlets, service stations, car dealerships, and tire stores were among the roadside buildings created to serve the automobile, and the streamlining of these buildings advertised their automobile-oriented function. Speed lines - horizontal bands of thin parallel lines - added to the illusion of movement by accentuating the streamlined contours of the building. These lines, together with swooping, aerodynamic forms, and sleek veneers symbolized modernity, progress, and efficiency. Automobiles and the buildings that were associated with them shared a dynamic, flowing aesthetic of slick skin surfaces, rounded corners, and a sensation of movement. This was achieved not only by similar design aesthetics, but also by similar materials. Automobiles and auto-oriented buildings used the same industrial materials of steel, glass, and chrome tubing - hard, shiny, slick surfaces that were novel and modern. With regard to service stations, the sleekness of enameled metal, together with the shine and sparkle of expansive glass windows, were ideal for conveying this new machine-age aesthetic.

The oblong box station type expanded both sales space for products and enlarged service bays. Many oil companies began selling tires, batteries, and automobile accessories at this time. As a result, the station required a larger display room and storage area. Furthermore, automobile repair became a key component of the gas station, requiring service bays in each building. These stripped down, functional buildings had very little exterior decoration with the detailing confined to the company's signage. To differentiate themselves, oil companies often modified the rectilinear building so that its customers could easily recognize it. For instance, the office bay might be slightly extended or the roofline might be slightly higher or lower than the garage bays. Others rounded the corners of the buildings and created corner entrances. Shell Oil adopted projecting towers or pylons to differentiate it from other box-shaped service stations.[10]

Prior to 1950, many of these modest service stations were prefabricated with steel I-beam frames that were easily bolted together on site. However, at mid-century the prefabricated buildings were replaced by concrete block construction, as it was less expensive. Concrete block construction prevailed for a mere

10 Jakle and Sculle, pp. 146-147.

decade, being replaced in the 1960s by molded plastic, which was utilized to imitate other building materials.

During the 1950s, there was a rise in independently owned and operated gas stations. Sales were confined to gasoline and oil, with a small selection of merchandise, such as cigarettes and soft drinks. The size of the station was considerably reduced from those of major corporations that provided automobile repair and battery and tire sales, operations that required an ample amount of space. Small buildings providing room for a small office and restrooms were sufficient. This building type was referred to as the small box.[11] At this time there was also a return to the use of the canopy, which was frequently added to the diminutive building or was freestanding. Eliminated in the designs of the 1930s and 1940s, the gas stations of the 1950s and 1960s incorporated larger and longer canopies than previously used. Some canopies, referred to as butterfly canopies, swept upward and out, mimicking the tail fins popular on 1950s cars. These canopies often had large signs mounted on their roofs.

In the last three decades of the 20th century, there has been a shift away from elaborately designed stations. The small offices were reduced to even smaller booths that merely accommodate an attendant and a cash register. These booths were coupled with large canopies that extended over one to two rows of pumps and a large portion of the driveway. Recently, America has seen the booth and canopy gas station coupled with the freestanding convenience store, providing motorists with easy access to a small selection of food, drink, and miscellaneous items. These filling stations provide gasoline but very little else in the terms of automobile service.

Service Station History along US 301 Corridor

In La Plata, the county seat of Charles County, livery stables and blacksmith shops gave way to service stations and car dealerships. The service stations provided fuel, oil, and repairs for not only automobiles, but also tractors, pumps, and other farming equipment. In 1920, Frank Martin and Hugh Mitchell opened the Mitchell Motor Company on Charles Street in La Plata. The Mitchell Motor Company

11 Jakle and Sculle, p. 153.

provided not only garage services, but automobile sales as well, specializing in Chrysler Corporation sales. In 1922, Martin established his own business, the Central Garage, further down the street. The Central Garage, in business for over sixty years, sold four different brands of gasoline simultaneously. Curbside gasoline pumps also contributed to fuel sales in La Plata during the first quarter of the 20th century.[12] By 1948, downtown La Plata had grown to include two automobile sales and service shops, a garage, and a Standard Oil Company of New Jersey.[13] Similar automobile and travel related commercial development was taking place in Prince George's County. In 1949, there were two filling stations, an auto repair shop, and an auto sales and service store within a two block stretch of Crain Highway in Upper Marlboro.[14] By 1958, automotive related business had grown considerably. According to the 1958 business census, there were 258 gasoline service stations and 78 automobile dealers, accounting for approximately 22 percent of all retail trade in Prince George's County.[15] Automobile and travel-related services have continued to grow along US 301, resulting in a trail of gas stations, fast food restaurants, car sales lots, and shopping centers.

Building History

The Marlboro 301 Gas-n-Go is one of a substantial number of service stations erected in the second quarter of the 20th century to serve the growing number of automobile patrons traveling along Crain Highway and through Prince George's County. Samuel A. Wyvill purchased the property on which the building was erected in 1924. The four-acre plot of land was originally a portion of the larger Bleak Hill. Based on deed and map research, in addition to the architectural design of the building, it appears the Gas-n-Go was erected during Wyvill's twenty-nine year tenure as owner.

The design of the Gas-n-Go is indicative of the standardized plans produced by architects and industrial designers for corporate oil companies. Like many of the service stations from this period, the

12 John M. Wearmouth, *La Plata, Maryland: 1888-1988*, (La Plata, MD: Town of La Plata, 1988), pp. 30-31.
13 Wearmouth, p. 37.
14 Sanborn Fire Insurance Maps, Library of Congress, Washington, D.C.
15 Watson, p. 29.

Gas-n-Go has a rectangular layout, containing an office, bathroom, and utility room, with the remaining space divided into service areas devoted to the automobile. Over the repair stalls are the graphic messages intricate to the design of the building, reinforcing the corporate visual image and announcing the services provided. This form and design dominated the industry, regardless of the oil company or property owner, from the second quarter of the 20th century well into the latter part of the century. Thus, without corporate logos, the identification of the oil company overseeing the service is nearly impossible.

Wyvill sold the building in 1953. During the 1950s and 1960s, the property was conveyed a number of times. It was ultimately reduced to less than one acre. Homes Oil Realty Company, Inc of the District of Columbia purchased it in 1967. The new owners appear to have been responsible for ending the properties historic association with a corporate oil company. Known as Homes Oil Gas Station #22, the building was sold to Homes Oil Company of Maryland in 1986. In 1995, DLW Properties, the current owners, purchased the newly named Marlboro 301 Gas-n-Go.

National Register Evaluation:

All of the essential physical features, with the exception of the original gas pumps and any original corporate oil company identification, are present and visible to properly represent the Gas-n-Go's significance within the thematic context of Service Stations on the US 301 Corridor. Although the design is not unusual or distinguished, the building is one of only a few streamlined moderne service stations remaining along this highly traveled commercial corridor, and stands as a final representative of the thousands of bold white boxes erected during the mid- to late 20th century. Furthermore, the Gas-n-Go is one of the few service stations from the second quarter of the 20th century still in operation. The property retains integrity of design, location, setting, materials, workmanship, association, and feeling.

Thus, the Marlboro 301 Gas-n-Go has been determined eligible for nomination to the National Register of Historic Places under criteria A and C.

MARYLAND HISTORICAL TRUST

Eligibility recommended X Not Recommended _____

Comments:

Review, OPS: [signature] Date: 10/23/00

Reviewer, NR Program: [signature] Date: 11/3/00

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. PG: 79-79

Marlboro 301 Gas-n-Go
name of property
Prince George's County, MD
county and state

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HISTORIC CONTEXT:

Geographic Organization: Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and
Community Planning
Commerce

RESOURCE TYPE(S)

Category: Building

Historic Environment: Rural

Historic Function (s): COMMERCE/TRADE/Specialty Store

Known Design Source: Unknown

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. PG: 79-79

Marlboro 301 Gas-n-Go
name of property
Prince George's County, MD
county and state

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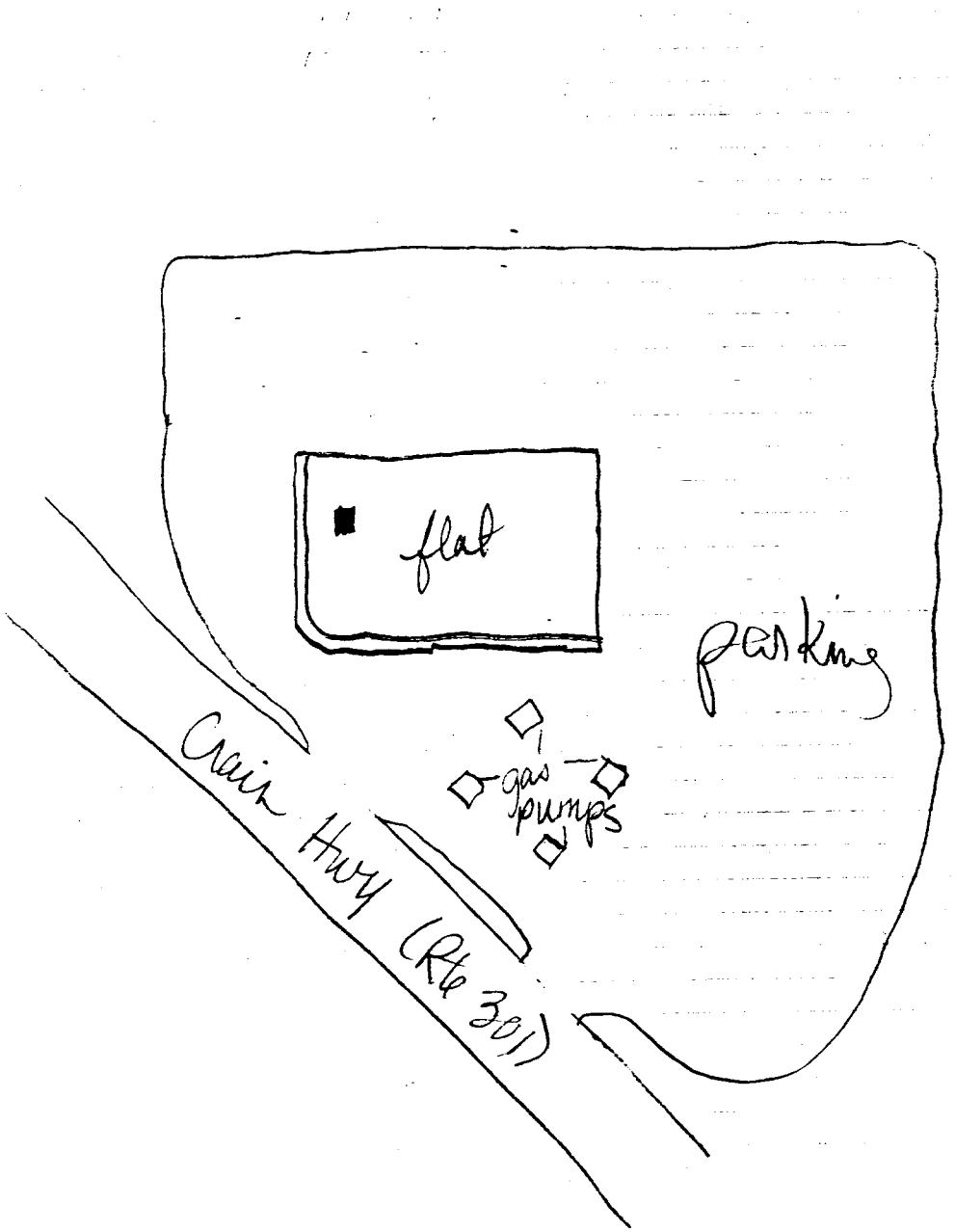
Chain of Title:

October 23, 1924:	Clara B. McCanna to Samuel A. Wyvill Land Records of Prince George's County Liber 223 Folio 183
March 23, 1953:	Samuel A. and Barbara E. Wyvill to Barbara J. Deneen Land Records of Prince George's County Liber 1594 Folio 9
January 2, 1954:	Barbara J. Deneen to N & B Realty Corporation Land Records of Prince George's County Liber 1694 Folio 469
January 14, 1955:	N & B Realty Corporation to Stephen and Bernice A. Gambrill Land Records of Prince George's County Liber 1817 Folio 443
June 20, 1967:	Stephen and Bernice A. Gambrill to Homes Oil Realty Corporation, Inc. Land Records of Prince George's County Liber 3520 Folio 364
November 28, 1986:	Homes Oil Realty Company, Inc. of D. C. to Homes Oil Company II of Maryland Land Records of Prince George's County Liber 6499 Folio 700
August 23, 1995:	Homes Oil Company II to DLW Properties Land Records of Prince George's County Liber 11196 Folio 114



Gas-N-Go
4109 SW Crain Highway

PG:79-79

Prince George's County
Maryland

Resource Sketch Map
Not Drawn to Scale

1999

1394 CRAIN HIGHWAY, SW
PG: 79-75

2901 CRAIN HIGHWAY, SW
PG: 79-76

3807 OLD CRAIN HIGHWAY
PG: 79-77

4000 CRAIN HIGHWAY, SE
PG: 79-78

4109 CRAIN HIGHWAY, SW
PG: 79-79

15008 MARLBORO PIKE
PG: 79-80

Bristol USGS Quad

PG: 79-79

AMERICAN-FOREIGN
REPAIRING & SERVICE
TOWING
GAS-GO 301-952-1700
ENGINE WORK
CLUTCHES
ALTERNATORS
TRANSMISSIONS
BATTERIES
STARTERS
ICE
Marlboro

FS. 79-79

4109 SW Crain Highway
Prince George's County, MD
Traceries
June 1999
MD SHPO

east corner
1 of 4

K-1
U-
MAKES

98-79-79

4109 SW Crain Highway
Prince George's County, MD
Traceries
June 1999
MD SHPO

northwest elevation
20 of 41

U-HAUL
U-HAUL
U-HAUL
Gentle-Ride Van

4109 SW Crain Highway
Prince George's County, MD
Traceries
June 1999
MD SHPO

west corner
3 of 4

U-HAUL
MOVE YOURSELF AND SAVE
LOWEST COST
Marlboro
Marlboro

PG:79-79

4109 SW Crain Highway
Prince George's County, MD
Traceries
June 1999
MD SHPO

southeast elevation
1 of 4