

Talbot County Historic Resources Survey  
Villages of Tilghman Island, Neavitt, Newcomb, and Royal Oak

AECOM Final Submittal of Task 2 – January 7, 2017

Newcomb

- Capsule Summary
- Maryland Inventory of Historic Properties Form
- Two (2) USGS Topographic Quadrangle Maps
- One (1) USGS Topographic Quadrangle Map (Zoom)
- One (1) Resource Map
- Photograph Log
- TIFF Photograph Folder
- Tracked Changes Folder

Mark R Edwards

1-04-17

(Project Manager Signature)

(Date)

## **Capsule Summary**

### **Newcomb Survey District**

**T-1180**

**Newcomb, Talbot County, MD**

**c.1890-1931**

The Newcomb Survey District contains a collection of residences, a commercial building, and a structure within the boundary of the Village of Newcomb, located in Talbot County, Maryland. These resources date from c. 1890 to c.1930 and reflect the growth of this bayside settlement during the railroad period and the when the Eastern Shore of Maryland was a booming center of seafood processing and export. It is discontinuous district with one main cluster: the village's early residential area along Back Street and Station Street and the area on the north side of Route 33/St. Michaels Road. Six resources are isolated from the cluster on the south side of the village. The district is primarily characterized by frame dwellings, which are set on narrow lots in the village's early residential area and on varied-sized lots in the outlying areas. The buildings follow various types of vernacular, bungalow, Dutch Colonial, and Cape Cod-style designs. The most common vernacular design is the I-House. The survey district is in good condition and only a few historic resources are vacant. The residents continue general maintenance of their buildings, which has helped maintain the survey district's visual cohesion.

The Newcomb Survey District is historically and architecturally significant for several reasons. It is significant under NRHP Criterion A as an example of a small, rural, waterside village which grew and developed at the turn of the twentieth century as a result of the arrival of the railroad, agriculture, and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Newcomb is one of the many villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19<sup>th</sup> century until the mid-20<sup>th</sup> century. The remnants of the railroad drawbridge, in particular, are associated with the period between c. 1890 and 1931, when Newcomb was a stop along the Eastern Shore/late Baltimore, Chesapeake, and Atlantic Railroads. These railroads served as vital conduits for the transportation of goods and people around and from the Eastern Shore. Newcomb is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction that portray the railroad period (c.1890-c.1931) of Newcomb's history. I-Houses and the other houses in the district reflect typical late 19<sup>th</sup> and early 20<sup>th</sup> century vernacular building traditions and range from two-story houses to low-lying bungalows, Cape Cod, and Dutch Colonial Revival-style residences. Though not particularly outstanding architecturally, they were probably constructed by local builders and adapted to both national and local vernacular traditions. The resources in the district are typical of smaller rural hamlets, once prevalent on Maryland's Eastern Shore, and are reflective of the village's growth and prosperity through this period.

The village of Newcomb was developed in the 1890s with the combination of the construction of a rail line linking the Atlantic seaboard with the Eastern Shore and ferries to Baltimore and the Western Shore (Talbot County, Maryland 2015d). Prior to this, Newcomb was devoted to agricultural and seafood production. The commercial district of Newcomb included boarding houses, a post office, and a variety of retail stores (Talbot County, Maryland 2015d). By 1931,

passenger trains no longer ran through Newcomb and eventually the train tracks, rail station, and retail stores vanished from the landscape. Route 33, a direct route to St. Michaels, was laid parallel to the rail line (Talbot County, Maryland 2015d).

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. T-1180

## 1. Name of Property (indicate preferred name)

historic Newcomb Survey District

other \_\_\_\_\_

## 2. Location

street and number Roughly bounded by Back Street and Station Street, the area along Miles Haven Road on the north side of Route 33/St. Michaels Road, and the area along Royal Oak Road between Station Road and Moores/Acorn Road. \_\_\_not for publication

city, town Newcomb X vicinity

county Talbot County

## 3. Owner of Property (give names and mailing addresses of all owners)

name Various

street and number \_\_\_\_\_ telephone \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

## 4. Location of Legal Description

courthouse, registry of deeds, etc. \_\_\_\_\_ liber \_\_\_\_\_ folio \_\_\_\_\_

city, town \_\_\_\_\_ tax map \_\_\_\_\_ tax parcel \_\_\_\_\_ tax ID number \_\_\_\_\_

## 5. Primary Location of Additional Data

- \_\_\_\_\_ Contributing Resource in National Register District  
 \_\_\_\_\_ Contributing Resource in Local Historic District  
 \_\_\_\_\_ Determined Eligible for the National Register/Maryland Register  
 \_\_\_\_\_ Determined Ineligible for the National Register/Maryland Register  
 \_\_\_\_\_ Recorded by HABS/HAER  
 \_\_\_\_\_ Historic Structure Report or Research Report at MHT  
 \_\_\_\_\_ Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count	
<u>X</u> district	_____ public	_____ agriculture	Contributing	Noncontributing
_____ building(s)	_____ private	<u>X</u> commerce/trade	<u>27</u>	<u>24</u> buildings
_____ structure	<u>X</u> both	_____ defense	_____	_____ sites
_____ site		<u>X</u> domestic	<u>1</u>	_____ structures
_____ object		_____ education	_____	_____ objects
		_____ funerary	<u>28</u>	<u>24</u> Total
		<u>X</u> government	_____	
		_____ health care	_____	
		_____ industry	_____	
		_____ landscape		
		_____ recreation/culture		
		_____ religion		
		_____ social		
		_____ transportation		
		_____ work in progress		
		_____ unknown		
		<u>X</u> vacant/not in use		
		_____ other:		
			<b>Number of Contributing Resources previously listed in the Inventory</b>	
			<u>0</u>	

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## 7. Description

Inventory No. T-1180

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### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary

The Newcomb Survey District contains a collection of residences, a commercial building, and a structure within the boundary of the Village of Newcomb, located in Talbot County, Maryland. These resources date from c. 1890 to c.1930 and reflect the growth of this bayside settlement during the railroad period and when the Eastern Shore of Maryland was a booming center of seafood processing and export. It is discontinuous district with one main cluster: the village's early residential area along Back Street and Station Street and the area on the north side of Route 33/St. Michaels Road. Six resources are isolated from the cluster on the south side of the village. The district is primarily characterized by frame dwellings, which are set on narrow lots in the village's early residential area and on varied-sized lots in the outlying areas. The buildings follow various types of vernacular, bungalow, Dutch Colonial, and Cape Cod-style designs. The most common vernacular design is the I-House. The survey district is in good condition and only a few historic resources are vacant. The residents continue general maintenance of their buildings, which has helped maintain the survey district's visual cohesion.

### General Description

The Village of Newcomb, Maryland is located in western Talbot County at the confluence of Miles River and Oak Creek, tributaries of the Eastern Chesapeake Bay. Principal road access to Newcomb is by Route 33/St. Michaels Road. The Route 33/St. Michaels Road corridor parallels the former Baltimore, Chesapeake and Atlantic Railway (BC&A) right-of-way, abandoned by the railroad in the 1960s, and which is now used by Delmarva Power and Light Company for power lines. The village's other main roads are Royal Oak Road and Station Road. The original village center was organized on a grid system but the roads through the outlying areas of the village are laid out according to the topography. The village is primarily residential, with approximately one hundred homes for permanent and seasonal residents, and only two commercial properties (a post office and a storage facility). There is one cemetery (outside the period of significance) and the remnants of a railroad lift bridge from the early 1890s.

Newcomb's original village center was laid out near the railroad line in two phases. The first was mapped in 1890 and the second was plotted in 1900. The original village center contained twenty-six similarly-sized, narrow lots located on either side of Back Street (then Station Street) and Station Road. By 1917, there was also a cluster of narrow lots on the north side Route 33/St. Michaels Road. The remaining areas of the village contain parcels of varying sizes and shapes that reflect the gradual subdivision of larger agricultural parcels over more than a century.

The district's historic resources are primarily wood frame residential structures that date from the 1890s to 1930, the year before the railroad ended passenger service. During the period between 1880 and mid-1920s, the oyster harvests and other seafood businesses boomed across the Chesapeake, and Newcomb, like many bayside villages and towns, benefited from the industry's success. Individuals within the increasingly populous region

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. T-1180

Newcomb Survey District  
**Continuation Sheet**

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were drawn to the new village of Newcomb and its convenient railroad station (named Royal Oak after the older village nearby). New residents needed housing, and construction during the forty-year period between 1890 and 1931, when rail service ended, stretched the original village far beyond its original boundary. Sixteen residences and the remnants of a railroad bridge survive from the first two decades of the village's growth and are located mostly within and around the original village center. Four more residences, constructed in lots on the far south side of the village and to the north of Route 33/St. Michaels Road, survive from the 1910s. Five surviving dwellings from 1920 to 1930 were built outside of the original center. The railroad station and railroad line that were the impetus for Newcomb's establishment and growth are no longer present, though the remnants of the railroad bridge remain on the west side of Oak Creek.

The district's historic resources are mostly modest-sized dwellings with few stylistic features. Examples of the major building styles in the district include the vernacular I-Houses at 7405 Back Street and the Post Office (at Station Road and St. Michaels Road), the vernacular dwellings at 7356 and 7387 Station Road, the bungalow at 7392 Station Road, the Cape Cod at 25832 Royal Oak Road, and the Dutch Colonial Revival at 7260 Green Banks Lane. Vernacular houses, particularly I-Houses, characterize the largest portion of the village's housing stock. The survey district is in good condition and only a few historic resources are vacant. The residents continue general maintenance to their buildings, which has helped retain the survey district's condition.

### Survey District Resources

#### Examples of Major Building Types and Styles

1. 7405 Back Street, c. 1890, Contributing

Two-story, vernacular I-House with two-story rear addition, side-gable roof, full-length front porch, and double-hung windows.

2. 7260 Green Banks Lane, c. 1914, Contributing

Two-story, Dutch Colonial-style, single-family residence featuring gambrel and side-gable roof with front-gabled dormers, corner porch, double-hung and casement windows, and detached side-gable shed at rear.

3. 25832 Royal Oak Road, c. 1920, Contributing

Two-story, Cape Cod-style, single-family residence with double-hung windows.

4. Post Office, Station Road, c. 1900, Contributing

Two-story, vernacular I-House (current post office) with side-gable roof, nearly full-length front porch, double-hung windows, and one-story rear addition.

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5. 7356 Station Road, c. 1890, Contributing

Three-story, vernacular, single-family dwelling with cross-gable roof, wrap-around porch with front-gable dormer at corner, and double-hung windows, including the third floor center arched window.

6. 7387 Station Road, c. 1890, Contributing

Two-story, vernacular, single-family residence with cross-gable roof, enclosed front porch with front-gable roof, double hung-windows (including arched window at attic façade), side screened porch addition, and detached garage.

7. 7392 Station Road, c. 1930, Contributing

One-story, Bungalow-style, single-family residence featuring side-gable roof with dormer, centered front porch, and double-hung windows.

8. Remnants of Railroad Drawbridge, c. 1890, Contributing

Wood and steel pylons extending a couple feet above the water line on both sides of Oak Creek. The west side is topped by a flat dock surface.

### Additional Survey District Resources

#### Acorn Road

9. 25955 Acorn Road, c. 1920, Contributing

Two-story, Bungalow-style, single-family residence featuring side-gable roof with prominent gable-roofed dormer, double-hung windows, and side porch.

#### Back Street

10. 7383 Back Street, c.1900s, Contributing

Two-story, vernacular, single-family residence featuring side-gable roof with prominent gable-roofed dormer clad in Victorian-style decorative shingles and full-length front porch.

11. 7383 Back Street, c. 1940s, Non-Contributing

12. 7386 Back Street, c. 1890, Contributing

Two-story, vernacular I-House with side-gable roof, full-length front porch, and double-hung windows.

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13. 7392 Back Street, c. 1900, Contributing  
Two-story, vernacular, single-family residence with cross-gable roof, multiple porches, double-hung windows, and a detached garage.
14. 7393 Back Street, c. 1946, Non-Contributing
15. 7395 Back Street, c. 1890, Contributing  
Two-story, vernacular I-House with two-story rear addition, side-gable roof, centered gable-roofed porch, and double-hung windows.
16. 7396 Back Street, c. 1982, Non-Contributing
17. 7399 Back Street, c. 1890, Contributing  
Two-story, vernacular I-House with one-story rear addition, side-gable roof, full-length front porch, and double-hung windows.
18. 7409 Back Street, c. 2007, Non-Contributing

### Beach Avenue

19. 7471 Beach Avenue, c. 1950, Non-Contributing
20. 7475 Beach Avenue, c. 1917, Contributing  
One-story, Cape Cod-style, single-family residence with side-gable roof, enclosed porch, and double-hung windows.
21. 7488 Beach Avenue, c. 1938, Non-Contributing
22. 7491 Beach Avenue, c. 1917, Contributing  
Two-story, Cape Cod-style, single-family residence with large second-story addition, centered gable-roofed porch, and double-hung windows.
23. 7491 Beach Avenue, c. 1917, Contributing  
Two-story, vernacular, multiple-family residence with large rear additions, attached garage at rear, porches on the front and side, and casement windows.

### Miles Haven Road

24. 25891 Miles Haven Road, c. 2004, Non-Contributing



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25. 25892 Miles Haven Road, c. 2014, Non-Contributing
26. 25896 Miles Haven Road, c. 2001, Non-Contributing
27. 25902 Miles Haven Road, c. 2012, Non-Contributing
28. 25906 Miles Haven Road, c. 1900, Contributing  
Two-story vernacular, single-family residence with front-gable roof and one-story Bungalow-style addition with side-gable roof and porch at front, and double-hung windows.
29. 25914 Miles Haven Road, c. 1920, Contributing  
Two-story, Bungalow-style, single-family residence featuring side-gable roof with wide front-gabled dormer, enclosed front porch, side addition, and double-hung windows.
30. 25920 Miles Haven Road, c. 1940, Non-Contributing

### Moore's Road

31. 25806 Moore's Road, c. 1910, Contributing  
Two-story, vernacular, single-family residence with Gothic Revival-style cross-gable roof, full-length enclosed front porch, one-story rear corner addition, and double-hung windows. Some original or historic-period wood siding and wood windows remain intact.
32. 25824 Moore's Road, c. 1900, Contributing  
Two-story, vernacular I-House with side-gable roof, enclosed full-length front porch, side addition, and double-hung windows. Some original or historic-period wood windows remain intact.

### River Road

33. 25922 River Road, c. 1958, Non-Contributing
34. 25938 River Road, c. 1900, Contributing  
Two-story, vernacular, single-family residence with cross-gable and hipped roof with a mixed-style façade featuring Neoclassical-style full-length, two-story porch, modern Victorian-style front-gabled dormer, and oversized Second Empire-style balustrade at roof peak. Additions at the rear and side and double-hung windows, arched at façade and dormers.

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### Royal Oak Road

35. 25845 Royal Oak Road, c. 1900, Contributing  
Two-story, vernacular I-House with side-gable roof, full-length enclosed porch at façade, and double-hung windows.
36. 25859 Royal Oak Road, c. 1900, Contributing  
Two-story, vernacular I-House with side-gable roof, full-length, enclosed front porch, double-hung windows, and one-story rear addition.

### Saint Michaels Road

37. 25708 Saint Michaels Road, c. 1890, Contributing  
Two-story, vernacular, single-family residence with cross-gable and hipped roof, corner porch with hipped roof, front-gable roof over secondary entry, and double-hung windows.
38. 25736 St. Michaels Road, c. 1988, Non-Contributing
39. 25756 St. Michaels Road, c. 1985, Non-Contributing
40. 25776 St. Michaels Road, c. 1984, Non-Contributing
41. 25828 St. Michaels Road, c. 2000, Non-Contributing
42. 25832 Saint Michaels Road, c. 1928, Contributing  
Two-story, Bungalow-style, single-family residence with side-gable roof, porch length of two-story section with centered pediment over centered entry, one-story side additions, and double-hung windows. One-story, side-gable detached shed.
43. 25840 Saint Michaels Road, c. 1960, Non-Contributing
44. 25848 Saint Michaels Road, c. 1940, Non-Contributing
45. 25904 Saint Michaels Road, c. 1890, Contributing  
Two-story, vernacular I-House featuring side-gable roof with prominent solar panel installation, off-center front-gable porch, one-story rear and side additions, double-hung windows, and detached side-gable roofed garage.

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46. 25926 St. Michaels Road, c. 1940, Non-Contributing

47. 25934 St. Michaels Road, c. 1940, Non-Contributing

48. 25948 St. Michaels Road, c. 1940, Non-Contributing

### Station Road

49. 7370 Station Road, c. 1920, Contributing

Two-story, Cape Cod-style, single-family residence with cross-gable roof, centered front porch with balcony above, and double-hung windows.

50. 7374 Station Road, c. 1940, Non-Contributing

51. 7375 Station Road, c. 1890, Contributing

Two-story, vernacular, single-family residence with cross-gable roof, partially enclosed hipped-roof porch, first-story bay window-style protrusion, double-hung windows, and side carport.

52. 7384 Station Road, c. 1983, Non-Contributing

53. 7415 Station Road, c. 2015, Non-Contributing

54. 7423 Station Road, c. 1940, Non-Contributing

# 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

<b>Specific dates</b>	1890-1931	<b>Architect/Builder</b>	Unknown
<b>Construction dates</b>	c. 1890, 1900, 1910, 1914, 1917, 1920, 1928, 1930		

Evaluation for:

National Register                       Maryland Register                       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

## Summary Statement of Significance

The Newcomb Survey District is historically and architecturally significant for several reasons. It is significant under NRHP Criterion A as an example of a small, rural, waterside village which grew and developed at the turn of the twentieth century as a result of the arrival of the railroad, agriculture, and the Chesapeake Bay’s maritime industries of shipbuilding, seafood harvesting and processing. Newcomb is one of the many villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19<sup>th</sup> century until the mid-20<sup>th</sup> century. The remnants of the railroad drawbridge, in particular, are associated with the period between c. 1890 and 1931, when Newcomb was a stop along the Eastern Shore/late Baltimore, Chesapeake, and Atlantic Railroads. These railroads served as vital conduits for the transportation of goods and people around and from the Eastern Shore. Newcomb is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction that portray the railroad period (c.1890-c.1931) of Newcomb’s history. I-Houses and the other houses in the district reflect typical late 19<sup>th</sup> and early 20<sup>th</sup> century vernacular building traditions and range from two-story houses to low-lying bungalows, Cape Cod, and Dutch Colonial Revival-style residences. Though not particularly outstanding architecturally, they were probably constructed by local builders and adapted to both national and local vernacular traditions. The resources in the district are typical of smaller rural hamlets, once prevalent on Maryland’s Eastern Shore, and are reflective of the village’s growth and prosperity through this period.

## Resource History and Historic Context

Talbot County is centrally located on Maryland’s Eastern Shore. The county seat is Easton, while St. Michaels, Oxford, and Trappe are the other incorporated areas of the county. The county is bounded by the Chesapeake Bay to the west; Queen Anne County and the Wye East River to the north, Caroline County, Tuckahoe Creek and the Choptank River to the east; and the Choptank River and Dorchester County to the south. The unincorporated village of Newcomb is among a group of Eastern Shore water-oriented communities located in

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the western half of Talbot County, dating back to the late-17<sup>th</sup> century. The western half of the county is characterized by numerous tidal rivers, creeks, and bays. In 1661, the first settlers of Talbot County arrived from the Western Shore of Maryland looking for new lands to replace the exhausted soils on the Western Shore tracts (Preston 1983). By 1662, Talbot County was formally created and the current boundaries of the county were formed after adjustments occurred during the 18<sup>th</sup> century to establish Queen Anne's County to the north and Caroline County to the east (Preston 1983). Easton became the county seat in 1788 and was the location of the Eastern Shore's courts and governmental offices (Preston 1983).

Talbot County's early settlers included Quakers seeking haven from persecution, Puritans cast out from Virginia, and Irish and Scottish indentured servants (Preston 1983). In the American Revolution, residents from Talbot County played important roles. Matthew Tilghman was considered Maryland's leader in the events leading to independence, Tench Tilghman served as General George Washington's aide and was famous for his ride to carry news of Cornwallis' surrender to the Continental Congress in Philadelphia, and Perry Benson became a Revolutionary War hero and future hero of the Battle of St. Michaels in 1813 (Preston 1983). The Civil War caused a deep divide in Talbot County. Returning veterans and emancipated slaves cultivated cheap land within the Eastern Shore peninsula through sharecropping (Claggett 2004). Following the Civil War, the small towns of Talbot County grew as the county became popular as a site of summer homes for wealthy Northerners and boarders seeking a vacation destination came from nearby cities. Talbot County's chief economic activities were agriculture and the maritime industries of shipbuilding, seafood harvesting and processing. The County's relative isolation from the rest of Maryland ended with the completion of the Bay Bridge in 1952.

### *Transportation*

In 1658, European settlers began arriving in present day Talbot County when Lord Baltimore issued grants along Miles River (Claggett 2004). The early settlers' main forms of employments were fur trading, harvesting tobacco, lumbering, milling, shipbuilding, and farming. To ship their goods, settlers built roads and docks at the waterfront of their farms, which coincided with older Native American paths. Talbot's main south-north road was established by the end of the seventeenth century, with east-west roads developing but most did not intersect with each other, creating a "Z" path when moving east-west (Claggett 2004). Talbot County's farms to the west depended on water for travel and transport of goods, while farms to the east were mostly landlocked and depended on roads. Early networks of bridges and sailboat ferries developed to connect the area's many land necks (Claggett 2004). During the early colonial period, Oxford was, geographically, the first port for mid-shore commerce in the trans-Atlantic shipping trade (Footner 2011).

By the early 1800s, steamboats connected the rural settlements of Eastern Shore and Maryland's main city, Baltimore, plying the Choptank River and its tributaries on the Chesapeake Bay. The first Chesapeake Bay steamboat was launched in 1813 and by the 1860s steamboats had replaced sailing vessels as the principle mode

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of water travel (Choptank River Heritage 2002, Footner 2011). Dirt roads were also improved to allow carts and carriages to travel more quickly and comfortably. Railroads arrived in the late 1880s. By the end of the 19<sup>th</sup> century, steamboats, ferries, and railroads brought more people and commerce to these Eastern Shore towns (Claggett 2004). Ferry landings, train stations, and crossroads in Talbot County were important junctions for transport of goods and people and the settlements around them grew to include small businesses, churches, and schools.

Two railroad companies controlled all of the steamboats on the Chesapeake Bay: the consolidated rail lines of the Baltimore Chesapeake and Atlantic Railway Company (BC&A) and the Baltimore and Eastern Shore Railroad that was chartered in 1886, and the Maryland, Delaware and Virginia Railway Company. In 1894, several steamboat companies were bought and consolidated into the Baltimore, Chesapeake & Atlantic Railway Company (BC&A) that led to the integration of railroad and steamboat service through the early 1900s (Choptank River Heritage 2002).

The number of vacationers and seasonal residents increased significantly during the early 20th century, when visitors would travel from the Western Shore to vacation in Eastern Shore villages, such as Tilghman Island, Neavitt, Newcomb, and Royal Oak. The trip required many different modes of transportation over one day of travel. From Baltimore, travelers going to Neavitt would take a train to Annapolis, then a ferry to Love Point, and then a horse and wagon (Footner 2011). Those travelling further would catch the BC&A railroad at Love Point, which passed through Claiborne/McDaniel, St. Michaels, Royal Oak (in Newcomb), Kirkham, and Easton before continuing through Salisbury and on to Ocean City (Parks 2011). By the 1920s, and before the construction of the Chesapeake Bay Bridge in 1952, people would drive to Claiborne and take the ferry on Sunday afternoon (Footner 2011). For weeks and even months, local boarding houses would accommodate travelers to Neavitt and locals could earn extra income by accepting boarders to stay in their farm houses. Guests could enjoy many amenities at these boarding houses and villages, including boating and other water sports, fishing, crabbing, oystering, hunting, Saturday dances, and traveling entertainment like the James Adams Floating Theater (Footner 2011).

In 1931, the BC&A ceased passenger rail service from the wharf at Love Point through Talbot County to Ocean City (Mancini 1999). In the 1930s, steamboats converted to freight barges. Shortly after World War II, steamboat service ceased between larger cities like the Eastern Shore's Cambridge and Baltimore (Choptank River Heritage 2002; Footner 2011). Many small Eastern Shore towns began a long process of decline with the diminution of its industries after the war. The opening of the Chesapeake Bay Bridge in 1952, however, made it easier for vacationers to travel to Talbot County's small villages and a population of wealthy newcomers settled or purchased second homes along waterfront properties and contributed to the transition of some Eastern Shore's towns and villages to tourist- and vacationer-based economies (Claggett 2004). Freight trains used the

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former BC&A line only occasionally until the 1960s, when rail service was permanently suspended. The rails were removed in the decades that followed (Mancini 1999).

### *Agriculture and Labor*

Tobacco was the primary crop of Talbot County and required an extensive amount of manual labor and land to be profitable. This crop was so dominant in Maryland that laws were passed at the height of the tobacco era requiring planters to grow at least two acres of corn in order to prevent starvation (Drache 1996). The British monopolistic price for tobacco left even the largest planters in debt, as the fixed prices barely covered the costs. The shortage of coin and the high prices of imported goods led to the use of tobacco as a medium of exchange in the tobacco-growing colonies, allowing smaller planters and farmers to use tobacco to pay taxes, fees and fines, purchase goods and services, and settle other debts (Footner 2011).

The monopolistic tobacco-based economy encouraged small farmers in the Chesapeake Bay area to diversify their crops, such as corn, wheat, beans, oats, barley peas, rye, potatoes, and fruit orchards. Diversification allowed small farmers to become self-sufficient and utilize these items to barter for more tobacco. Farmers used indentured British and Irish immigrants for tobacco production (Footner 2011). However, English immigration slowed to the Chesapeake region after tobacco prices were set low enough to cause a regional recession, which led planters to purchase African slave labor. By the 1750s, tobacco began to decline as a major crop due to soil exhaustion, poor quality, and low prices. Planters turned to grains, especially wheat and corn as their major cash crops and raised other crops and animals solely to feed the family and laborers (Drache 1996; Preston 1983).

### *Oystering*

Grain from Talbot County could not stay competitive in the market because of large grain producers in Ohio and other inland locations. Landowners sold off land and slaves, and small farmers turned their energy to raising produce and harvesting oyster beds. People in Talbot County regularly consumed fish, oysters and other high protein products found in the Chesapeake Bay and nearby rivers and creeks (Footner 2011). In 1811, Virginia banned dredging, which involved the process of using a dredge -- a heavy iron frame with strong teeth along its lower lip and a bag of strong cord -- that was towed along the bottom of the bay by a boat in order to collect oysters (Moore 2000). The Virginia ban resulted in fleets of oystermen with dredges moving into Maryland. Other out-of-state watermen came from New York and New Jersey to Maryland and would later establish the state's first commercial packers. By 1820, Talbot County legislators established a ban on out-of-state watermen and dredging in county waters. The Maryland General Assembly eventually passed legislation in 1830 to only authorize state residents to harvest oysters in its waters (Baltimore Sun 2010).

The Maryland commercial oyster industry boomed when the Chesapeake & Delaware Canal opened in 1829. The canal opened markets to Maryland's producers outside of Baltimore and as far north as Philadelphia, New Jersey, and New York (Footner 2011). Talbot County farmers prospered by having access to these new markets,

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and Talbot County shipwrights thrived from the increased demand for small and large schooners to support the booming oyster industry (Footner 2011). In the 1850s, the Baltimore & Ohio Railroad would reach the Midwest and the Ohio River where oysters were favored by immigrant workers, increasing demand for Maryland's oyster product.

The Choptank River was a principal oystering region that was connected by steamboat and railroad connections to East Coast markets (Eshelman 1988). Oystering was a winter-only occupation for watermen and restrictions on the industry made the occupation even more grueling but were necessary to preserve the oyster population. Watermen were reserved to hand dredging for oysters through the main body of the Choptank River, but west from the mouth of the Choptank River into the Chesapeake Bay was reserved for the sail powered dredging of oysters. The tonging, or hand raking, of oysters was reserved within all of the coves, creeks and rivers running inland from the Choptank River.

Although the oyster industry brought prosperity to the Chesapeake Bay region, it also brought chaos with the onset of the Oyster Wars. In 1865, the Maryland General Assembly passed legislation that required annual permits for oyster harvesting and opened the Bay's state-controlled oyster bars to dredging in waters deeper than 15 feet but only by Marylanders (Eshelman 1988). By the 1880s, the local oyster beds in New England had been exhausted, which caused New England fishermen to encroach on the Chesapeake Bay. Violent clashes broke out between these out-of-state competitors with Maryland and Virginia watermen. Clashes occurred between local watermen from different counties, and between oyster tonguers and more affluent oyster dredgers.

The Maryland oyster industry peaked in productivity in 1884-85, with 615,000 metric tons of oysters (Rothschild, Ault, Gouletquer 1991). The oyster industry brought economic opportunity and created new wealth for watermen, and boat and cannery owners (Oyster Company of Virginia n.d.). Farmers engaged in oystering during the winter and watermen had fulltime employment in the Chesapeake Bay. African Americans could find employment on the water or could do oystering along with tenant farming. The oyster population in the Maryland portion of the Chesapeake Bay began to decline in the early part of the 20<sup>th</sup> century due to poor water quality, disease, habitat loss related to over fishing, and stock overfishing through intensive and mechanized fishing (Rothschild, Ault, Gouletquer 1991). By the 1920s, the oyster boom was over, as more oysters were being taken faster than they could reproduce (Oyster Company of Virginia n.d.).

### *Canning*

Between the 1880s and the 1950s, the principal manufacturing industry throughout the Chesapeake Bay area was the packing and canning of oysters, fruits and vegetables (Hurst 2006). The abundant supply of seafood from the Chesapeake Bay and the rich farmlands of the Eastern Shore provided the product that was sent to northern ports. Improvements to technology and production methods at the turn of the 20th century made the



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region the nation's main sources of canned goods. The largest portions of the Eastern Shore canneries were concentrated in Caroline, Dorchester, Wicomico, and Somerset counties. Many of the canneries were small locally-owned plants that served nearby farmers or the canneries operated their own farms to provide the produce. The first cannery in Caroline County was established in 1885 by Walter M. and William J. Wright (Hurst 2006). The next generation of the Wright family-operated cannery factories in both Caroline and Talbot Counties that canned tomatoes and string beans. By the 1940s, the Wrights family employed 175 workers, operated a 90-acre farm that provided the produce for the company plants, and owned a basket factory and their own trucking facilities.

Talbot County's largest packing plant was located on Tilghman Island. Opened in 1897, the packing plant was owned by S. Taylor and J. Camper Harrison. Later the brothers included their younger brother O.N. Harrison in the business to establish the Tilghman Canning Company (Hurst 2006). The company's success was due in part to its location and being able to easily and quickly retrieve daily harvesting of oysters from watermen, it could preserve the product via its electric ice manufacturing plant on the island, and its company owned the farmland that provided the produce for canning. By the 1940s, the Tilghman organization packed various seafood products including oysters, crabmeat, shad and herring, and produce such as corn, tomatoes, and other vegetables (Hurst 2006). During this period the company employed between 400 and 500 workers and produced over a million dollars worth of goods. Many canning companies in the Chesapeake Bay area produced rations for the armed forces in World War II, which required the companies to increase their workforce.

During the first half of the twentieth century, the families that operated the canning industry in the Chesapeake Bay area became the new business elite that had influence on the region and their communities (Hurst 2006). They were self-made men with limited education and were far removed from the land-holding gentry that usually dominated the social order of the Chesapeake Bay area. In fact, the majority of the canning industry owners were Republicans, Methodist, Freemasons, and were involved in lodge activities, which is the opposite to the region's older elites who were mainly Democrats, affiliated with the Episcopal Church, and were generally landed gentlemen and college educated. The wealth and power of the Harrisons family was far reaching from their operation of the Tilghman Packing Company (Hurst 2006). George T. Harrison was a second-generation company executive who served in the War Food Administration and the Office of Price Administration during World War II. At the local level, George was a member of the Tidewater Fishing Commission and his cousin, Kenneth E. Harrison, was a director of the Tilghman Bank and served on the board of the First National Bank of Baltimore (Hurst 2006).

The canning industry workers usually consisted of both blacks and native whites, and by the first quarter of the 20th century the work force included immigrants from Italy and Slavic countries. Canning work provided a way for unskilled workers to make a living in a region dominated by farm labor jobs. However, work in the company fields and the processing plants was difficult and often times compensation included company tokens

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that could be exchanged for cash or used as script at the local grocery. The labor-intensive work and limited pay sometimes caused strained labor-management relations, such as in 1937 when workers held a strike trying to unionize at the Phillips canneries in Cambridge, Maryland. The Tilghman Packing Company, however, was known for paying its employees bonuses based on profits and rewarded competitive wages to prevent workers from moving to cities for factory jobs.

After World War II, canneries began to decline as reduced profits were caused by the end of wartime government contracts, high labor costs due to unionization, and the introduction of the minimum wage (Hurst 2006). Further contributing to the decline of canneries was competition from the frozen food industry and increased rivalry from California fruit canners (Hurst 2006). As canneries closed their doors, farmers converted their tomato fields and fruit orchards to growing corn, wheat, and soybeans although farming in Talbot County had been on the decline since the 1950s with the fall of grain prices and the high expense for farm equipment, fertilizers, and other chemicals (Footner 2011). In 1952, the opening of the Chesapeake Bay Bridge expanded the Delmarva Peninsula economy with the establishment of new business opportunities and fresh employment different from canning.

### *Shipbuilding*

The Chesapeake Bay's many navigable rivers and creeks made traveling and transportation by boat essential for commerce within the region. A major economic sector in Talbot County was shipbuilding, which supported the agricultural economy. Large vessels could navigate twenty miles upriver on the Choptank River. In 1697, Talbot County had at least eleven shipyards with 39 vessels either built or under construction (Eshelman 1988).

During the latter half of the 18th century, the Tidewater region depended on bay crafts, which were similar in design to the later oyster schooners, called pungy boats. Baycrafts were used to haul grain for export, the shipment of produce and supplies, and provided transport for people from farms to villages (Footner 2011). Other boats were built such as sloops and schooners. These vessels were used for excursions to Annapolis and to ship tobacco. Many of the shipwrights of Bay Hundred built the Chesapeake Bay's merchant fleet that carried the region's export and import trade with the West Indies and southern Europe (Footner 2011).

The oyster boom had a huge impact to the region, especially shipbuilding. New types of watercraft were developed for hand tonging while others were specifically made for dredging (Oyster Company of Virginia n.d.). The bugeye was developed for oystering in the early 1800s, and after the Civil War the famous skipjack was created at the Eastern Shore boatyards. The dory became the preferred vessel for oystering in Southern Maryland (Oyster Company of Virginia n.d.). In the 1890s, the skipjack became the preferred oyster dredge boat and it is estimated that nearly two thousand skipjacks were built for dredging oysters from the Chesapeake Bay (Witty and Hayword 1984). The peak building years were during the 1890s and the first decade of the 20<sup>th</sup> century. The decline of the shipbuilding business was the result of the downward spiral of the oyster industry,

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the high cost for shipbuilding due to depleted supplies in large timbers, and higher labor costs (Witty and Hayword 1984).

### *Newcomb*

The village of Newcomb was developed in the 1890s with the combination of the construction of a rail line linking the Atlantic seaboard with the Eastern Shore and ferries to Baltimore and the Western Shore (Talbot County, Maryland 2015d). Prior to this, Newcomb was devoted to agricultural and seafood production. The commercial district of Newcomb included boarding houses, a post office, and a variety of retail stores (Talbot County, Maryland 2015d). By 1931, passenger trains no longer ran through Newcomb and eventually the train tracks, rail station, and retail stores vanished from the landscape. Route 33, a direct route to St. Michaels, was laid parallel to the rail line (Talbot County, Maryland 2015d).

The land that would become Newcomb was first owned by the Spencer and Benson families in the mid-1660s. (General Perry Benson, a descendent and Revolutionary War general, is buried in the Benson Family Cemetery in Newcomb.) In the 1830s, the land was purchased by William Townsend, whose son and daughter then inherited 175 acres called “Cedar Grove” at his death. They sold 148 acres to Azriah Hall and William Brown in 1875 and 1876. By the mid-1880s, Azriah Hall’s son, Ernest Hall owned most of the land that makes up the present-day village of Newcomb. His residence was at the north end of present-day Walnut Street (Jaywork 1983, Crawford 2015).

In 1886, the Baltimore and Eastern Shore Railroad Company organized to build a line from Claiborne, on the eastern edge of Talbot County through Easton and south to Salisbury, continuing on to Ocean City. The Ocean City Line would provide both passenger and freight service across the Eastern Shore (Parks 2011). In 1891, Ernest Parker conveyed a portion of his Cedar Grove Farm land to the railroad as a right-of-way “for consideration of \$1.50 and the advantages the railroad would add to the community” (Jaywork 1983). The railway construction was completed in 1891, including a drawbridge at Oak Creek (Parks 2011).

The railroad’s arrival in Talbot County was the impetus for Ernest Parker’s development of the village of Newcomb, which he established to the south of the Royal Oak station (named for the older settlement nearby), which was sited at the corner of railroad tracks (now Route 33/St. Michaels’ Road) and Back Street (then Station Street) (Jaywork 1983). The village’s first 20 lots plus an “Oyster House” lot were plotted in 1893, six additional lots were surveyed in 1900, and two lots were conveyed to a Hall family member prior to 1912 (Jaywork 1983). By 1917, there was also a cluster of narrow lots on the north side Route 33/St. Michaels Road. The remaining areas of the village were gradually subdivided from larger agricultural parcels over more than a century. Route 33 was built after 1900 on the north side of the railroad tracks.

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The village gradually grew around the railroad station. As early as 1893, Ernest Parker opened up his family home as the Cedar Grove Boarding House, which the family operated for a third of a century. Guests could stroll down Walnut Street and across Station Street to a dock that extended into Oak Creek and where Parker had established an Oyster House. When the post office arrived at the turn of the twentieth century, the village received its official name: Newcomb. Meanwhile, lots were slowly being purchased and businesses and homes established, including a well-drilling business, a boatyard, and a retreat known as Miles Haven. Most of the current village of Newcomb continued to be used for agriculture (Crawford 2015).

The Baltimore, Chesapeake and Atlantic (BC&A) Railway Company purchased the Eastern Shore Railroad Company in 1894. The BC&A operated steamer lines between Baltimore and Pennsylvania and Claiborne. With the linkage of steamers and rail, passengers could more easily disembark at Claiborne and continue directly by train to Ocean City, with a stop in Newcomb, if desired. The Pennsylvania Railroad acquired control of the Baltimore, Chesapeake and Atlantic in 1902 and in 1928 officially bought the railroad. In 1930, the stops between Claiborne and Easton included Claiborne, McDaniel, St. Michaels, Royal Oak, Kirkham, Bloomfield, and Easton. Beginning in 1928, the line was used by a small gasoline-powered train to connect Claiborne and Easton. Passenger service was discontinued in 1931, though freight trains used the line occasionally until the 1960s (Park 2011; Mancini 1999). The station no longer stands. The rail tracks were removed about 1972, and the railroad drawbridge that was present as late as 1973, has since been mostly demolished, with only the eastern end surviving as a dock. The rail corridor is now used by Delmarva Power and Light Company for power lines (Abandoned Rails n.d.).

The village's growth slowed after the passenger rail service was discontinued in 1931, which marked the end of the railroad period after which new construction was rare for the next couple decades and primarily in lots outside the original village area. After World War II, the construction of the Bay Bridge in 1952, and particularly during the 1970s and 1980s, there was a resurgence in house building in the outerlying areas of the village in agricultural lots that had been subdivided for residences and on vacant lots from the original village.

### **National Register of Historic Places Evaluation**

The Newcomb Survey District is historically and architecturally significant for several reasons. It is significant under NRHP Criterion A as an example of a small, rural, waterside village which grew and developed at the turn of the twentieth century as a result of the coming of the railroad, agriculture, and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Newcomb is one of the many villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19<sup>th</sup> century until the mid-20<sup>th</sup> century. The remnants of the railroad drawbridge, in particular, are associated with the period between c. 1890 and 1931, when Newcomb was a stop along the

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Eastern Shore/late Baltimore, Chesapeake, and Atlantic Railroads, which served as vital conduits for the transportation of goods and people around and from the Eastern Shore.

Archival research completed as part of this project does not indicate that the village of Newcomb is associated with person(s) of historic significance and is not eligible under NRHP criterion B. The district was not evaluated under Criterion Consideration G.

Newcomb is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction that portray the railroad period (c.1890-c.1931) of Newcomb's history. I-Houses and the other houses in the district reflect typical late 19<sup>th</sup> and early 20<sup>th</sup> century vernacular building traditions and range from two-story houses to low-lying bungalows, Cape Cod, and Dutch Colonial Revival-style residences. Though not particularly outstanding architecturally, they were probably constructed by local builders and adapted to both national and local vernacular traditions. The resources in the district are typical of smaller rural hamlets, once prevalent on Maryland's Eastern Shore, and are reflective of the village's growth and prosperity through this period.

The Newcomb Survey District does not retain its integrity of design, materials, and workmanship due to the use of modern materials through alterations such as small additions, modern window replacement, and siding; however, the contributing historic resources of the Newcomb Survey District retain as a whole their integrity of feeling, setting, association, and location.

The Newcomb Survey District period of significance spans the period from c. 1890, when the rail line came to Newcomb to c.1931, when passenger service ceased.

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## 10. Geographical Data

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Acreage of surveyed property	<u>161.09 Acres</u>
Acreage of historical setting	<u>50.70 Acres</u>
Quadrangle name	<u>St. Michaels and Oxford, MD</u>

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

The Newcomb Survey District boundary is discontinuous, consisting of a main section and five smaller areas separated from the main area. The discontinuous boundaries were necessary to include five residences outside the village core that were built during the period between 1890 and 1931 and which were subject to the same trends and changes as those in the core.

The main area boundary begins on St. Michaels Road (MD Route 33), 235 feet southeast of the intersection with Solitude Road. The boundary heads northeast for 830 feet to the Miles River, then follows the shoreline of the Miles River to the southeast for 2,910 feet to the mouth of Oak Creek, then turns south to follow the shoreline of Oak Creek for 2,520 feet to River Road if extended to the creek. The boundary runs northwest along River Road for 810 feet to Station Road, then southwest along Station Road for 95 feet, turns northwest for 165 feet, and then northeast to run along the back parcel boundaries of properties along Station Road for 475 feet. The boundary turns southeast for 165 feet back to Station Road, 40 feet southwest of the intersection with Back Road. The boundary runs northeast along Station Road for 585 feet to the intersection with St. Michaels Road, and then turns west northwest along St. Michaels Road for 2,708 feet back to the starting point.

The first of five smaller discontinuous areas begins on the east side of Royal Oak Road at the intersection with Station Road. The boundary encloses the property at 25832 Royal Oak Road. From the intersection the boundary runs north northwest along Royal Oak Road for 210 feet, north northeast for 150 feet, southeast to Station Road for 190 feet, and southwest for 212 feet along Station Road back to the starting point.

The second area begins on Royal Oak Road 115 feet south southwest of the intersection with Station Road and encloses the property at 25845 Royal Oak Road. From the starting point, the boundary runs south southeast along Royal Oak Road for 200 feet, southwest for 275 feet, north northwest for 200 feet, and northeast for 275 feet back to the starting point on Royal Oak Road.

The third area encloses two parcels: 25806 and 25824 Moores Road. The boundary begins on Moores Road 415 feet west of the intersection with Royal Oak Road. The boundary runs west along Moores Road for 100 feet before turning north to exclude one property; the boundary runs north for 100 feet, west for 50 feet, and south for 100 feet back to Moores Road and then continues along the road for 105 feet to the west. The boundary then heads north for 305 feet and northeast for 160 feet before enclosing a small area: 60 feet north, 40 feet northeast, and 60 feet south. The boundary then continues along the previous northeast line for 120 feet and turns south for 425 feet back to the starting point on Moores Road.

The fourth area includes the properties at 25859 Royal Oak Road and 7260 Green Banks Lane. Beginning on Royal Oak Road at the intersection with Greenbanks Road, the boundary heads southwest for 165 feet, north



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northwest for 105 feet, and northeast for 165 feet back to Royal Oak Road. The boundary cuts diagonally (southeast) across Royal Oak Road, and then runs northeast along Greenbanks Road for 1,225 feet before turning more to the north to follow the shore of an inlet of Oak Creek for 400 feet to the main channel of Oak Creek. The boundary follows the shoreline of Oak Creek to the southeast for 505 feet and then turns west southwest for 450 feet and north northwest for 115 feet back to the southern side of Greenbanks Road. The boundary runs southwest along Greenbanks Road for 1,230 feet and cuts diagonally across (northwest) Royal Oak Road to the starting point.

The final area includes the property at 25955 Acorn Road. Beginning on the driveway 180 feet east of the eastern end of Acorn Road, the boundary runs 145 feet northwest, 125 feet west southwest, 100 feet north along a driveway, 130 feet northwest along a driveway, 240 feet southeast to Oak Creek, 190 feet south along the shoreline of Oak Creek, and 65 feet northwest back to the beginning.

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## 11. Form Prepared by

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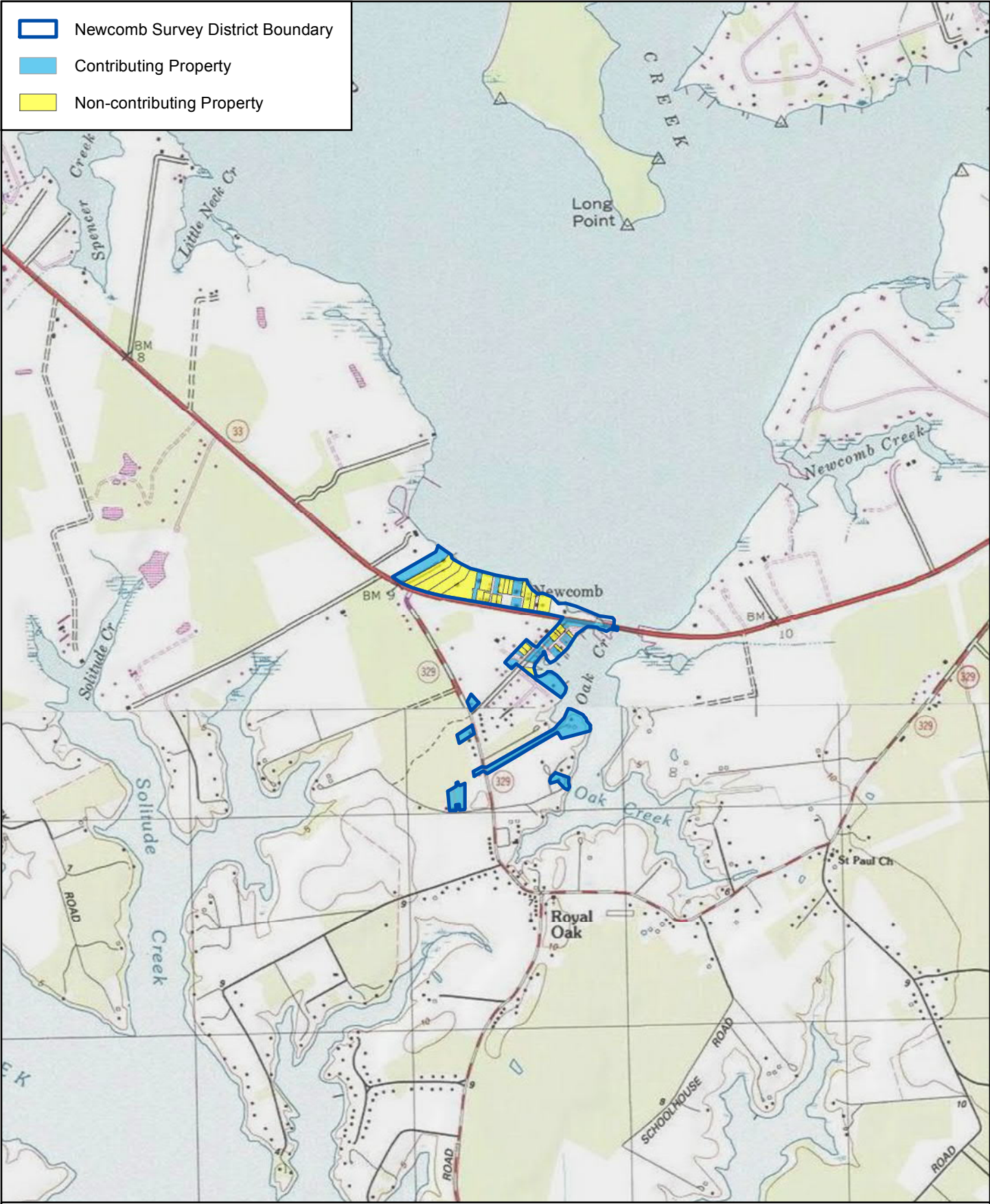
name/title	Lorin Farris, Melanie Lytle, and Kelly Whitton, Architectural Historians		
organization	AECOM	date	January 7, 2017
street & number	12420 Milestone Center Drive, Suite 150	telephone	301-820-3000
city or town	Germantown	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

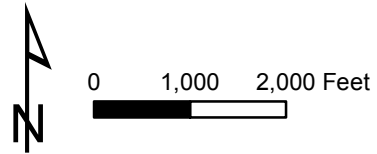
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

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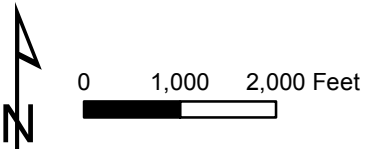
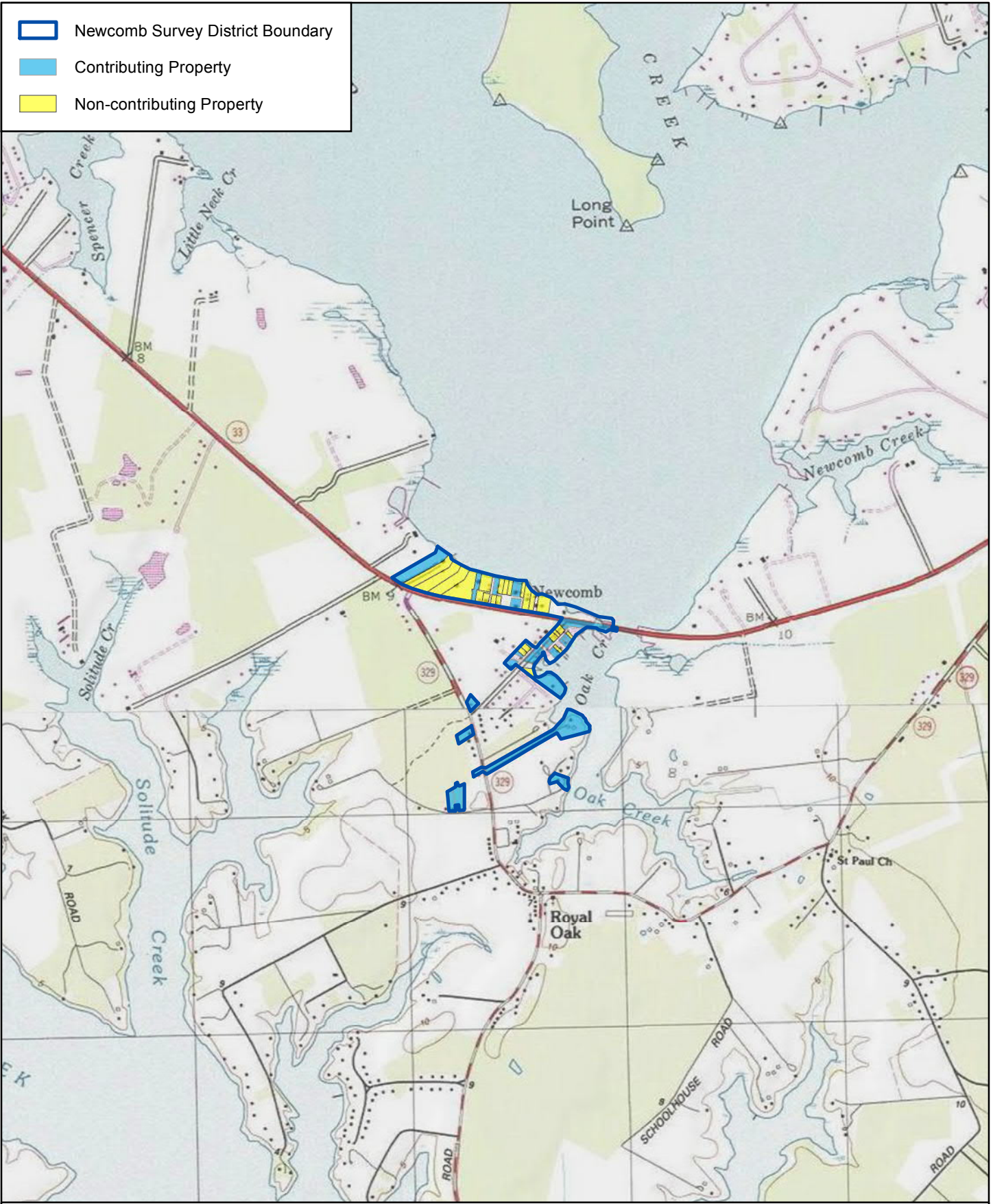
- Newcomb Survey District Boundary
- Contributing Property
- Non-contributing Property



**Inventory Number: T-1180**  
**Property Name: Newcomb Survey District**  
**Newcomb, Talbot County, MD**  
 1:24,000








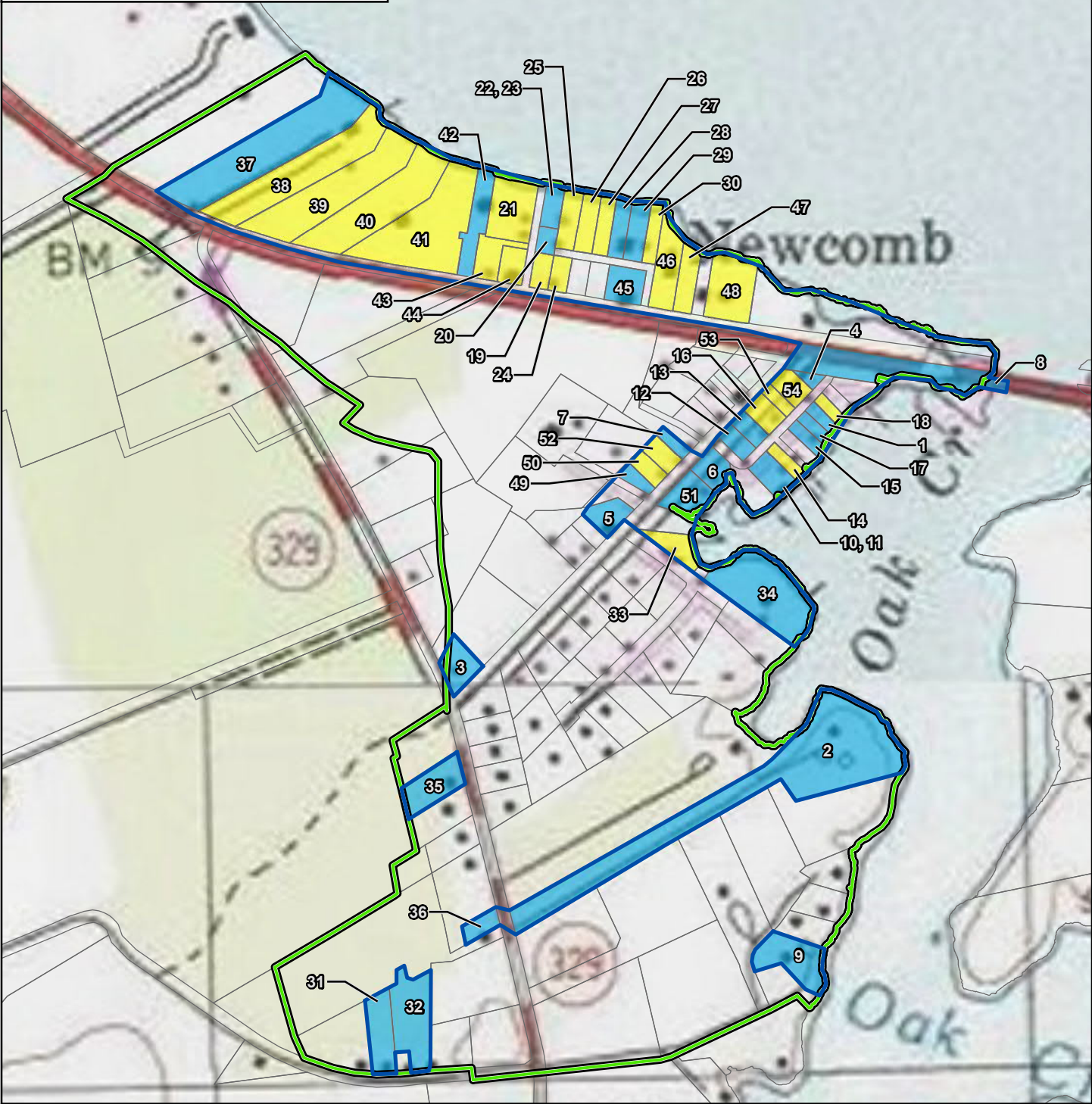
- Newcomb Survey District Boundary
- Contributing Property
- Non-contributing Property



**Inventory Number: T-1180**  
**Property Name: Newcomb Survey District**  
**Newcomb, Talbot County, MD**  
 1:24,000



-  Village Center Zoning District
-  Parcel Boundary
-  Newcomb Survey District Boundary
-  Contributing Property
-  Non-contributing Property







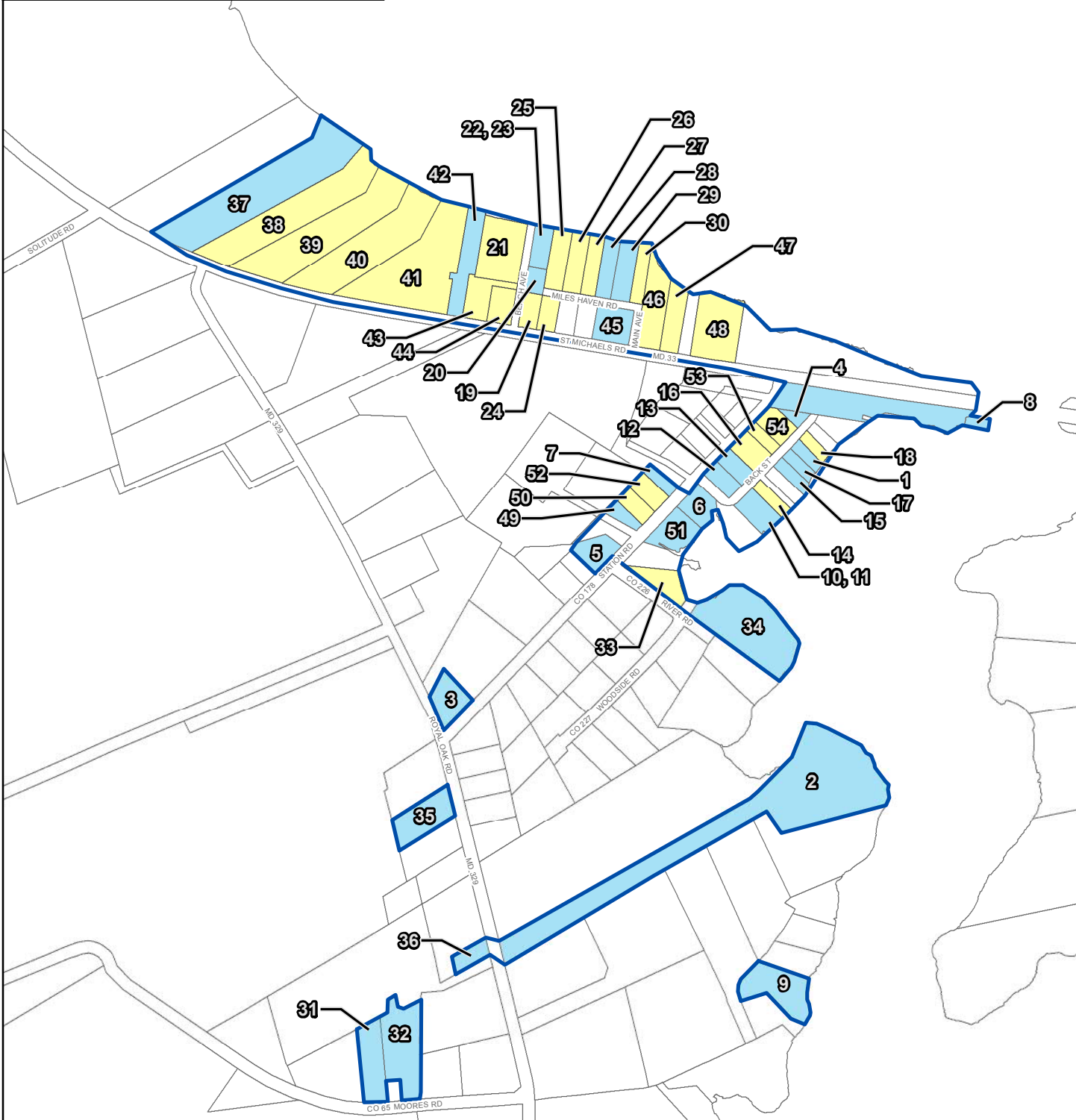
0 500 1,000 Feet

Inventory Number: T-1180  
 Property Name: Newcomb Survey District  
 Newcomb, Talbot County, MD

1:7,000

USGS 7.5-minute Topographic Quadrangle, Oxford, MD, 1989 and St. Michaels, MD 1988

-  Parcel Boundary
-  Newcomb Survey District Boundary
-  Contributing Property
-  Non-contributing Property



Inventory Number: T-1180  
 Property Name: Newcomb Survey District  
 Newcomb, Talbot County, MD  
 1:7,000  
 Resource Sketch Map

## **Photograph Log**

**T-1180**

**Newcomb Survey District**

**Talbot County, MD**

**Lorin Farris, Architectural Historian/Photographer**

**10/17-18/2016**

**MD SHPO**

### Examples of Major Building Types and Styles

1. T-1180\_2016\_10\_17\_71, Vernacular I-House, 7405 Back Street, c. 1890, View of Northwest Elevation, Looking Southeast
2. T-1180\_2016\_10\_18\_113, Dutch Colonial, 7260 Green Banks Lane, c. 1914, View of Southeast and Southwest Elevations, Looking Northwest
3. T-1180\_2016\_10\_18\_65, Cape Cod, 25832 Royal Oak Road, c. 1920, View of West Elevation, Looking East
4. T-1180\_2016\_10\_17\_2, Vernacular I-House, Post Office, Station Road, c. 1900, View of North and East Elevations, Looking Southwest
5. T-1180\_2016\_10\_18\_75, Vernacular, 7356 Station Road, c. 1890, View of South and East Elevations, Looking Northwest
6. T-1180\_2016\_10\_17\_23, Vernacular, 7387 Station Road, c. 1890, View of North and West Elevations, Looking Southeast
7. T-1180\_2016\_10\_17\_21, Bungalow, 7392 Station Road, c. 1930, View of North and East Elevations, Looking Southwest
8. T-1180\_2016\_10\_18\_98, Remnants of Railroad Lift Bridge, c. 1890, View Looking East

### Other Properties

9. T-1180\_2016\_10\_18\_133.jpg, Bungalow, 25955 Acorn Road, c. 1920, View of West Elevation, Looking East
10. T-1180\_2016\_10\_17\_54.jpg, Vernacular, 7383 Back Street, c. 1900s, View of West Elevation, Looking Southeast
11. T-1180\_2016\_10\_17\_61.jpg, 7383 Back Street, c. 1940s, View of West Elevation, Looking Southeast
12. T-1180\_2016\_10\_17\_56.jpg, Vernacular I-House, 7386 Back Street, c. 1890, View of West Elevation, Looking South
13. T-1180\_2016\_10\_17\_18.jpg, Vernacular, 7392 Back Street, c. 1900, View of Southeast Elevation, Looking Northeast
14. T-1180\_2016\_10\_17\_64.jpg, 7393 Back Street, c. 1946, View of Northeast and Northwest Elevations, Looking Southeast
15. T-1180\_2016\_10\_17\_67.jpg, Vernacular I-House, 7395 Back Street, c. 1890, View of Northwest Elevation, Looking Southeast

16. T-1180\_2016\_10\_17\_16, 7396 Back Street, c. 1982
17. T-1180\_2016\_10\_17\_69, Vernacular I-House, 7399 Back Street, c. 1890, View of Northwest Elevation, Looking Southeast
18. T-1180\_2016\_10\_17\_72, 7409 Back Street, c. 2007
19. T-1180\_2016\_10\_18\_25, 7471 Beach Avenue, c. 1950, View of West Elevation, Looking East
20. T-1180\_2016\_10\_18\_29, Cape Cod, 7475 Beach Avenue, c. 1917, View of Southwest Elevation, Looking Northeast
21. T-1180\_2016\_10\_18\_32, 7488 Beach Avenue, c. 1938, View of South Elevation, Looking North
22. T-1180\_2016\_10\_18\_34, Cape Cod, 7491 Beach Avenue, c. 1917, View of West Elevation, Looking Southeast
23. T-1180\_2016\_10\_18\_35, Vernacular, 7491 Beach Avenue, c. 1917, View of West Elevation, Looking Northeast
24. No photo, 25891 Miles Haven Road, c. 2004
25. T-1180\_2016\_10\_18\_2, 25892 Miles Haven Road, c. 2014
26. T-1180\_2016\_10\_18\_4, 25896 Miles Haven Road, c. 2001
27. T-1180\_2016\_10\_18\_6, 25902 Miles Haven Road, c. 2012
28. T-1180\_2016\_10\_18\_8, Vernacular, 25906 Miles Haven Road, c. 1900, View of Southwest Elevation, Looking Northeast
29. T-1180\_2016\_10\_18\_10, Bungalow, 25914 Miles Haven Road, c. 1920, View of Southeast Elevation, Looking Northwest
30. T-1180\_2016\_10\_18\_12, 25920 Miles Haven Road, c. 1940, View of South Elevation, Looking North
31. T-1180\_2016\_10\_18\_127, Vernacular, 25806 Moores Road, c. 1910, View of East and South Elevations, Looking Northwest
32. T-1180\_2016\_10\_18\_125, Vernacular I-House, 25824 Moores Road, c. 1900, View of South and West Elevations, Looking Northeast
33. T-1180\_2016\_10\_17\_37, 25922 River Road, c. 1958, View of West and South Elevations, Looking Northeast
34. T-1180\_2016\_10\_18\_80, Vernacular, 25938 River Road, c. 1900, View of West and South Elevations, Looking Northeast
35. T-1180\_2016\_10\_18\_103, Vernacular I-House, 25845 Royal Oak Road, c. 1900, View of East and South Elevations, Looking Northwest
36. T-1180\_2016\_10\_18\_112, Vernacular I-House, 25859 Royal Oak Road, c. 1900, View of the East Elevation, Looking Northwest
37. T-1180\_2016\_10\_18\_48, Vernacular, 25708 Saint Michaels Road, c. 1890, View of the South Elevation, Looking North
38. T-1180\_2016\_10\_18\_46, 25736 St. Michaels Road, c. 1988, View of Southwest Elevation, Looking Northeast

39. T-1180\_2016\_10\_18\_45, 25756 St. Michaels Road, c. 1985, View of Southwest Elevation, Looking North
40. T-1180\_2016\_10\_18\_43, 25776 St. Michaels Road, c. 1984, View of Southwest Elevation, Looking Northeast
41. T-1180\_2016\_10\_18\_42, 25828 Saint Michaels Road, c. 2000, View of South Elevation, Looking North
42. T-1180\_2016\_10\_18\_41, 25832 Saint Michaels Road, Bungalow, c. 1928, View of South Elevation, Looking Northeast
43. T-1180\_2016\_10\_18\_26, 25840 Saint Michaels Road, c. 1960, View of South and East Elevations, Looking Northwest
44. T-1180\_2016\_10\_18\_27, 25848 Saint Michaels Road, c. 1940, View of South and West Elevations, Looking Northeast
45. T-1180\_2016\_10\_18\_16, Vernacular I-House, 25904 Saint Michaels Road, c. 1890, View of South and East Elevations, Looking Northwest
46. T-1180\_2016\_10\_18\_13, 25926 Saint Michaels Road, c. 1940s, View of South and West Elevations, Looking Northeast
47. T-1180\_2016\_10\_18\_17, 25934 Saint Michaels Road, c. 1940, View of Southeast Elevation, Looking Northwest
48. T-1180\_2016\_10\_18\_20, 25948 Saint Michaels Road, c. 1940, View of South Elevation, Looking North
49. T-1180\_2016\_10\_17\_33, Vernacular, 7370 Station Road, c. 1920, View of North and East Elevations, Looking Southwest
50. T-1180\_2016\_10\_17\_32, 7374 Station Road, c. 1940, View of the South and East Elevations, Looking Northwest
51. T-1180\_2016\_10\_17\_29, Vernacular, 7375 Station Road, c. 1890, View of the North and West Elevations, Looking Southeast
52. T-1180\_2016\_10\_17\_28, 7384 Station Road, c. 1983, View of Southeast Elevation, Looking Northwest
53. T-1180\_2016\_10\_17\_9, 7415 Station Road, c. 2015, View of North Elevation, Looking South
54. T-1180\_2016\_10\_17\_8, 7423 Station Road, c. 1940, View of South and West Elevations, Looking Northeast