CAPSULE SUMMARY
Earl's Service Station (CH-563)
9310 Crain Highway, Charles County

The property at 9310 Crain Highway contains two historic resources, neither of which is currently utilized. Built about 1943, Earl's Service Station is representative of the many commercial buildings erected along Crain Highway and reflects the impact of the automobile on transportation development in Charles County during the second quarter of the 20th century. The service station is indicative of the streamline moderne service stations erected from standardized designs provided by corporate oil companies. The property was originally owned and operated by the Southern Maryland Oil Company, apparently under the direction of a larger corporate oil company sponsor. The service station has the indicative porcelain-enameled metal panels, overhanging canopy, projecting logo tower, and wrap around glass display wall 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 had no stylistic interpretation. Thus, the construction of the concrete block addition on the rear of the structure did little to mar the architectural interpretation of the streamline moderne building. The original gas pumps, commonly set on a small island away from the building, are no longer extant. A 1940s concrete truck scale is located to the northeast of the service station.

This streamline moderne service station is one story high, three bays wide, and one bay deep. It is rectangular in plan with a wrap around glass display wall and projecting logo tower. This transparent glass wall allows travelers to quickly see the office and bathroom bay of the service station. To the south, the automobile service bay dominates the building. The building has a poured concrete 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 colored racing stripes ornamenting the overhanging eaves of the flat roof. Dividing the patron and automobile bays is a two-story square tower that originally held the corporate logo of the service station.

MARYLAND HISTORICAL TRUST Inventory No. CH:563
MD INVENTORY OF HISTORIC PROPERTIES

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1. Name of Property

==========

historic name Southern Maryland Oil Company Building
common/other name Earl's Service Station

==========

2. Location

==========

street & number 9260-9310 Crain Highway not for publication _____
city or town Bel Alton vicinity __ state Maryland code MD
county Charles County code 17 zip code 20611

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3. State/Federal Agency Certification N/A

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4. National Park Service Certification N/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
1	0	structures
0	0	objects
2	0	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: VACANT/NOT IN USE Sub:

7. Description

Architectural Classification (Enter categories from instructions)

Streamlined Moderne (vernacular)

Materials (Enter categories from instructions)

Foundation Solid: Poured Concrete
Roof Flat: Not Visible
Walls Masonry: Metal Panels
other

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

See Continuation Sheet No. 7-1

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8. Statement of Significance

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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 1943-1963

Significant Dates c. 1943

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

9. Major Bibliographical References

(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 10.41 acres

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

The property at 9310 Crain Highway is designated as Parcel 3, Grid 1 as indicated on Map 64.

Boundary Justification (Explain why the boundaries were selected.)

Earl's Service Station at 9310 Crain Highway has historically been associated with Parcel 3 since its construction circa 1943.

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11. Form Prepared By

==========

name/title R. Weidlich and C. Novelli, Architectural Historians revised by L. 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

==========

12. Property Owner

==========

name SW Investments, Inc. (c/o Nancy C. Shastah)
street & number 25 Larguita Lane telephone
city or town Portola Valley state CA zip code 94028

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The service station at 9310 Crain Highway is located on a flat paved lot located on the east side of Crain Highway, a major transportation corridor in Charles County. Built in the early 1940s, this streamline moderne service station is one story high, three bays wide, and one bay deep. It is rectangular in plan with a wrap around glass display wall and projecting logo tower. This transparent glass wall allows travelers to quickly see the office and bathroom bay of the service station. To the south, the automobile service bay dominates the building. The building has a poured concrete 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 colored racing stripes ornamenting the overhanging eaves of the flat roof. Dividing the patron and automobile bays is a two-story square tower that originally held the corporate logo of the service station. 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 had no stylistic interpretation. Thus, the construction of the concrete block addition on the rear of the structure did little to mar the architectural interpretation of the streamline moderne building. The original gas pumps, commonly set on a small island away from the building, are no longer extant. A 1940s concrete truck scale is located to the northeast of the service station. The contemporary restaurant has been recently demolished.

EXTERIOR DESCRIPTION:

The façade or west elevation of the service station is three bays wide. All openings have been boarded shut with plywood, although the fenestration of the elevation is clearly apparent. The office is located at the northern end of the rectangular building. It is enclosed within the wrap around glass display wall that appears to have consisted of two tiers of large glass panes. To the south of the large window opening is a single-leaf entry opening. This portion of the building is sheltered by an overhanging metal eave ornamented with green colored racing stripes. Set directly over the entry is a large square tower. Clad with porcelain-enamel metal panels, the tower has a circular inset

The property at 9310 Crain Highway contains two historic resources, neither of which is currently utilized. Built about 1943, Earl's Service Station is representative of the many commercial buildings erected along Crain Highway and reflects the impact of the automobile on transportation development in Charles County during the second quarter of the 20th century. The service station is indicative of the streamline moderne service stations erected from standardized designs provided by corporate oil companies. The property was originally owned and operated by the Southern Maryland Oil Company, apparently under the direction of a larger corporate oil company sponsor. The service station has the indicative porcelain-enameled metal panels, overhanging canopy, projecting logo tower, and wrap around glass display wall unifying it with the definitive streamlined appearance popular during the second quarter of the 20th century. The original gas pumps, commonly set on a small island away from the building, are no longer extant. A 1940s concrete truck scale is located to the northeast of the service station.

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

1 John Baeder, *Gas, Food, and Lodging*, (New York: Abbeville Press Publishers, 1982), pp. 38-39.

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 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

2 John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), p. 132.

3 Daniel I. Vieyra, *Fill'er Up*, (New York: Macmillan Publishing Co., Inc., 1979), p. 15.

> 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 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

4 Alexander G. Guth, "The Automobile Service Station," *The Architectural Forum* XLV, no. 1, (July 1926), 33.
5 Jakle and Sculle, pp. 134-135.
6 Jakle and Sculle, p. 137.

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. 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

7 Jakle and Sculle, p. 138.
8 *Pump and Circumstance*, p. 84.

where the corporate logo would have appeared. This logo has since been removed. To the south of the office bay, the building is stepped back slightly to ensure the differential in use. The large doublewide garage door has since been removed and the automobile opening filled with plywood.

The south elevation is pierced by two single-leaf door openings that originally led to restroom facilities. The doors have been removed and the openings filled with plywood. To the east of the entries is a single opening that holds a four-light metal awning window. The north elevation is pierced by two window openings. A single-leaf entry to the office is located to the west.

The rear of the original main block has been obscured by the construction of the concrete block addition, which appears to date from the latter part of the 20th century. This one story addition is one bay deep, three bays wide, and rises above the roof of the service station. A tall, doublewide garage door opening pierces the north and south elevations of this structure. The rear of the addition, which is covered by a flat roof, is marked by three window openings with rowlock sills. The windows themselves have been removed and the openings are boarded shut with plywood. A smaller concrete block addition has subsequently been erected on the rear of the main addition. In a sever state of deterioration, this addition is marked by three single entry openings that no longer retain doors.

SUPPORTING STRUCTURE:

At the rear of the service station are truck scales, dating from the middle of the 20th century. The structure is constructed of concrete block with an overhanging flat roof. A single entry opening pierces the main block of the building. To the north of the entry is a circular logo panel that reads NTS. A long platform extends from the west of the building.

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 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

9 *Pump and Circumstance*, pp. 96-97.

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 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

10 Jakle and Sculle, pp. 146-147.
11 Jakle and Sculle, p. 153.

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 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

Earl's Service Station is one of a substantial number of commercial facilities erected in the second quarter of the 20th century to serve the growing number of automobile patrons traveling along Crain Highway through Charles County. The property was

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.

historically part of Francis Wills' Gilpin Hills. It was purchased in a number of separate conveyances, beginning in 1940, by Harold S. Swann and James W. Wills. By 1944, all of the tracts were conveyed to the Southern Maryland Oil Company, for which Swann and Wills were partners. The Southern Maryland Oil Company sold the land along with the service station in 1963. In 1990, the building was sold to S.W. Investments, Inc. prior to its abandonment. Interestingly, there is no Earl listed in the deeds of conveyance.

The design of the service station 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, Earl's Service Station has a rectangular layout, containing an office and utility room, with the remaining space divided into service areas devoted to the automobile. 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.

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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 its significance within the thematic context of Service Stations on the US 301 Corridor. 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. No longer utilized as a service station, the property retains integrity of location, setting, materials, workmanship, and feeling.

Thus, Earl's Service Station has been determined eligible for nomination to the National Register of Historic Places under criterion C. Furthermore, within the thematic study of transportation-related resources along the US 301 Corridor, the service station is a contributing resource and potentially eligible under criterion A.

MARYLAND HISTORICAL TRUST

Eligibility recommended ✓ Not Recommended _____

Comments:

Review, OPS: [signature] Date: 10/25/00

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

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 563

Earl's Service Station
name of property
Charles County, Maryland
county and state

==========

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

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Chain of Title:

It has not been determined which of the parcels was improved by the service station.

Parcel 1

September 26, 1910: Eugene Henry Quinn to P. Reed Wills
Land Records of Charles County
Liber HCC 22 Folio 297

November 4, 1937: P. Reed Wills to Safe Deposit and Trust Company of Baltimore
Will Records of Charles County
Liber REC 22 Folio 114

February 15, 1944: Safe Deposit and Trust Company of Baltimore to Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills, co-partners trading as Southern Maryland Oil Company
Land Records of Charles County
Liber 79 Folio 529

December 25, 1951: W. Earle Hindle and Jacqueline E. Hindle to William H. and Shirley Ferris, and Harry P. and Jean C. Ferris
Land Records of Charles County
Liber 102 Folio 290

Parcels 2 and 3

July 14, 1891: Aaron Butler to Caroline Butler
Land Records of Charles County
Liber JST 4 Folio 211

Caroline Butler to William J. Butler, and Alice and Harold Dorsey, heirs
Will Records of Charles County

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Parcel 2

October 15, 1945: William J. Butler, and Alice and Harold Dorsey to John William Butler and Mary Elizabeth Butler
Land Records of Charles County
Liber 82 Folio 270

November 10, 1960: John William Butler and Mary Elizabeth Butler to William J. and Shirley L. Ferris and Harry P. and Jean C. Ferris
Land Records of Charles County
Liber 151 Folio 341

Parcel 3

July 17, 1948: William J. Butler and Alice Dorsey to John W. Butler and Mary Elizabeth Butler
Land Records of Charles County
Liber 87 Folio 203

September 18, 1962: John W. Butler and Mary Elizabeth Butler to William J. and Shirley L. Ferris, and Harry P. and Jean C. Ferris
Land Records of Charles County
Liber 159 Folio 727

Parcel 4-A

January 11, 1926: Thomas M. and Margaret Quill to Harold S. Swann and James W. Wills
PARCEL 4-A
Land Records of Charles County
Liber 44 Folio 600

Parcel 4-B

February 7, 1930: Anthony Wynn to Frederick Wynn
PARCEL 4-B
Land Records of Charles County
Liber 51 Folio 345

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October 4, 1937: Frederick and Susan D. Wynn to John D. and Eleanor E. Marshall
PARCEL 4-B
Land Records of Charles County
Liber 66 Folio 680

April 21, 1941: John D. and Eleanor E. Marshall to Harold S. Swann and James W. Wills
PARCEL 4-B
Land Records of Charles County
Liber 74 Folio 55

Parcel 4-C

Adrian Posey, F. Stone Posey, and Mary A. Posey to Inez Posey Gillespie, Katherine E. Posey, and William C. and Mary Posey Turner, heirs
PARCEL 4-C
Will Records of Charles County

October 21, 1943: Inez Posey Gillespie, Katherine E. Posey, Mary Posey Turner, and William C. Turner to Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills
PARCEL 4-C
Land Records of Charles County
Liber 79 Folio 239

Parcel 4-D

September 26, 1910: Eugene Henry Quinn to P. Reed Wills
PARCEL 4-D
Land Records of Charles County
Liber 22 Folio 297

November 4, 1937: P. Reed Wills to Safe Deposit and Trust Company of Baltimore
PARCEL 4-D
Will Records of Charles County
Liber 22 Folio 114

==========

February 15, 1944: Safe Deposit and Trust Company of Baltimore to Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills
PARCEL 4-D
Land Records of Charles County
Liber 79 Folio 529

Parcel 4-E

November 12, 1912: Francis DeSales McWilliams and Emma P. McWilliams, and Walter J. Mitchell to George T. Higges
PARCEL 4-E
Land Records of Charles County
Liber 25 Folio 71

September 17, 1940: George T. Higges to Harold S. Swann and James W. Wills
PARCEL 4-E
Land Records of Charles County
Liber 72 Folio 650

July 31, 1944: Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills to Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills, co-partners trading as the Southern Maryland Oil Company
PARCEL 4-E
Land Records of Charles County
Liber 80 Folio 272

Parcel 4-F

August 2, 1918: J. Carlyle Wilmer, attorney, and P. Reed Wills to Bernard A. Howard
PARCEL 4-F
Land Records of Charles County
Liber 33 Folio 372
(Confirmatory Deed December 9, 1919
Liber 35 Folio 665)

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November 30, 1945: Nelly D. Howard to Harold S. and Elizabeth P. Swann, and James W. and Julia B. Wills, co-partners trading as Southern Maryland Oil Company
PARCEL 4-F
Land Records of Charles County
Liber 82 Folio 413

All of Parcel 4

July 1, 1946: Harold S. and Elizabeth P. Swann, and James W. and Julia H. Wills, co-partners trading as Southern Maryland Oil Company, to Southern Maryland Oil Company
Land Records of Charles County
Liber 84 Folio 202

May 10, 1963: Southern Maryland Oil Company to William J. and Shirley L. Ferris, and Harry P. and Jean C. Ferris
Land Records of Charles County
Liber 163 Folio 203

Parcel 5

October 25, 1935: Mathilde Owen to J. Spencer Irwin
Land Records of Charles County
Liber 61 Folio 592

August 31, 1951: J. Spencer Irwin to Harvey A. and Dorothy E. St. Cyr, and Albert J. St. Cyr
Land Records of Charles County
Liber 97 Folio 442

December 15, 1953: Heavy A. and Dorothy E. St. Cyr, and Albert J. St. Cyr to Jack and Mildred Schrier, and David and Frieda Jacobson
Land Records of Charles County
Liber 109 Folio 388

January 7, 1966: Jack Schrier and David Jacobson to Harry P. Ferris and William J. Ferris
Land Records of Charles County
Liber 179 Folio 263

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CH: 563

Earl's Service Station
name of property
Charles County, Maryland
county and state

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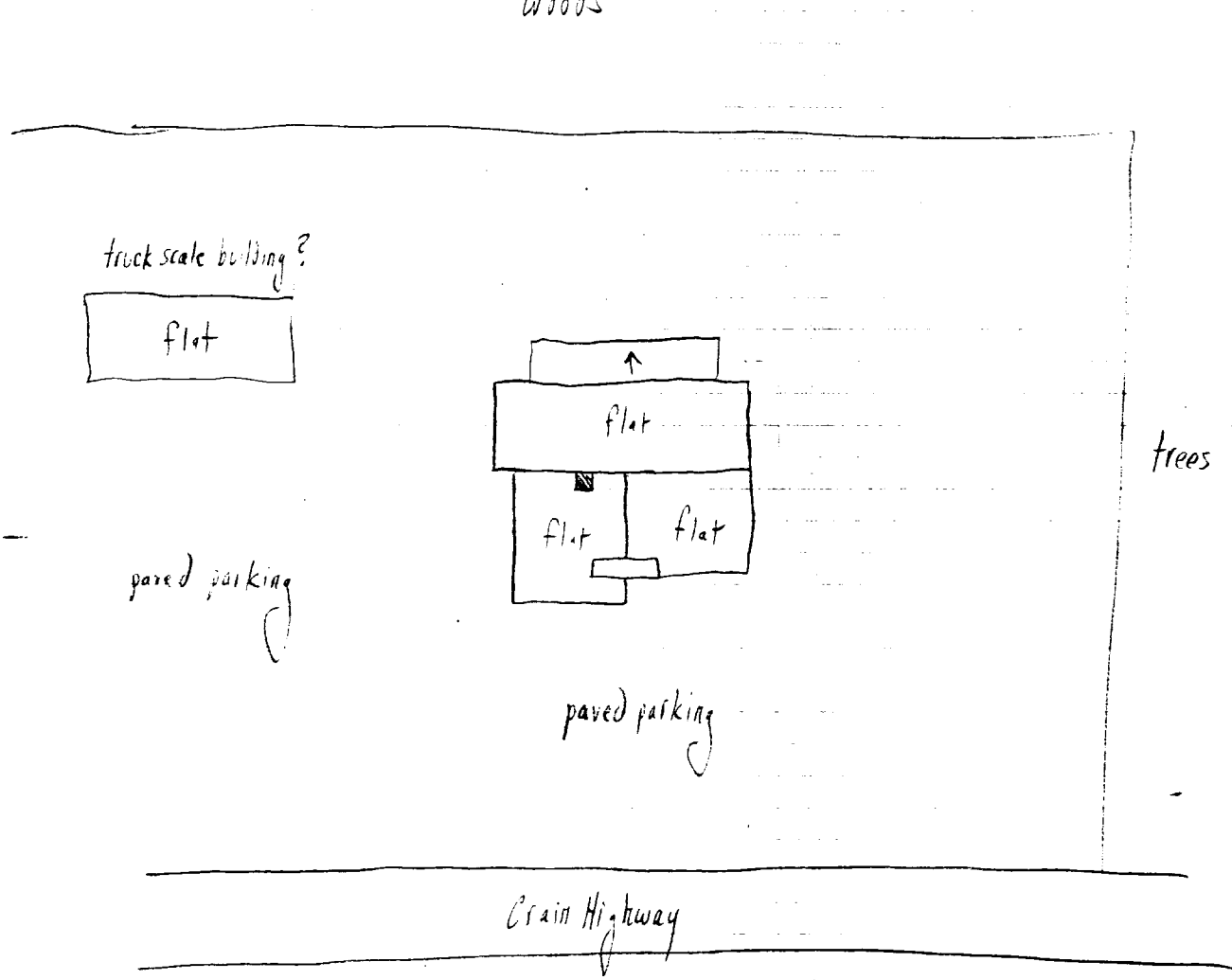
Parcels 1-5

October 3, 1989: Edward S. Digges, Personal Representative of the Estate of William J. Ferris, and Harry P. and Jean C. Ferris to Doyle Cecil Culbertson and Nancy F. Culbertson
Land Records of Charles County
Liber 1422 Folio 454

December 18, 1989: Doyle Cecil Culbertson and Nancy P. Culbertson to Steven Edward Wechsler Life Trust
Land Records of Charles County
Liber 1434 Folio 71

September 4, 1990: Steven Edward Wechsler Life Trust to S.W. Investments, Inc
Land Records of Charles County
Liber 1506 Folio 275



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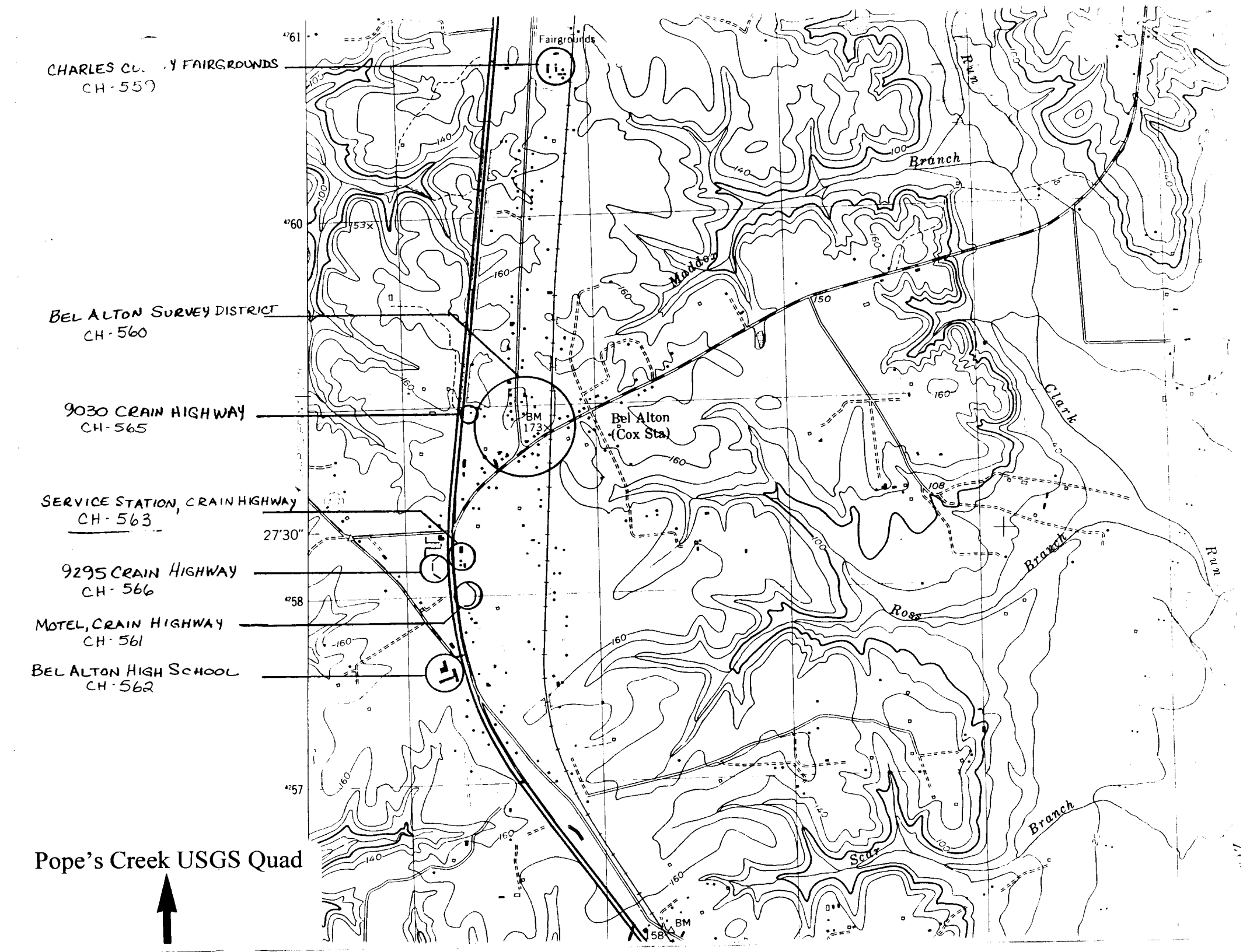
Earl's Service Station CH-563
9310 Crain Highway
Charles County
Maryland 1999

Resource Sketch Map Not to Scale


CHARLES CO. FAIRGROUNDS
CH-559
BEL ALTON SURVEY DISTRICT
CH-560
9030 CRAIN HIGHWAY
CH-565
SERVICE STATION, CRAIN HIGHWAY
CH-563
9295 CRAIN HIGHWAY
CH-566
MOTEL, CRAIN HIGHWAY
CH-561
BEL ALTON HIGH SCHOOL
CH-562
Fairgrounds
Bel Alton
(Cox Sta)
BM
173
Maddox
Branch
Clark
Run
Ross
Branch
Scar
Branch
Run
27'30"
Pope's Creek USGS Quad

EAGL

CH:563
9310 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD SHPO
northwest corner
1 of 5

CH:563
9310 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD SHPO
southwest corner
2 of 5

CH-563

9310 CRAIN HIGHWAY

CHARLES COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

east elevation

3 of 5

CH-563
9310 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD SHPO
north elevation
4 of 5

FCS

CH-563
9310 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JUNE 1999
MD SHPO
truckscales
5 of 5