

CAPSULE SUMMARY
White House Motel (CH-567)
11150 Crain Highway, Charles County

Constructed in 1953, the White House Motel at 11150 Crain Highway in Newburg is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The White House Motel is characteristic of the Colonial Revival style motels built along Crain Highway in the middle of the 20th century. The motel complex was erected and managed by the company of the same name, which was formed on May 6, 1953. According to deeds, the nature of the partnership was to construct tourist cabins, a term rather out-of-date for the motel industry in the mid-20th century. Typical of many of the motels studied, it has a two-and-a-half story central section contains the office, lobby, and restaurant. Flanking this central section are two one-story wings, containing modest motel rooms sheltered by an overhanging porch roof. Additionally, the property contains three one-story buildings that appear to have been erected at a later date in order to provide the company with additional motel rooms. Characteristic of the period, the rooms were constructed in a continuous row with individual parking spaces directly to the front of the room.

A paved driveway winds between the four motel buildings. At the rear of the main building, there is a small, fence-enclosed yard that contains two sheds and a screen enclosed shelter. The main building has a two-and-a-half story center with flanking one story wings. Set on a solid brick foundation, the central portion of the building is clad in wood weatherboard, while the flanking wings are constructed of brick laid in six-course American bond. This central pavilion provides the greatest interpretation to the Colonial Revival style. It is two-story in height with a three bay wide porch. Wrap-around porches front the one-story wings. An asphalt shingle gable roof covers the building and an interior brick chimney rises from the one-story rear addition. Three other motel buildings are also characteristic of the Colonial Revival style and are similar in design and materials.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. CH:567

=====

1. Name of Property

=====

historic name White House Motel

common/other name _____

=====

2. Location

=====

street & number 11150 Crain Highway not for publication _____

city or town Newburg vicinity _____ state Maryland code MD

county Charles County code 17 zip code 20664

=====

3. State/Federal Agency Certification

N/A

=====

4. National Park Service Certification

N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

- private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing		Noncontributing	
<u>4</u>	<u>3</u>		buildings
<u>0</u>	<u>0</u>		sites
<u>0</u>	<u>0</u>		structures
<u>0</u>	<u>0</u>		objects
<u>4</u>	<u>3</u>		Total

Is this property listed in the National Register?

Yes Name of Listing _____

No

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=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: Motel

Current Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: Motel

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Colonial Revival

Materials (Enter categories from instructions)

Foundation Solid: Brick Stretcher Bond

Roof Gable: Asphalt Shingle

Walls Masonry: Six-course American Bond Brick

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)

- 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.

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 1953-1960

Significant Dates c. 1953

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

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

Beecher, Mary Ann. "The Motel in Builder's Literature and Architectural Publications," In *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings. Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990.

Brown, Jack D., et. al. *Charles County Maryland: A History*. New Jersey: Custombook, Inc., 1976.

Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

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

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America*. Baltimore: The Johns Hopkins University Press, 1996.

Margolies, John. *Home Away From Home: Motels in America*. Boston: Little, Brown and Company, 1995.

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

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"Postcards from Americana." www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

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

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

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

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10. Geographical Data
=====

Acreage of Property 6.08 acres

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

The property at 11150 Crain Highway is designated as Parcel 23, Grid 17 as indicated on Map 73.

Boundary Justification (Explain why the boundaries were selected.)

The property at 11150 Crain Highway has historically been associated with Parcel 23 since the building's construction in 1953.

=====
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 Frank Monopoli
street & number P. O. Box 565 telephone _____
city or town White Plains state MD zip code 20695-0565

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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White House Motel
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The White House Motel, constructed circa 1953, is located along U.S. Route 301 at 11150 Crain Highway. A paved driveway winds between the four motel buildings. At the rear of the main building, there is a small, fence-enclosed yard that contains two sheds and a screen enclosed shelter. The main building has a two-and-a-half story center with flanking one story wings. Set on a solid brick foundation, the central portion of the building is clad in wood weatherboard, while the flanking wings are constructed of brick laid in six-course American bond. This central pavilion provides the greatest interpretation to the Colonial Revival style. It is two-story in height with a three bay wide porch. Wrap-around porches front the one-story wings. An asphalt shingle gable roof covers the building and an interior brick chimney rises from the one-story rear addition. Three other motel buildings are also characteristic of the Colonial Revival style and are similar in design and materials, although appear to date from a latter period.

EXTERIOR DESCRIPTION:

The main building of the White House Motel is nine bays in width across the façade and features a two-and-a-half story center section flanked by one-story wings. A two-story, three-bay porch with square wood posts covers the central section of the motel. At the first story, there is a centered entry that is defined by double leaf, one-light metal doors and a fanlight. Flanking the entry are three-sided window bays. Beneath the two-story porch, there is a one-story, three-bay vestibule with a shed roof, one-light fixed windows, and a single leaf door. Three 6/6 wood windows pierce the second story. The front gable roof has two gable dormers on each roof slope, each containing 6/6 wood windows. The gable end is clad in wood weatherboard and features cornice returns. On the ridge of the roof, there is a four-sided cupola. The one story wings have three sided window bays that consist of 4/4 wood windows flanking a fixed center window. The wrap-around porches are supported by square wood posts and are adorned with a scalloped wood cornice.

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The one-story side wing dominates the south elevation. The masonry wall is pierced by eleven single-leaf, wood paneled doors and eleven tripartite windows. The windows, some of which are three-sided, projecting window bays, consist of 4/4 wood windows flanking a fixed one-light center window. The wrap-around porch extends the full length of this elevation and features square wood posts and a scalloped wood cornice. The side gable roof is adorned with five gable dormers, each with wood weatherboard cladding and a four-light wood casement window.

The rear or east elevation of the motel features five tripartite openings consisting of a central one-light fixed window flanked by 4/4 wood windows. Two window openings and a single-leaf door opening, all of which have been boarded shut with plywood, define the half-story. There is a one-story, gable roof addition with a centered entry. Flanking this doorway are 6/6 wood windows with rowlock sills. The east elevations of the two side wings contain 6/6 wood windows with rowlock sills and circular vents.

The north elevation is very similar to the south elevation. The one-story side wing dominates this elevation. The masonry wall is pierced by eleven single-leaf, wood paneled doors and eleven tripartite windows. Narrow, fluted pilasters frame the doorways. The windows, some of which are three-sided, projecting window bays, consist of 4/4 wood windows flanking a fixed one-light center window. The wrap-around porch extends the full length of this elevation and features square wood posts and a scalloped wood cornice. The side gable roof is adorned with five gable dormers, each with vinyl German siding and a four-light aluminum casement window.

SUPPORTING BUILDINGS:

There are three additional motel buildings, dating from the late 1950s, which are associated with the main building. Two of the buildings appear to be identical in design and material. They are one story in height and twenty-one bays in width. Set on solid foundations, the masonry brick walls are laid in six-course American bond. Eleven single-leaf wood paneled doors adorn the façades of these auxiliary buildings. Ten tripartite windows, consisting of 4/4 wood windows flanking a fixed center window

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further pierce the walls. Each building has a centered, projecting bay with wood weatherboard in the gable end. Extending the full length of the façades are one-story, twenty-bay porches with square wood post supports and a scalloped cornice. Four dormers with wood weatherboard cladding grace the cross gable asphalt shingle roofs. At the ridge of the roof, there is a four-sided cupola with vented sides.

The fourth of the motel buildings is one story in height and eleven bays in width. The building is constructed of concrete block with wood weatherboard cladding on the façade. There are five single leaf flush wood doors and nine 6/6 wood windows, some of which are paired. A one-story, eleven bay porch with square wood posts extends the full length of the façade. A side gable asphalt shingle roof tops the building.

There are three non-historic outbuildings to the rear of the main building. Two one-story, one-bay frame sheds have vertical board wood cladding and asphalt shingle shed roofs. The one-story, two-bay, wood frame shelter features wood posts enclosed with screening. The shelter has a flat roof.

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Constructed in 1953, the White House Motel at 11150 Crain Highway in Newburg is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The White House Motel is characteristic of the Colonial Revival style motels built along Crain Highway in the middle of the 20th century. The motel complex was erected and managed by the company of the same name, which was formed on May 6, 1953. According to deeds, the nature of the partnership was to construct tourist cabins, a term rather out-of-date for the motel industry in the mid-20th century. Typical of many of the motels studied, it has a two-and-a-half story central section contains the office, lobby, and restaurant. Flanking this central section are two one-story wings, containing modest motel rooms sheltered by an overhanging porch roof. Additionally, the property contains three one-story buildings that appear to have been erected at a later date in order to provide the company with additional motel rooms. Characteristic of the period, the rooms were constructed in a continuous row with individual parking spaces directly to the front of the room.

Motel History

The introduction of the automobile led to the public's fascination with touring and convenient accommodations soon began to develop across the country for this touring public. Originally referred to as cabin camps or tourist camps, these accommodations became known as auto courts, tourist courts, motor hotels, motor lodges, autel, and most commonly as motels. Motels, like hotels provided lodging for travelers, however, the motel was typically located along a highway and provided the motorist with direct access to individual parking spaces. The number of roadside motels along America's highways increased from six hundred to more than forty thousand between the late 1920s and the 1950s.¹

Predating the motel were other forms of roadside accommodations that were spawned by the automobile. They often consisted of free campgrounds with parking and community restrooms. Hoping to encourage a higher class of clientele, the owners of the

¹ Mary Ann Beecher, "The Motel in Builder's Literature and Architectural Publications," *Roadside America: The Automobile in Design and Culture*. edited by Jan Jennings. (Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990), p. 115.

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campgrounds began to erect low-cost cabins. These cabins, the precursor of the modern motel, provided the tourist with comfort, convenience, and privacy. However, the tourist was often expected to provide his own provisions. "At the U-Smile Cabin Camp...arriving guests signed the registry and then paid their money. A cabin without a mattress rented for one dollar; a mattress for two people cost an extra twenty-five cents, and blankets, sheets and pillows another fifty cents. Each guest was given a bucket of water from an outside hydrant, along with a scuttle of firewood in the winter."² By the late 1920s, camp cabins became more modernized, with hopes to attract more tourists, thus evolving into motels. Typically, the motels were operated by the owners of gas stations, grocery stores, or food stands. The first motel opened December 12, 1925 in San Luis Obispo, California. James Vail's Motel Inn, with accommodations for 160 guests, was located on one of the busiest U.S. motor routes.³

Although the Depression was very destructive to the hotel industry, the motel industry thrived because Americans continued to vacation by automobile. The small, independently owned, owner managed motel, also referred to as mom-and-pop operations, dominated the motel industry in this period. The resulting competition helped raise the standards of the entire motel industry. New motel development leveled off during the early 1940s, however as gasoline rationing during World War II limited the number of tourists on the roads. Following the war, prosperity prompted the new construction of small-scale, individually owned motels. In fact, many returning veterans entered into the lucrative motel business that was springing up along America's highways. A 1946 manual, funded by the Veterans' Administration, touted the prospects of opening a roadside motel, but also warned of the difficulties it involved. The manual stated, "The operation of a successful motor court takes hard work, 7 days a week, the year round. This endeavor should not be viewed as one where it is possible to sit in the sun by the side of the road and ring a cash register."⁴ The motels of the 1940s and early 1950s were often small in scale with an average

² "Postcards from Americana: Cabin Camps and Cottage Courts," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

³ *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

⁴ John Margolies, *Home Away From Home: Motels in America* (Boston: Little, Brown and Company, 1995), 90.

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of only twenty-five rooms.

In the late 1950s and the 1960s, motel construction boomed. These motels no longer took the form of individual cottages, but took the form of fully integrated buildings under a single roof.⁵ Corporate chains with systemized and centralized operations brought an end to the individually operated motel during the 1950s.⁶ Local builder Kemmons Wilson erected a motel with a community swimming pool, and air conditioning and a television set in every room. Additional provisions included free ice, free baby cribs, free kennels and dog food for family pets, and no charge for children under 12 who shared their parents' accommodations. In 1951, Wilson decided that the motel business was "the greatest untouched industry in America" and opened the first Holiday Inn on U.S. 70 in Memphis, Tennessee the following year. He went into partnership in 1953 with builder Wallace E. Johnson to found the motel chain.⁷ By 1964, there were at least 61,000 motels in the country.⁸

During the period between 1930 and 1955, motel design and construction were regularly featured in builders' journals and architectural publications. Although vastly outnumbered by domestic designs, both sources printed plans and photographs of motel units and site plans of their overall organization with some regularity. While there was little discussion of style, the exterior appearances and landscaping of the motels was emphasized in order to attract the passing tourist. Originally, nearly all of the motel units were freestanding with the covered gasoline station as the focal point. During this period, most motels consisted of small cottages, often interconnected by covered parking places. Covered parking spaces were later walled in to provide additional rooms, resulting in the single-story, continuous row motel form. Moreover, it was more economical to join the rooms in a continuous row. Rather than having to provide individual heating, electricity, and plumbing for each cabin, the joined rooms could share mechanical and electrical systems. As the exterior designs

5 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

6 Beecher, p. 116.

7 *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

8 John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 45.

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became more elaborate, so did the interior spaces. The interiors of the early units were single-spaced and small with little ornamentation. The units often included combined living rooms, sleeping rooms, and kitchenettes. However, by the 1950s, motels began to eliminate kitchenettes from the plans because of the addition of restaurants in or near the motels.⁹

The motels of the 1940s and 1950s had relatively few amenities. "Fewer than 6 percent of all motels had pools; fewer than 8 percent had restaurants, even within walking distance; fewer than 20 percent had room phones; and fewer than 28 percent had any carpeting on the floors of the rooms. There would be a very small registration area, but there were few lobbies, lounges and meeting rooms."¹⁰ The basic unit shapes remained primarily the same since the 1940s and single row layouts continued to be popular for their economy. However, in the late 1950s and 1960s, the one-story buildings gave way to two- and three-story buildings, blurring the distinction between the motel and the hotel. In fact, these multi-story buildings resembled hotels much more than the motor courts that they replaced. The motels of the 1960s contained between 150 and 300 rooms, which were most often arranged back-to-back along a central utility core. These larger motels also provided many amenities that their predecessors lacked, including swimming pools, bars, restaurants, coffee shops, meeting rooms, lobbies, and telephone switchboard service. The aim of the motel proprietors was to provide the traveling guest with the amenities and comforts of a downtown hotel with the convenience of being located along the interstate.¹¹

Motels tended to be more utilitarian in nature than a palette of architectural expression. There were six main stylistic trends used in motel construction between 1930 and 1955. These styles were rooted in the popular housing forms and were seen on domestic buildings in the trade literature of the times. The motels most frequently exhibited features of the Craftsman, Colonial Revival, Spanish Colonial Revival, and Modern styles. Other themes seen in motel construction were the rustic aesthetic theme and those based on the western style ranch house, while others were simply

⁹ Beecher, pp. 115-117.

¹⁰ *Home Away From Home: Motels in America*, pp. 91-92.

¹¹ *Home Away From Home: Motels in America*, pp. 95-96.

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vernacular.¹² There were even thematic representations, but for the most part, the buildings were one-story, relatively nondescript, interconnected lines of rooms. "Owners employed stucco, adobe, stone, brick, whatever was handy, to attract guests."¹³ One of the main attractions that were used to differentiate one motel from the other was the use of elaborate signage. "Motor courts began to sport giant signs that dominated the motel grounds visually. The sign, with its elaborate neon display, was intended to provide a vertical dimension to an otherwise low-to-the-ground building configuration."¹⁴ The signs, typically located by the side of the highway at the motel's entrance, advertised the amenities and services available for the traveler.

Motel History along US 301 Corridor

The greatest increase in commercial development along U.S. 301 was seen in the years following World War II. This was a result of the expansion of Route 301 across the Potomac River. ❖ Motels and restaurants sprang up to accommodate tourists, sportsmen and others who passed through or stopped in Charles County.❖¹⁵ This same expansion took place in Prince George's County, providing travelers with accommodations as they traveled from New York to Florida. The 1949 Sanborn Fire Insurance Map of Upper Marlboro, Prince George's County, Maryland indicates one such enterprise. The Marlboro Hotel was located along Crain Highway near Main Street and consisted of the motel, a restaurant, an office and an auto sales building. Nearby amenities included another restaurant, a movie theater, a filling station and an auto repair and service station. By 1958, there were a total of 43 establishments in Prince George's County that provided hotel, motel, or trailer park services.¹⁶ Road maps also promoted the motel trade along U.S. 301, attracting tourist with advertisements touting such places as Waldorf of the Highways, a 90-unit motor court and restaurant with an Olympic size swimming pool. The tourist trade and commercial transportation networks relied heavily upon these services as they traversed the highways of the nation and numerous examples continue to dot the landscape

12 Beecher, pp. 117-120.

13 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels."

14 Jakle, Sculle, and Rogers, p.47.

15 Jack D. Brown, et. al., *Charles County Maryland: A History*, (New Jersey: Custombook, Inc., 1976), p. 66.

16 James Douglas Watson, *Prince George's County Past and Present*, (Washington, D.C.: Federal Lithograph Co., 1962), p. 29.

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White House Motel
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of Prince George's and Charles Counties.

Building History

The White House Motel was constructed by a Maryland company of the same name in 1953. Consisting of two parcels, the property was purchased by the company's general partners Ruth Gevirtz and Ethel Levenson. The deed noted the specific intentions of the limited partnership, which planned to erect a construct tourist cabins, a term rather out-of-date for the motel industry in the mid-20th century. The company maintained direct ownership until 1960, when Leonard and Arnold Greenspan purchased the property. Trustees for the White House Motel Venture have continued to maintain the property as a motel.

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National Register Evaluation:

All of the essential physical features are present and visible to properly represent its significance within the thematic context of Motels on the US 301 Corridor. The building is one of only a few Colonial Revival style motel complexes remaining along this highly traveled commercial corridor, and stands as a final representative of the many of motels erected during the mid-to late 20th century. Continuing to serve as a motel with restaurant amenities, the property retains integrity of design, location, setting, materials, workmanship, association, and feeling.

The White House Motel was erected in 1953, and has not yet reached the fifty year age requirement suggested by the National Park Service in order the properly evaluate its significance. Thus, the White House Motel has been determined not eligible for nomination to the National Register of Historic Places. When the property has reached fifty years of age, it should be re-evaluated for its significance. Within the thematic study of transportation-related resources along the US 301 Corridor, the motel would then be a contributing resource and potentially eligible under criterion A.

MARYLAND HISTORICAL TRUST	
Eligibility recommended _____	Not Recommended <u>X</u>
Comments: <u>DUE TO AGE</u>	

Review, OPS: <u>[Signature]</u>	Date: <u>10/23/99</u>
Reviewer, NR Program: <u>[Signature]</u>	Date: <u>11/3/00</u>

[Signature]

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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): DOMESTIC/Motel

Known Design Source: Unknown

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Chain of Title:

- March 5, 1953: Henry B. and Virginia F. Whitt to Ruth Gevirtz
Land Records of Charles County
Liber 105 Folio 562
- April 16, 1953: Ruth Gevirtz to White House Motel Company
Land Records of Charles County
Liber 106 Folio 327
- January 1, 1954: Ethel Levenson, individually and as limited
partner of White House Motel Company, to
Abraham Gevirtz
Land Records of Charles County
Liber 115 Folio 114
- January 27, 1956: Abraham and Ida Gevirtz to White House Motel
Company
Land Records of Charles County
Liber 122 Folio 430
- May 4, 1960: White House Motels, Inc. to Leonard Greenspan
and Arnold Greenspan
Land Records of Charles County
Liber 148 Folio 417
- March 28, 1972: Leonard Greenspan, Arnold Greenspan, and Ella
U. Gross to Harold D. Milstead
Land Records of Charles County
Liber 252 Folio 666
- May 22, 1975: Harold D. Milstead to Richard W. Stotler and
Francis R. Massicotte, trustees
Land Records of Charles County
Liber 391 Folio 71
- June 5, 1980: G.J. Lang, trustee, to Dorothy B. Hoeck,
trustee for the White House Motel Venture
Land Records of Charles County
Liber 723 Folio 21

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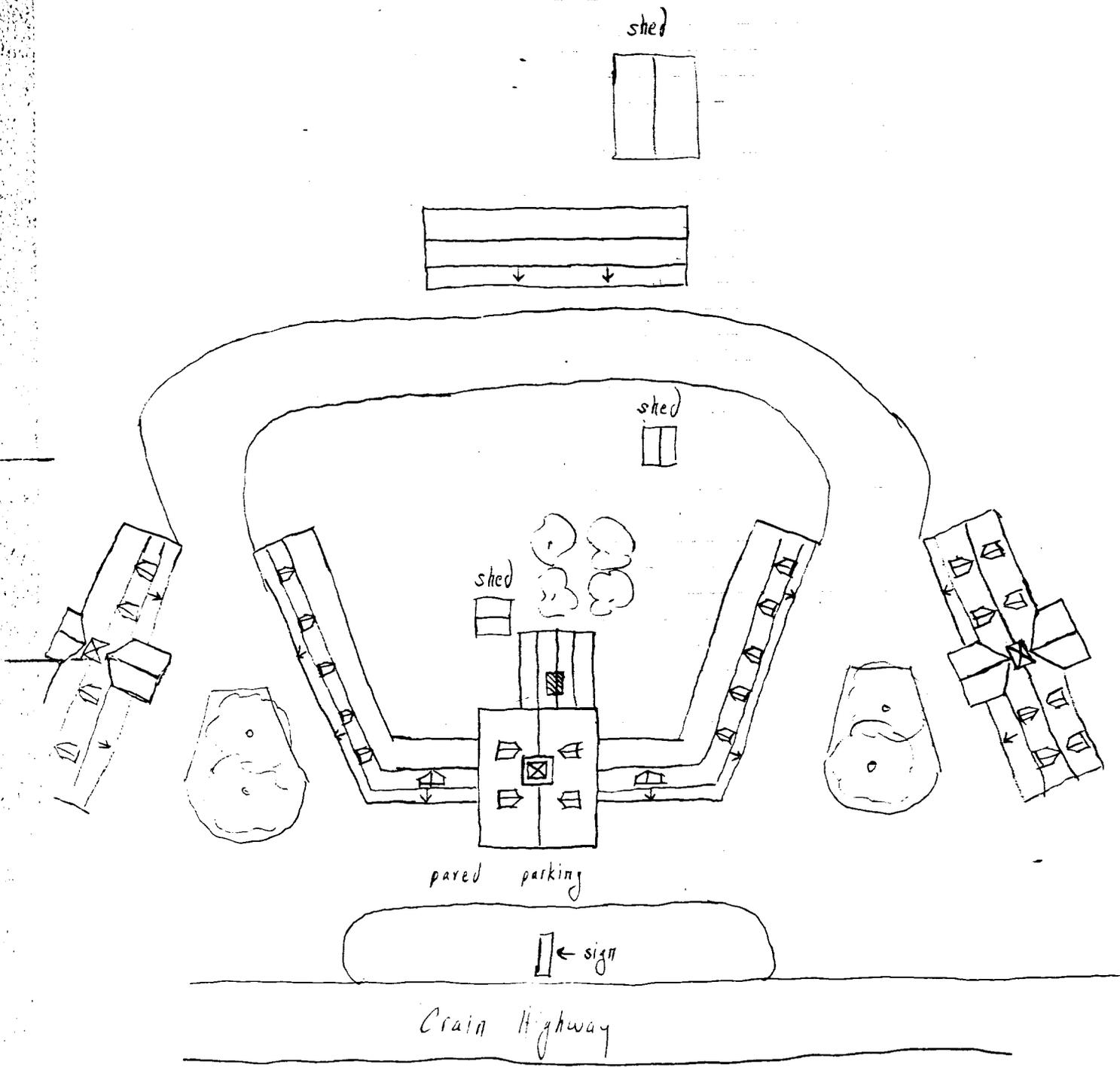
Inventory No. CH: 567

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July 10, 1986: Dorothy B. Hoeck, trustee for White House Motel, to M-Tel, Inc.
Land Records of Charles County
Liber 1139 Folio 308

October 4, 1990: M-Tel, Inc. to Frank Monopoli
Land Records of Charles County
Liber 1503 Folio 388



N ←

White House Motel CH: 567
 11150 Crain Highway
 Charles County
 Maryland

1999
 Resource Sketch
 Map
 Not Drawn to Scale

11150 CRAIN HIGHWAY
CH-567

11165 CRAIN HIGHWAY
CH-568

12395 EDGE HILL ROAD
CH-570

1680 EDGE HILL ROAD
CH-569

200 000
FEET

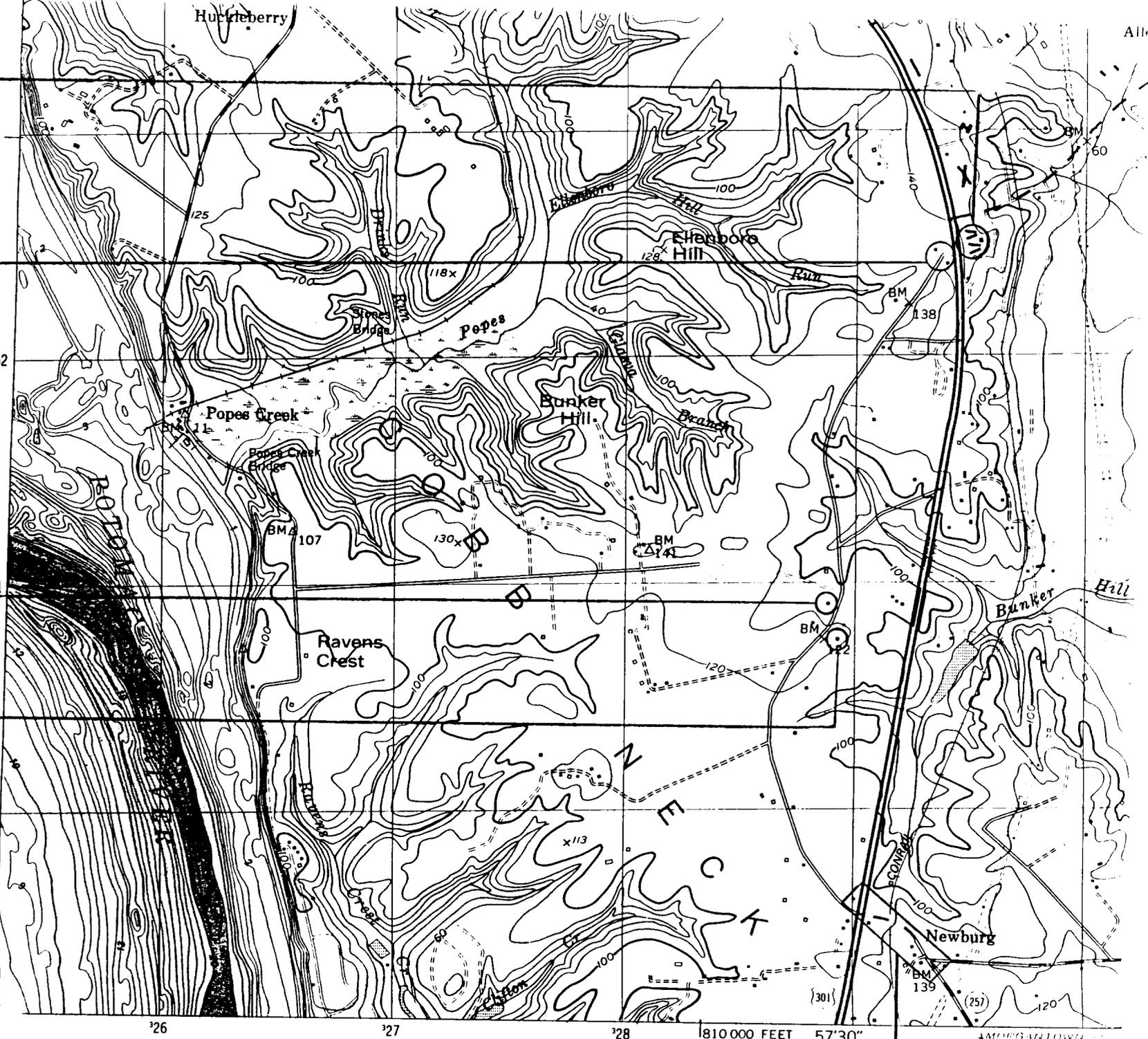
Pope's Creek USGS Quad



Prepared by the Corps of Engineers, U. S. Army
Compiled and published by the Geological Survey

NATIONAL OCEAN SURVEY
HYDROGRAPHIC SURVEY INDEX

NEWBURG & CROSS POINT
SURVEY DISTRICT
CH-571





CH: 567

WHITE HOUSE MOTEL
1150 CRAIN HIGHWAY
CHARLES COUNTY, MD

TRACERIES

JULY 1999

MD SHPO

west elevation

1 of 6



CH:567

WHITE HOUSE MOTEL

1150 CRAIN HIGHWAY

CHARLES COUNTY, MD

TRACERIES

JULY 1999

MD SHPO

northwest corner

2 of 6



CH:567

WHITE HOUSE MOTEL
11150 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRACERIES
JULY 1999
MD SHPO

southeast corner

3 of 6



CH:567

WHITE HOUSE MOTEL
11150 CRAIN HIGHWAY
CHARLES COUNTY, MD

TRACERIES
JULY 1999
MD SHPO

southwest corner

4 of 6



CH:567

WHITE HOUSE MOTEL
11150 CRAIN HIGHWAY
CHARLES COUNTY, MD
TRAILERIES
JULY 1999
MD GHPD

South corner

5 of 6



CH: 567

WHITE HOUSE MOTEL
11150 CRAIN HIGHWAY
CHARLES COUNTY, MD

TRACERIES

JULY 1999

MD SHPO

southwest elevation

6 of 6