

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

AECOM **Draft Submittal of Task 2** – December 7, 2016
Talbot County returns comments to AECOM – December 17, 2016

Tilghman Island

- Maryland Inventory of Historic Properties Form
- Capsule Summary
- Resource Map
- USGS Quad Map
- TIFF Photograph Folder
- Photograph Log

Mark Edwards 12-07-16
(Project Manager Signature) (Date)

Capsule Summary

Tilghman Island Historic District

T-546

Tilghman Island, Talbot County, MD

c. 1830-1945

The Tilghman Island Historic District, located in western Talbot County, Maryland, contains an extensive collection of houses, one church, two cemeteries, public spaces, and few commercial buildings within the village zoning boundary. These resources date primarily from 1830 to 1945 and reflect the rapid growth of the water-oriented town that prospered from the seafood industry and supporting businesses on the Eastern Shore of Maryland. The district encompasses much of the village's northern section, which contains mostly residential properties with a few commercial buildings and public resources such as a wharf and park. The district is principally characterized by frame buildings set on varying sized lots with a range of foundation types. The district is particularly distinctive for its collection of vernacular houses with stylistic influences, and the unique W-House, which has an L-shaped plan with a central, two-story, projecting bay that mimics a W-shape. The town's historic resources are located on Black Walnut Point Road, Chesapeake House Drive, Chicken Point Road, Coopertown Road, Dogwood Cove Road, Dogwood Harbor Road, Elmer Street, Foster Avenue, Gibsontown Road, Grimes Avenue, Harrison Lane, Island Club Road, Johns Way, Knapp Street, Landing Lane, Memory Lane, Mission Road, North Main Street, Oyster Shell Road, Phillips Road, South Main Street, Seth Avenue, Sinclair Avenue, Sunset Lane, Tilghman Beach Drive, Tilghman Island Road, Warf Road, Willey Road, and Windward Drive. These streets form the rough boundaries that define the limits of the historic district. The buildings along these streets are modest vernacular house forms, some with Greek Revival, Queen-Anne, and Dutch Colonial influences. These vernacular house forms include cross-gabled center hall, side hall/parlor plans with varying degrees of architectural decoration. The extent of architectural decoration involves Doric and Ionic columns and turned wood posts, decorative brackets and spindle work, and wood shingles of varying shapes such as curved and diamond. There are 19th and 20th century houses that also include American Foursquare, Craftsman, Bungalow, Cape Cod, and Minimal Traditional house types.

The period of significance spans from 1830 to 1945, marking when the seafood industries and supporting businesses grew and then declined as federal contracts for the provision of food for troops ended at the close of World War II. This end date of the period of significance was also referenced in the 1990 reconnaissance survey of Tilghman Island prepared by Elizabeth Hughes. Therefore, any buildings built after 1945 that are within the Tilghman Island Historic District boundaries are considered non-contributing within the district's period of significance. There are a number of historic resources that fall within the period of significance, but alterations have caused a loss of several aspects of integrity, including historic material, workmanship, and design, which in turn has affected their feeling and setting. These alterations tend to be a combination of replacement cladding, window replacement, multiple additions or large additions that are visible from the public-right-of-way. Also, if historic resources of a simple architectural type, such as a Vernacular or Minimal Traditional house, have lost two or more historical architectural elements, this resulted in them being classified as non-contributing elements within the Tilghman Island Historic District. Overall, the historic district is in good condition and only a

few historic resources are vacant. The residents continue general maintenance of their buildings, which has helped to maintain the historic district's visual cohesion.

Tilghman Island was included to Talbot County in 1707 and was originally called the "Great Choptank Island", but was also known as Foster's Island and later Ward's Island. Dating as far back as the late 1600s, the area of Tilghman Island can be found on historic maps where a bridge connects Tilghman Island to Knapps Narrows. The island's name was changed to Tilghman Island in the mid-1700s when it was inherited by Matthew Tilghman. By the mid-1800s, Tilghman's Island was purchased by General Tench Tilghman who would establish two steam sawmills. During the early 19th century, oystermen purchased land with close proximity to prime harvesting grounds. The interest of these oystermen would establish the bases for the island's thriving industries for steamboat service and the seafood industry. Tilghman Island's economy revolved around the bounties of the Bay, including crabbing, oystering, tonging and dredging, seafood packing and canning. Eventually, Tilghman would gradually transition from its agricultural origins through commercial food packing and seafood harvesting to the growing hospitality industry, which includes sport fishing and pleasure boating, along with cottage industries, small retail and hospitality enterprises. Tilghman Island continues to be the home of the largest fleet of working skipjacks that grace the waters of Dogwood Harbor.

The Tilghman Island Historic District is historically and architecturally significant. Under NRHP Criterion A, it is associated with events that have made a significant contribution to the broad patterns of our history. Tilghman Island grew and developed as a result of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Tilghman Island is one of the larger villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19th century until the mid-20th century. Also, the Tilghman Island Historic District is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. Tilghman Island's buildings, objects, and sites portray its 19th and 20th century periods of its history, and they characterize the district's importance in architecture, commerce to and from Tilghman Island and surrounding areas, and its contribution to Maryland's maritime history. Reflective of the village's growth and prosperity through this period, Tilghman Island's historic resources include collections of mid-to-late-19th century buildings that reflect vernacular architecture with stylistic influences, as well as early to mid-20th century revival and popular architectural designs.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. T-546

1. Name of Property (indicate preferred name)

historic Tilghman Island Historic District
 other _____

2. Location

street and number _____ not for publication
 city, town Tilghman Island vicinity
 county Talbot County

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

name _____
 street and number _____ telephone _____
 city, town _____ state _____ zip code _____

4. Location of Legal Description

courthouse, registry of deeds, etc. _____ liber _____ folio _____
 city, town Tilghman 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	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>116</u>	<u>199</u> buildings
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> social	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____	_____ Total
		<input checked="" type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	

7. Description

Inventory No. T-546

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary

The Tilghman Island Historic District, located in western Talbot County, Maryland, contains an extensive collection of houses, one church, two cemeteries, public spaces, and few commercial buildings within the village zoning boundary. These resources date primarily from 1830 to 1945 and reflect the rapid growth of the water-oriented town that prospered from the seafood industry and supporting businesses on the Eastern Shore of Maryland. The district encompasses much of the village's northern section, which contains mostly residential properties with a few commercial buildings and public resources such as a wharf and park. The district is principally characterized by frame buildings set on varying sized lots with a range of foundation types. The district is particularly distinctive for its collection of vernacular houses with stylistic influences, and the unique W-House, which has an L-shaped plan with a central, two-story, projecting bay that mimics a W-shape. The town's historic resources are located on Black Walnut Point Road, Chesapeake House Drive, Chicken Point Road, Coopertown Road, Dogwood Cove Road, Dogwood Harbor Road, Elmer Street, Foster Avenue, Gibsontown Road, Grimes Avenue, Harrison Lane, Island Club Road, Johns Way, Knapp Street, Landing Lane, Memory Lane, Mission Road, North Main Street, Oyster Shell Road, Phillips Road, South Main Street, Seth Avenue, Sinclair Avenue, Sunset Lane, Tilghman Beach Drive, Tilghman Island Road, Warf Road, Willey Road, and Windward Drive. These streets form the rough boundaries that define the limits of the historic district. The buildings along these streets are modest vernacular house forms, some with Greek Revival, Queen-Anne, and Dutch Colonial influences. These vernacular house forms include cross-gabled center hall, side hall/parlor plans with varying degrees of architectural decoration. The extent of architectural decoration involves Doric and Ionic columns and turned wood posts, decorative brackets and spindlework, and wood shingles of varying shapes such as round and diamond. There are 19th and 20th century houses that also include American Foursquare, Craftsman, Bungalow, Cape Cod, and Minimal Traditional house types.

The period of significance spans from 1830 to 1945, marking when the seafood industries and supporting businesses grew and then declined as federal contracts for the provision of food for troops ended at the close of World War II. This end date of the period of significance was also referenced in the 1990 reconnaissance survey of Tilghman Island, which was prepared by Elizabeth Hughes. Therefore, any buildings built after 1945 that are within the Tilghman Island Historic District boundaries are considered non-contributing within the district's period of significance. There are a number of historic resources that fall within the period of significance, but alterations have caused a loss of several aspects of integrity, including historic material, workmanship, and design, which in turn has affected their feeling and setting. These alterations tend to be a combination of replacement cladding, window replacement, multiple additions or large additions that are visible from the public-right-of-way. Also, if historic resources of a simple architectural type, such as a Vernacular or Minimal Traditional house, have lost two or more historical architectural elements, this resulted in them being classified as non-contributing elements within the Tilghman Island Historic District. Overall, the historic district is in good condition and only a few historic resources are vacant. The residents continue general maintenance of their buildings, which has helped to maintain the historic district's visual cohesion.

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General Description

Tilghman Island, Maryland is located in western Talbot County off the Bay Hundred Peninsula to the north, Harris Creek to the east and Choptank River to the south, all of which are tributaries of the Chesapeake Bay. The only road access to Tilghman Island is provided via MD 33. The road corridor, a two-lane highway inside the village limits, is identified as Tilghman Island Road until it reaches newer residential subdivisions, where it becomes Black Walnut Point Road. Commercial properties and public buildings or spaces are located off of Tilghman Island Road, except for public wharf areas, such as Dogwood Harbor wharf.

Tilghman Island's historic resources are predominantly framed structures that date from the second quarter of the 19th century and the first half of the 20th century (1830-1945). In general, the buildings stand on various sized lots with differing setbacks. The most common alterations to frame buildings are modern window replacements, porch enclosures or additions, and synthetic cladding, including asbestos and vinyl siding. It is assumed that most of the synthetic cladding did not involve the removal of period architectural trim or original weatherboard siding. Many of the additions are porch enclosures. Although Tilghman Island's regional history dates to the mid-18th century, no buildings from this period are extant, or have been altered beyond recognition. Only one known building dates from the 18th century. This is a property located at 21642 Chicken Point Road and has a construction date of 1750; however it has been extensively enlarged by modern additions, resulting in its loss of historic integrity. Therefore, it is considered non-contributing element within the Tilghman Island Historic District.

The prosperity that resulted from the seafood industry and its supporting businesses provided a new generation of domestic, commercial, and religious architecture for the water-oriented town of Tilghman Island. The various vernacular architectural styles that were constructed on Tilghman Island reflects the financial stability of the working middle-class supported by the seafood industry and its related businesses such as agriculture, shipbuilding, oystering, fishing, and canning. From the 1830s to 1910s, these architectural styles included variations of the vernacular with stylistic influences such as Greek Revival, Queen Anne, and Dutch Colonial, and stylistic orientation found in I-Houses and W-Houses. Vernacular buildings are based on building traditions passed down over time and reflect the local skills, technology, and materials of the community in which they are built. Generally, builders and craftspeople, not professional architects, have led the design process. The term vernacular can be applied to a broad range of buildings and structures in Talbot County, including dwellings. In vernacular architecture of the nineteenth century in the mid-Atlantic, builders commonly began with basic house forms and plans and then applied simplified ornamentation inspired by the fashionable styles of the time, such as Georgian, Greek Revival, Queen Anne, and Gothic Revival styles.

Ornamentation, when present, was simple and a building may have only exhibited one or two features, usually the most obvious characteristics of a style, such as an decorative front door centered on a two-story façade

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referencing the Georgian or Federal styles; porches supported by columns, pilasters, or a rectangular transom over the door flanked by sidelights inspired by the Greek Revival style; decorative, mass-produced verge boards like those found in the Gothic Revival style; and mass-produced spindlework, decorative shingles, or a turret or tower similar to the Queen Anne style features (KCI 1999: D-15-16; Lanier and Herman 1997:124, 127, 138, 145, 159, 161). One of the most common iterations of vernacular domestic architecture in the mid-Atlantic is the I-House, also known as the Straight House. A simple, rectangular building, the I-House features a relatively tall, thin profile (as seen from the end), two stories with a long, narrow main floor plan one room deep, and a side-gable roof. The façade is commonly symmetrical and may feature a one-story porch running the façade's length. Owners sometimes adapted the modest I-House's façade to be more fashionable with the addition of stylistic elements found in Georgian, Federal, or Greek Revival houses (Foster 2004:73-74; KCI 1999: D-15).

From the 1900s and as late as the 1950s, the architectural styles on Tilghman Island include American Foursquare, Bungalows, Craftsman, Cape Cods, and Minimal Traditional buildings. The American Foursquare was popular between 1890 and 1930 (Thornton n.d.). They are known for their boxy shape, being economical to build because of the straightforward lines and simplicity of design, and utilize every square inch of the building. Houses in the American Foursquare form are considered a vernacular subtype of the Prairie style (Craven 2004). This style house was developed to meet the housing needs for a new century and changing lifestyles. Common characteristics of the American Foursquare includes having a pyramidal hipped roof, front porches that span the full-width of the house, two to four simple columns to support the porch roof, two-and-one-half-stories with a full basement, and dormer windows (Thornton n.d.). They can have a symmetrical façade with a centered entry and equal groupings of windows on either side, or an asymmetrical façade with an offset entry. The floorplan utilized all the spaces inside the house, such as a four-room layout at the first story, including an entry foyer, living room, dining room and kitchen, and the second story having three-bedrooms and a bathroom.

The Craftsman style was developed from the idealistic philosophy of the Arts & Crafts Movement that inspired American architects and craftsmen like the Greene brothers, Frank Lloyd Wright, and George Stickley. One of the main concepts behind this style was to rediscover the value in hand crafting buildings using natural materials to create a more holistic life style. Examples of this style thus repudiated overly-ornate designs of the Industrial Age (NCHRP 2012). The Craftsman style typically has low-pitched roof lines that have a gabled or hipped roof, deep overhanging eaves, exposed rafters or decorative brackets under the eaves, an inset front porch, tapered or square columns to support the porch roof, three-over-one or six-over-one double-hung windows, and hand-crafted stone or woodwork. The Bungalow style is often described as a generic descendant of the American Arts & Crafts movement and was commonly built during the first half of the 20th century (KCI 1999). Bungalows are mostly known for their scale rather than their style, but their characteristics often include open floor plans, low-pitched roofs, and a large front porch. The Bungalow provided people an affordable option that was livable and charming. The distinction between the Craftsman style and Bungalows is the level of architectural detail.

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The Cape Cod style was prominent during the mid-20th century and was present in most eastern metropolitan areas during this time (KCI 1999). Cape Cods had minimal references to Colonial Revival and Modernist architecture. One to one-and-one-half story height, gable roofs that are medium to low-pitch, and two or three front gable dormer windows characterize this house type (KCI 1999). Exterior wall cladding can vary, but typically is wood clapboard, wood shingle, brick veneer, or asbestos shingles. Facades typically have centered entry doors and simplified decorative elements on Cape Cods are present through flat wood trim at corner boards, doors and around multi-light double-hung windows. Because of their small original size, examples of buildings in the Cape Cod style have been altered or enlarged.

The last architectural style that coincides with the opening of the Chesapeake Bay Bridge in 1952 is Minimal Traditional. Minimal Traditional houses rarely had more than 1,000 interior square feet, were one-and-one-half stories tall, had rectangular or L-shape plans and asymmetrical fenestration patterns (KCI 1999). The gable roofs are medium to low-pitch and side eaves are located close to the gable walls. Exterior walls are clad with a variety of cladding materials, such as simulated stone, asbestos shingle, aluminum siding, wood clapboard, brick, or any combination of these materials (NCHRP 2012). Attached garages or carports were not typical of this house form. Similar to the Cape Cod style, the Minimal Traditional style often could have an additional half story that contained bedrooms or unfinished space to be completed later by the homeowner. The Minimal Traditional houses on Tilghman Island have no decorative features.

Representative Styles, Contributing Resource Architectural Types, and Non-contributing Resources within Historic District

1) 21464 Gibsontown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roofed rear extension. The house has a full-length front porch with flat roof supported by three wood columns with spindlework, side entry with sidelights and transom, two-over-two double-hung wood windows with wood surrounds, side-hall plan, and wood frame. Alterations include asbestos siding.

2) 6031 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular W-House, single-family residence featuring an L-shaped plan with gable roofs, with a central, two-story, projecting curved bay with gable roof. The projecting bay's gable has a gothic attic window. The house has two-over-two double-hung wood windows with wood surrounds, a hipped roofed front porch supported by turned posts with spindlework, weatherboard siding, and wood frame. The main entry has sidelights and a transom.

3) 5718 Black Walnut Point Road, 1920, Contributing

Two-and-one-story, American Foursquare, single-family residence featuring a pyramidal roof with overhanging eaves, and a pyramidal roof dormer that has three windows. The house has a full-length, front porch with a

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hipped roof, windows arranged in singles and pairs that are four-over-one double-hung wood windows, exterior brick chimneys that pierce the roof eaves at the side elevations, side porch with hipped roof, center-hall plan, bevel-edged concrete block foundation, and wood frame. Alterations include vinyl siding, front and rear porch enclosures, and basement entry enclosure.

4) 21456 Wharf Road, 1940, Contributing

One-and-one-half-story, Craftsman, single-family residence featuring a side-gable roof that has decorative brackets at the gable's overhanging eaves, and a centrally placed shed roofed dormer with two windows. The house has an full-length front porch supported by four large columns that are comprised of rusticated concrete block at the lower half and wood beveled columns at the upper half. The porch is accessed by centered concrete steps with rusticated concrete block side walls and piers. The house has a centered entry, three-over-one double-hung wood windows, rusticated concrete block foundation, and wood frame. Alterations include vinyl siding.

5) 21512 Coopertown Road, 1900, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a gable roof dormer with a pair of windows. The house rests on a concrete block foundation. It has a full-length shed roofed front porch supported by four slender wood posts and a side porch with a hipped roof supported by a wood frame. The house has two-over-one double-hung wood windows arranged in singles and pairs, clad by wood shingles, has a wood entry door with three lights at the upper half, interior brick chimney, and a wood frame.

6) 21628 Chicken Point Road, 1937, Contributing

There are two houses on the parcel, with a 1937 Cape Cod located at the south end , and new construction at the north end of the parcel. The one-and-one-half-story, Cape Cod, single-family residence features a side-gable roof with two gable dormers. The house has a centered entry with simple wood surround, weatherboard siding, gable roof side extension, two brick chimneys, and a wood frame. Alterations include window replacement. The house at the north of the parcel is new, and thus a non-contributing element within the Tilghman Island Historic District.

7) 21477 Elmer Street, 1940, Contributing

One-and-one-half-story, Minimal Traditional, single-family residence featuring a side-gable roof with a shed roof front extension, concrete block foundation, and a wood frame. Alterations include vinyl siding and window replacement.

8) 5731 Tilghman Island Road, 1879, Contributing

Three-story, Vernacular Church featuring a front-gable roof with a bell tower at the northwest corner. The Tilghman Island United Methodist Church's façade has a central pair of lancet arch, one-over-one sash opaque stained glass windows flanked by two single stained glass windows on either side. Boxed cornice returns wrap around the gable end. The church entry has double doors on the offset bell tower. The northern elevation has

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seven lancet arch with opaque one-over-one sash stained glass windows. The eastern gable end has a square apse extension from the main structure as the central bay. A rectangular, clear stained glass window is set into the apse which is flanked by either side by an opaque stained glass window. The southern elevation is lit by three lancet arch, opaque one-over-one stained glass windows. Alterations include asbestos siding, a 1962 addition, and 1975 addition.

9) Cemetery on Tilghman Island Road, c. 1900, Contributing

10) Worker Housing on Phillips Road, c.1900, Contributing

One-story, Vernacular worker house that is seven bays in length and one bay deep. Six of the seven bays have one window and one door, with the seventh eastern bay only having a door. The house has a hipped roof with exposed rafter ends, weatherboard siding, six-over-six double-hung wood windows, wood paneled doors, and wood frame.

11) Dogwood Harbor Wharf, c.1830, Contributing
Dogwood Harbor Wharf.

12) Kronsberg Park on Tilghman Island Road, 1964, Contributing

13) 21420 Coopertown Road, 1954, Non-Contributing
Constructed outside of the period of significance.

14) 5879 Gibsontown Road, 1953, Non-Contributing
Constructed outside of the period of significance.

15) 21642 Chicken Point Road, 1750, Non-Contributing

Black Walnut Point Road

16) 5568 Black Walnut Point Road, 1998, Non-Contributing
Constructed outside of the period of significance.

17) 5660 Black Walnut Point Road, 1960, Non-Contributing
Constructed outside of the period of significance.

18) 5672 Black Walnut Point Road, 2000, Non-Contributing
Constructed outside of the period of significance.

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19) 5678 Black Walnut Point Road, 1940, Non-Contributing

One-story, Minimal Traditional, single-family residence. Alterations include vinyl siding, window replacement, and additions at the front, side, and rear. The house retains its integrity of location, setting, and association, but no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

20) 5686 Black Walnut Point Road, 1940, Contributing

One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers. The house has a gable roof porch entry supported by square posts with decorative brackets that rest on a brick stoop. Alterations include vinyl siding, window replacement, and a side addition.

21) 5690 Black Walnut Point Road, 1930, Contributing

One-and-one-half-story, Minimal Traditional, single-family residence that has a side-gable roof with a gable roofed porch entry supported by square posts. The house has a rusticated concrete block foundation, center entry with a wood door that has six lights at the upper half, six-over-one double-hung wood windows, and a wood frame. Alterations include vinyl siding.

22) 5698 Black Walnut Point Road, 1930, Contributing

One-story, Vernacular, single-family residence featuring an L-shaped plan with a cross-gable roof. The house is clad by wood shingles, windows arranged in singles and pairs, interior brick chimney, and a wood frame. Alterations include a front-porch enclosure and window replacement.

23) 5708 Black Walnut Point Road, 1971, Non-Contributing

Constructed outside of the period of significance.

24) 5718 Black Walnut Point Road, 1920, Contributing

Two-and-one-story, American Foursquare, single-family residence featuring a pyramid roof with overhanging eaves, and a pyramidal roof dormer that has three windows. The house has a full-length, front porch with a hipped roof, windows arranged in singles and pairs that are four-over-one double-hung wood windows, exterior brick chimneys that pierce the roof eaves at the side elevations, side porch with hipped roof, center-hall plan, bevel-edged concrete block foundation, and wood frame. Alterations include vinyl siding, front and rear porch enclosures, and basement entry enclosure.

25) Black Walnut Point Road, 1991, Non-Contributing

Constructed outside of the period of significance.

Chesapeake House Drive

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26) 21403 Chesapeake House Drive, 1920, Contributing

Two-story, Vernacular, single-family residence featuring a side-gable roof with a centrally placed cross gable tower. The house has overhanging eaves, interior brick chimneys, a full-length front porch with hipped roof, two-over-two double-hung wood windows, and a wood frame. Alterations include asbestos siding and front and rear porch enclosures.

27) 21415 Chesapeake House Drive, 1940, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a prominent front cross gable extension on the facade, and a roof with overhanging eaves. There is a corner porch with gable roof and near the gable peak are found decorative, tooth-shaped wood shingles. The house rests on a concrete block foundation. Its front gable extension has an exterior brick chimney that pierces the roof eave. The windows are arranged in singles and pairs, and are a combination of two-over two and one-over-one double-hung wood windows, with a one-over-one round-headed double-hung window near the gable peak on the facade. Alterations include asbestos siding and a front porch enclosure.

28) 21544 Chesapeake House Drive, 1999, Contributing

Two-and-one-half-story, hotel has a side-gable roof with three gable roof dormers, and two-story gable roof wings on the north and south elevations. The building has a continuous, one-story front porch enclosure with the winged sections having roof-top decks. Alterations include vinyl siding and window replacements. There is a 1999 house on the property that is constructed outside of the period of significance and is non-contributing.

Chicken Point Road

29) 21523 Chicken Point Road, 1920, Non-Contributing

One story, Bungalow, single-family residence. Alterations include front porch enclosure, vinyl siding, and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

30) 21524 Chicken Point Road, 1890, Contributing

Two-story, Vernacular W-House, single-family residence featuring an L-shaped plan with gable roofs, with a central, two-story, projecting curved bay with gable roof. The house has a hipp-roofed front porch supported by replacement turned posts and wood frame. Alterations include vinyl siding and window replacement.

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31) 21527 Chicken Point Road, 1930, Contributing

One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers, slightly inset front porch with shed roof supported by turned posts, interior brick chimney, centered entry, and wood frame. Alterations include asbestos siding, some window replacement, and a rear addition.

32) 21533 Chicken Point Road, 1890, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include window replacement, asbestos siding, front-porch enclosure, side-porch enclosure, and a large one-and-one-half-story side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

33) 21540 Chicken Point Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and fenestration alterations. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

34) 21545 Chicken Point Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, exterior side brick chimney, full-length front porch with hipped roof supported by turned posts, center-hall plan, and wood frame. Alterations include vinyl siding, window replacement, and rear porch enclosure.

35) 21547 Chicken Point Road, 1950, Non-Contributing

Constructed outside of the period of significance.

36) 21549 Chicken Point Road, 1950, Non-Contributing

Constructed outside of the period of significance.

37) 21552 Chicken Point Road, 1900, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, and multiple side additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the historic district.

38) 21560 Chicken Point Road, 1948, Non-Contributing

Constructed outside of the period of significance.

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39) 21565 Chicken Point Road, 1946, Non-Contributing
Constructed outside of the period of significance.

40) 21566 Chicken Point Road, 1890, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include asbestos siding, window replacement, and front-porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

41) 21567 Chicken Point Road, 1950, Non-Contributing
Constructed outside of the period of significance.

42) 21570 Chicken Point Road, 1951, Non-Contributing
Constructed outside of the period of significance.

43) 21574 Chicken Point Road, 1949, Non-Contributing
Constructed outside of the period of significance.

44) 21576 Chicken Point Road, 1900, Contributing
Two-story, Vernacular, single-family residence with Dutch Colonial influences features a high-pitch gambrel roof with full-length shed roofed dormer that has three windows. The centered entry has a gable-roof entry porch supported by Doric columns. The house has exterior brick chimneys, a bevel-edged concrete block foundation, and a wood frame. Alterations include composite shingle cladding, window replacement, and one-story side addition.

45) 21579 Chicken Point Road, 1950, Non-Contributing
Constructed outside of the period of significance.

46) 21581 Chicken Point Road, 1940, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring a front-gable roof with a shed roofed dormer. The house has a concrete slab foundation, a centered front-gable entry porch, and wood frame. Alterations include a front porch enclosure, vinyl siding, window replacement, and side addition.

47) 21584 Chicken Point Road, 1900, Contributing
Two-story, Vernacular, single-family residence featuring a side-gable roof with a centered gable. The house has two-over-two double-hung wood windows and a wood frame. Alterations include asbestos siding, and an enclosed front porch.

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48) 21587 Chicken Point Road, 1950, Non-Contributing
Constructed outside of the period of significance.

49) 21601 Chicken Point Road, 1953, Non-Contributing
Constructed outside of the period of significance.

50) 21603 Chicken Point Road, 1981, Non-Contributing
Constructed outside of the period of significance.

51) 21604 Chicken Point Road, 1948, Non-Contributing
Constructed outside of the period of significance.

52) 21605 Chicken Point Road, 2005, Non-Contributing
Constructed outside of the period of significance.

53) 21606 Chicken Point Road, 1978, Non-Contributing
Constructed outside of the period of significance.

54) 21614 Chicken Point Road, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include window replacement, vinyl siding, and multiple large additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

55) 21619 Chicken Point Road, 1940, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with clipped ends. The house has a centered entry with sidelights and is sheltered by a gable roof entry porch supported by pairs of Doric columns that rest on a brick stoop. The house has a brick foundation, an interior and exterior brick chimney, windows arranged in singles and pairs, and a wood frame. Alterations include vinyl siding, window replacement, and a rear and side addition.

56) 21628 Chicken Point Road, 1937, Contributing
There are two houses on the parcel, with a 1937 Cape Cod located at the south end, and new construction at the north end of the parcel. The one-and-one-half-story, Cape Cod, single-family residence features a side-gable roof with two gable dormers. The house has a centered entry with simple wood surround, weatherboard siding, gable roof side extension, two brick chimneys, and a wood frame. Alterations include window replacement. The house at to the north of the parcel is new, and thus a non-contributing element within the Tilghman Island Historic District.

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57) 21630 Chicken Point Road, 1969, Non-Contributing
Constructed outside of the period of significance.

58) 21634 Chicken Point Road, 1968, Non-Contributing
Constructed outside of the period of significance.

59) 21636 Chicken Point Road, 1950, Non-Contributing
Constructed outside of the period of significance.

60) 21638 Chicken Point Road, 1900, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof, gable-roof entry porch, side-gable extension, center-hall plan, and wood frame. Alterations include window replacement and vinyl siding.

61) 21642 Chicken Point Road, 1750, Non-Contributing

62) 21591 Chicken Point Road, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring a side-gable roof with a shed roof front extension with the roof extending over the entry. The house has an exterior concrete block chimney, one-bay wide utility shed on the east elevation, concrete block foundation and a wood frame. Alterations include asbestos siding and window replacement.

63) 21572 Chicken Point Road, 2011, Non-Contributing
Constructed outside of the period of significance.

64) Chicken Point Road, 1950, Non-Contributing
Constructed outside of the period of significance.

65) 21548 Chicken Point Road, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and large rear addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

Coopertown Road

66) 21398 Coopertown Road, 1900, Non-Contributing

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Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and front porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

67) 21406 Coopertown Road, 1997, Non-Contributing
Constructed outside of the period of significance.

68) 21407 Coopertown Road, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and front porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

69) 21417 Coopertown Road, 1920, Non-Contributing
One-story, single-family residence. Alterations include new concrete block foundation, vinyl siding, window replacement, and a rear addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

70) 21420 Coopertown Road, 1954, Non-Contributing
Constructed outside of the period of significance.

71) 21426 Coopertown Road, 1920, Contributing
One-story, Bungalow, single-family residence featuring a hipped roof, wood shingle cladding, an inset front porch and off-centered entry, and rests on a concrete block foundation. Alterations include window replacements and rear addition.

72) 21428 Coopertown Road, 1951, Non-Contributing
Constructed outside of the period of significance.

73) 21431 Coopertown Road, 1900, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

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74) 21432 Coopertown Road, 1900, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, front-porch enclosure, and side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

75) 21434 Coopertown Road, 1978, Non-Contributing

Constructed outside of the period of significance.

76) 21437 Coopertown Road, 1930, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a front-gable roof with a shed roofed dormer. The house has a full-length front porch with hipped roof supported by four wood columns and decorative brackets. It has a rock-face concrete block foundation, wood window surrounds, and wood frame. Alterations include window replacements and asbestos siding.

77) 21445 Coopertown Road, 1896, Non-contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and fenestration changes. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

78) 21449 Coopertown Road, 1940, Contributing

One-story, Minimal Traditional, single-family residence featuring a side-gable roof with an extend eave over the centered entry and a picture window flanked by windows. The house has two-over-two double-hung wood windows with horizontal lights, concrete block foundation, interior brick chimney, and a wood frame. Alterations include asbestos siding.

79) 21453 Coopertown Road, 1900, Non-Contributing

One-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

80) 21454 Coopertown Road, 1900, Contributing

One-story, Vernacular cottage featuring a front-gable roof, shed-roof front porch, wood-shingle cladding, six-over-six double-hung wood windows, and wood frame.

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81) 21465 Coopertown Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring side-gable roof with interior brick chimneys, weather board siding, six-over-six double-hung wood windows, early 20th century two-story side addition, and wood frame.

82) 21466 Coopertown Road, 1920, Contributing

One story, Bungalow, single-family residence featuring a front-gable roof with a square fixed four-light window near the gable peak, a full-length front porch, and a wood frame. Alterations include vinyl siding and a front-porch enclosure.

83) 21469 Coopertown Road, 1988, Non-Contributing
Constructed outside of the period of significance.

84) 21471 Coopertown Road, 1950, Non-Contributing
Constructed outside of the period of significance.

85) 21475 Coopertown Road, 1997, Non-Contributing
Constructed outside of the period of significance.

86) 21506 Coopertown Road, 1900, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, window replacement, and fenestration changes. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

87) 21509 Coopertown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, interior brick chimneys, full-length front porch enclosure with hipped roof supported by four wood posts, wood shingle cladding, center-hall plan, and wood frame. Alterations include window replacement and rear porch enclosure.

88) 21511 Coopertown Road, 2002, Non-Contributing
Constructed outside of the period of significance.

89) 21512 Coopertown Road, 1900, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a gabled roof dormer that has a pair of windows. The house has a concrete block foundation. It has a full-length shed roof front porch supported by four wood posts, and a side porch with a hipped roof supported by a wood frame. The

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house has two-over-one double-hung wood windows arranged in singles and pairs, clad by wood shingles, has a wood entry door with three lights at the upper half, interior brick chimney, and a wood frame.

90) 21514 Coopertown Road, 1940, Non-Contributing

One story, Bungalow, single-family residence. Alterations include front porch enclosure, side addition, window replacement, and vinyl siding. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

91) 21515 Coopertown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, front porch with hipped roof, two-over-two double-hung wood windows, an early two-story side addition, bay window at side elevation, side-hall plan, and wood frame. Alterations include concrete block chimney replacement, asbestos siding, partial front-porch enclosure, and rear porch enclosure.

92) 21522 Coopertown Road, 1900, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, window replacement, front and rear porch enclosures. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

93) 21526 Coopertown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, front porch with hipped roof, two-over-two double-hung wood windows, interior brick chimney end, side-hall plan, and wood frame. Alterations include vinyl siding, some window replacement, and rear addition.

94) 21527 Coopertown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, front porch with hipped roof, side-hall plan, and wood frame. Alterations include window replacement, and rear porch enclosure.

95) 21530 Coopertown Road, 1953, Non-Contributing

Constructed outside of the period of significance.

96) 21536 Coopertown Road, 1966, Non-Contributing

Constructed outside of the period of significance.

97) 21537 Coopertown Road, 2004, Non-Contributing

Constructed outside of the period of significance.

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98) 21541 Coopertown Road, 1956, Non-Contributing
Constructed outside of the period of significance.

99) 21422 Coopertown Road, 1976, Non-Contributing
Constructed outside of the period of significance.
Dogwood Cove Road

100) 21406 Dogwood Cove Road, 1990, Non-Contributing
Constructed outside of the period of significance.

101) 21412 Dogwood Cove Road, 1950, Non-Contributing
Constructed outside of the period of significance.

102) 21420 Dogwood Cove Road, 1948, Non-Contributing
Constructed outside of the period of significance.

103) 21432 Dogwood Cove Road, 1950, Non-Contributing
Constructed outside of the period of significance.

104) 21441 Dogwood Cove Road, 1972, Non-Contributing
Constructed outside of the period of significance.

105) 21454 Dogwood Cove Road, 1973, Non-Contributing
Constructed outside of the period of significance.

Dogwood Harbor Road

106) 21461 Dogwood Harbor Road, 1977, Non-Contributing
Constructed outside of the period of significance.

107) 21490 Dogwood Harbor Road, 1890, Contributing
Two-and-one-story, Vernacular I-House, single-family residence featuring a side-gable roof with rear gable extension. The roof has large shed roof dormers. The house has an interior brick chimney end, full-length front-porch with hipped roof supported by wood turned post, two-over-two double-hung wood windows with wood surrounds, center-hall plan, and wood frame. There is also a one-story, two-bay wide and one-bay deep, cottage to the side of the main residence. The cottage has a side-gable roof and two-over-two double-hung wood windows. Alterations include vinyl siding.

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108) Dogwood Harbor Wharf, c. 1830, Contributing
Dogwood Harbor Wharf.

Elmer Street

109) 21472 Elmer Street, 1981, Non-Contributing
Constructed outside of the period of significance.

110) 21477 Elmer Street, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring a side-gable roof with a shed roof front extension, concrete block foundation, and a wood frame. Alterations include vinyl siding and window replacement.

111) 21479 Elmer Street, 2006, Non-Contributing
Constructed outside of the period of significance.

112) 21483 Elmer Street, 1958, Non-Contributing
Constructed outside of the period of significance.

113) 21489 Elmer Street, 1952, Non-Contributing
Constructed outside of the period of significance.

114) 21503 Elmer Street, 1985, Non-Contributing
Constructed outside of the period of significance.

Foster Avenue

115) 21355 Foster Avenue, 1994, Non-Contributing
Constructed outside of the period of significance.

116) 21365 Foster Avenue, 1946, Non-Contributing
Constructed outside of the period of significance.

117) 21374 Foster Avenue, 2000, Non-Contributing
Constructed outside of the period of significance.

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118) Foster Avenue, 1960, Non-Contributing
Constructed outside of the period of significance.

Gibsonstown Road

119) 5873 Gibsonstown Road, 1957, Non-Contributing
Constructed outside of the period of significance.

120) 5879 Gibsonstown Road, 1953, Non-Contributing
Constructed outside of the period of significance.

121) 5882 Gibsonstown Road, 1830, Contributing
Two-story, Vernacular residence with Queen-Anne influences featuring an L-shaped plan with a cross-gable roof. The northeast bay has a tower with a turret roof. The façade's first story has a full-length front-porch with hipped roof supported by turned posts and has decorative brackets. The off-centered main entry has sidelights and a transom. The house is clad by wood shingles, interior brick chimney, one-over-one double-hung wood windows, and has a wood frame. Alterations include some window replacements and one-story rear addition.

122) 5896 Gibsonstown Road, 1900, Contributing
Two-and-one-story, Vernacular single-family residence with Queen-Anne influences. The house features a side-gable roof with a west gable extension. The east elevation has a one-story full-length porch with a hipped roof that is supported by turned posts and large decorative brackets, and the centered entry has sidelights and a transom. Resting on the porch roof is a second story curved bay that has a gable roof supported by decorative brackets. The east elevation's pedimented gable has a lancet window. The house has diamond-patterned cladding inside the gable ends and on the east elevation's second story curved bay and gable. All of the gable peaks have decorative bracketing. The south elevation has a two-story bay window and decorative brackets under the roof gable. The house is clad by weatherboard siding, has one-over-one double-hung wood windows, and has a wood frame. Alterations include additions on the west addition's west and south elevations.

123) 5899 Gibsonstown Road, 1900, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include composite shingle cladding, window replacement, front porch enclosure, and side additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

124) 5901 Gibsonstown Road, 1990, Non-Contributing
Constructed outside of the period of significance.

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125) 5903 Gibsontown Road, 1870, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include composite shingle cladding, window replacement, large two-story side addition, and one-story side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

126) 5904 Gibsontown Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and multiple rear additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

127) 21452 Gibsontown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, center-hall plan, one-story gable-roof side addition with exterior chimney, full-length front-porch with hipped roof supported by Doric columns, center-hall plan, and wood frame. Alterations include vinyl siding and window replacement.

128) 21457 Gibsontown Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring side-gable roof with center gable that has a Gothic attic window. The house has interior brick chimneys, side-hall plan, and wood frame. Alterations include vinyl siding, window replacement, and rear addition.

129) 21458 Gibsontown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roof rear extension. The house has a full-length front porch with hipped roof supported by turned wood posts, centered entry with sidelights and transom, center-hall plan, and wood frame. Alterations include vinyl siding and window replacement.

130) 21464 Gibsontown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roofed rear extension. The house has a full-length front porch with flat roof supported by three wood columns with spindlework, side entry with sidelights and transom, two-over-two double-hung wood windows with wood surrounds, side-hall plan, and wood frame. Alterations include asbestos siding.

131) 21469 Gibsontown Road, 1957, Non-Contributing

Constructed outside of the period of significance.

132) 21476 Gibsontown Road, 1900, Contributing

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Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roof rear extension. The house has an interior brick chimney end, full-length front porch with hipped roof supported by four wood columns with spindlework, side entry with sidelights, two-over-two double-hung wood windows, side-hall plan, and wood frame. Alterations include vinyl siding.

133) 21477 Gibsontown Road, 1996, Non-Contributing
Constructed outside of the period of significance.

134) 21478 Gibsontown Road, 1909, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof, exterior brick chimney end, enclosed full-length front porch with hipped roof, and wood frame. Alterations include window replacement, vinyl siding, front-porch enclosure, and utility enclosure.

135) 21485 Gibsontown Road, 2003, Non-Contributing
Constructed outside of the period of significance.

136) 21486 Gibsontown Road, 1900, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof, interior brick chimney, full-length front-porch with hipped roof supported by Doric columns, two-over-two double-hung wood windows, center-hall plan, and wood frame. Alterations include asbestos siding and one-story side addition.

137) 21498 Gibsontown Road, 1900, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring front-gable roof with connecting shed roof dormers. The house rests on a concrete block foundation, has two-over-one double-hung wood windows, has a wood frame, and a one-and-one-half-story rear extension. Alterations include asbestos siding and a front-porch enclosure.

138) 21500 Gibsontown Road, 1998, Non-Contributing
Constructed outside of the period of significance.

139) 21506 Gibsontown Road, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include two-story front porch, vinyl siding, and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

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140) 21512 Gibsontown Road, 1930, Contributing

One-and-one-half-story, Craftsman, single-family residence featuring a side-gable roof that has overhanging eaves with exposed rafter ends, decorative brackets, and a large gable dormer. The dormer has overhanging eaves, decorative brackets and three side-by-side windows. The inset front porch is supported by two large columns of rusticated concrete block on the lower half and wood beveled columns on the upper half. Between the columns is a wood balustrade. The house has six-over-one double-hung wood windows, a double-door entry, elevated rusticated concrete block foundation, and a wood frame. Alterations include vinyl siding and a rear addition.

141) 21521 Gibsontown Road, 1955, Non-Contributing

Constructed outside of the period of significance.

142) 21524 Gibsontown Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof, exterior brick chimneys, full-length front-porch with hipped roof, one-story gable-roofed rear extension with exterior brick chimney, center-hall plan, and wood frame. Alterations include vinyl siding and window replacement.

143) 21543 Gibsontown Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring a mansard roof with shed dormers. The house has an off-centered entry with sidelights, two-over-two double-hung windows, and wood frame. There is an early two-story side addition. Alterations include decorative fanlight above the main entry, mansard roof addition, vinyl siding, and a cupola.

144) 21545 Gibsontown Road, 1900, Contributing

Two-and-one-half-story, Vernacular house with Colonial-Revival influences featuring a side-gable roof with three evenly spaced gables that have windows. The single-family residence has a centered entry sheltered by a flat roof porch supported by two ionic columns and the entry has a fanlight. The house has a center-hall plan and a wood frame. Alterations include vinyl siding, window replacement, and rear porch enclosure.

145) 21548 Gibsontown Road, 1900, Contributing

Two-story, Vernacular boardinghouse featuring a side-gable roof. The façade has two entries flanked by windows at the first and second stories. The façade also has a two-story, full-length front porch. It has six-over-one double-hung wood windows and a wood frame. Alterations include vinyl siding.

146) 21551 Gibsontown Road, 2000, Non-Contributing

Constructed outside of the period of significance.

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147) 21552 Gibsontown Road, 1975, Non-Contributing
Constructed outside of the period of significance.

148) 21555 Gibsontown Road, 1986, Non-Contributing
Constructed outside of the period of significance.

149) Gibsontown Road, 1989, Non-Contributing
Constructed outside of the period of significance.

150) 6060 Grimes Avenue, c. 1900, Contributing
One-and-one-half-story, Vernacular building featuring a side-gable roof with a front shed roofed extension, weatherboard siding, six-over-six double-hung wood windows, interior brick chimney, and a wood frame. Alterations include some window replacement on the facade.

Harrison Lane

151) 5741 Harrison Lane, 1900, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, some window replacement, and porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

152) 5748 Harrison Lane, 1900, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include window replacement, vinyl siding, two side additions, and fenestration changes. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

153) 5753 Harrison Lane, 1993, Non-Contributing
Constructed outside of the period of significance

154) 5760 Harrison Lane, 1900, Non-Contributing
Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, some window replacement, front-porch enclosure, and two rear additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

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Island Club Road

155) 21526 Island Club Road, 1900, Contributing

Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramidal roof with a pyramidal-roofed dormer, off-centered entry with double side-lights and gable roof entry porch supported by two, wood craftsman columns, pairs of windows, interior brick chimney, side-hall plan, and wood frame. Alterations include vinyl siding and window replacements.

Johns Way

156) 5747 Johns Way, 2004, Non-Contributing

Constructed outside of the period of significance.

157) 5752 Johns Way, 2004, Non-Contributing

Constructed outside of the period of significance.

Knapp Street

158) 6030 Knapp Street, 2005, Non-Contributing

Constructed outside of the period of significance.

159) 6037 Knapp Street, 1949, Non-Contributing

Constructed outside of the period of significance.

160) 6038 Knapp Street, 1987, Non-Contributing

Constructed outside of the period of significance.

161) 6047 Knapp Street, 1900, Contributing

One-and-one-half-story, Cape Cod, single-family residence featuring a high pitched side-gable roof with one off-centered gable dormer and a prominent off-centered front-gable. The house has a hipped roof front porch, exterior brick chimney, concrete block foundation, and a wood frame. Alterations include a front porch enclosure, vinyl siding, window replacement and rear addition.

Landing Lane

162) 21310 Landing Lane, 1977, Non-Contributing

Constructed outside of the period of significance.

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Memory Lane

163) 5841 Memory Lane, 1976, Non-Contributing
Constructed outside of the period of significance.

164) 5844 Memory Lane, 1979, Non-Contributing
Constructed outside of the period of significance.

Mission Road

165) 21483 Mission Road, 1900, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roof rear extension, and gable ends with eave returns. The house has interior brick chimneys, full-length front-porch with hipped roof supported by Doric columns, centered entry with sidelights and transom, two-over-two double-hung wood windows, center-hall plan, and wood frame. Alterations include vinyl siding.

166) 21486 Mission Road, 1900, Contributing
Two-and-one-half-story, Vernacular boarding house featuring an L-shaped plan with a cross-gable roof. The façade has a prominent, second story gable projection that rests on a one-story front porch. Its gable ends have eave returns. The house has interior brick chimneys, weatherboard siding, an early side-porch enclosure that rests on brick piers, and has a wood frame. Alterations include window replacement. Another building is located to the south of the main building. It is a two-story, front-gable roof building that is three-bays wide and four-bays in length. It has three dormers at the north side and four dormers at the south side. The east elevation has two garage door openings and an entry. The building has weatherboard siding and a wood frame. Alterations include window replacement.

167) 21501 Mission Road, 1920, Non-Contributing
Vernacular church building. Alterations include some window replacement, a steeple missing its spire, and a large two-story side addition. The church retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, this building is a non-contributing element within the Tilghman Island Historic District.

168) 21503 Mission Road, 1900, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof, full-length front-porch with hipped roof supported by turned wood posts, center-hall plan, and wood frame. Alterations include window replacement vinyl siding, and rear addition.

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169) 21510 Mission Road, 1977, Non-Contributing
Constructed outside of the period of significance.

170) 21511 Mission Road, 1950, Non-Contributing
Constructed outside of the period of significance.

171) 21520 Mission Road, 2010, Non-Contributing
Constructed outside of the period of significance.

172) 21521 Mission Road, 1940, Non-Contributing
One-and-one-half-story, Minimal Traditional, single-family residence. Alterations include composite shingle cladding, window replacement, and rear porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

173) 21523 Mission Road, 1973, Non-Contributing
Constructed outside of the period of significance.

174) 21528 Mission Road, 1920, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring a side gable roof. The façade has a centered gable roof front porch supported by square wood columns. The house has four-over-one double-hung wood windows arranged in singles and pairs, rests on a concrete block foundation, has an exterior brick chimney that pierces the roof's eave, and has a wood frame. Alterations vinyl siding.

175) 21530 Mission Road, 1972, Non-Contributing
Constructed outside of the period of significance.

176) 21536 Mission Road, 1900, Contributing
Two-story, Vernacular I-House, single-family residence featuring side-gable roof, full-length front-porch with hipped roof, imbricated wood shingles inside the gable-ends, two-over-two double-hung wood windows, center-hall plan, and wood frame. Alterations include vinyl siding and front and rear porch enclosures.

177) 21546 Mission Road, 1969, Non-Contributing
Constructed outside of the period of significance.

178) 21551 Mission Road, 1990, Non-Contributing
Constructed outside of the period of significance.

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179) 21568 Mission Road, 2008, Non-Contributing
Constructed outside of the period of significance.

180) 21571 Mission Road, 1995, Non-Contributing
Constructed outside of the period of significance.

181) 21574 Mission Road, 1989, Non-Contributing
Constructed outside of the period of significance.

N Main Street

182) 5978 N Main Street, 2005, Non-Contributing
Constructed outside of the period of significance.

183) 6030 N Main Street, 1900, Non-Contributing
Two-and-one-half-story, vernacular building. Alterations include vinyl siding, window replacement, and multiple additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

184) 6104 N Main Street, 1940, Contributing
There are two houses on this parcel, with a 1940s Minimal Traditional house to the west and a 1920s American Foursquare to the northeast. The one-and-one-half-story, Minimal Traditional, single-family residence has a front-gable entry porch at the centered entry. There is a side entry with a wood door that has a glass light at the upper half and is sheltered by a front-gable hood supported by two square wood posts. The house has one-over-one double-hung wood windows, a concrete slab foundation, and has a wood frame. Alterations include asbestos siding. The two-and-one-half-story, American Foursquare, service station has a hipped roof with a gable dormer, concrete block walls with the second story clad by asbestos siding, windows arranged in singles and pairs that are six-over-six double-hung wood windows. Alterations include window replacement at the facade's first story, and additions at the side and rear.

Oyster Shell Road

185) 6107 Oyster Shell Road, 1900, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a shed roof dormer, a shed roof front porch supported by wood posts with decorative brackets, a centered entry with a wood door that has four vertical lights at the upper half, an interior brick chimney, pressed metal that covers the crawl space, and a wood frame. Alterations include asbestos siding and window replacement.

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Phillips Road

186) 21271 Phillips Road, 1976, Non-Contributing
Constructed outside of the period of significance.

187) 21284 Phillips Road, 2009, Non-Contributing
Constructed outside of the period of significance.

188) 21292 Phillips Road, 1974, Non-Contributing
Constructed outside of the period of significance.

189) 21308 Phillips Road, 1970, Non-Contributing
Constructed outside of the period of significance.

190) 21316 Phillips Road, 1940, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers, gable roof entry porch supported by turned posts, interior brick chimney, centered entry, and wood frame. Alterations include vinyl siding and window replacement.

191) 21318 Phillips Road, 1940, Non-Contributing
One-story, Minimal Traditional, single-family residence. Alterations include vinyl siding, window replacement, front porch enclosure and rear addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

192) 21320 Phillips Road, 1994, Non-contributing
Constructed outside of the period of significance.

193) 21327 Phillips Road, 1910, Contributing
Two-story, Vernacular I-House, single-family residence featuring a side-gable roof with cross-gable rear extension. The house has a full-length front-porch with hipped roof supported by four wood beveled columns, center-hall plan, and wood frame. Alterations include vinyl siding and window replacement.

194) 21340 Phillips Road, 1945, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers at the front and a full-length shed roof dormer at the rear. The house has a shed roofed front porch, three-over-one double-hung wood windows with decorative wood shutters, has a rusticated concrete block foundation, and

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a wood frame. Alterations include an exterior concrete block chimney, front porch enclosure, and a small rear addition.

195) 21343 Phillips Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof, wood door with two-by-two lights at the upper half, two-over-two double-hung wood windows, early two-story side addition, and wood frame. Alterations include asbestos siding, loss of front-porch portico, and rear-porch enclosure.

196) 21345 Phillips Road, 1986, Non-Contributing

Constructed outside of the period of significance.

197) 21352 Phillips Road, 1930, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side gable roof with a large shed roofed dormer clad by wood shingles. The façade has a full-length front porch with hipped roof that is supported by four wood square columns. The house rests on a concrete block foundation, has a centered entry, and has a wood frame. Alterations include vinyl siding and window replacements.

198) 21357 Phillips Road, 2000, Non-Contributing

Constructed outside of the period of significance.

199) 21360 Phillips Road, 1900, Non-Contributing

Two-story, Vernacular I-House, single-family residence. Alterations include vinyl siding, window replacement, and front porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

200) 21369 Phillips Road, 1910, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include window replacement, vinyl siding, new fenestration, and a side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

201) Phillips Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof with exterior brick chimney ends, a combination of six-over-six and two-over-two double-hung wood windows, and center-hall plan. Alterations include some window replacement and entry door replacement.

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202) Worker Housing at Phillips Road, c. 1900, Contributing

One-story, vernacular worker house that is seven bays in length and one bay deep. Six of the seven bays have one window and one door, with the seventh eastern bay contains only one door. The house has a hipped roof with exposed rafter ends, weatherboard siding, six-over-six double-hung wood windows, wood paneled doors, and wood frame.

S Main Street

203) 5796 S Main Street, 1910, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof with overhanging eaves, side-hall plan, wood paneled door with sidelights and transom, weatherboard siding, interior brick chimney end, and wood frame. Alterations include window replacement and rear addition.

204) 5806 S Main Street, 1974, Non-Contributing

Constructed outside of the period of significance.

205) 5840 S Main Street, 1950, Non-Contributing

Constructed outside of the period of significance.

206) 5852 S Main Street, 1975, Non-Contributing

Constructed outside of the period of significance.

207) S Main Street, 1940, Non-Contributing

One story, Minimal Traditional, single-family residence. Alterations include front-porch enclosure, vinyl siding, and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

Seth Avenue

208) 21417 Seth Avenue, 1951, Non-Contributing

Constructed outside of the period of significance.

Sinclair Avenue

209) 21456 Sinclair Avenue, 1989, Non-Contributing

Constructed outside of the period of significance.

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210) 6053 Sinclair Avenue, 1954, Non-Contributing
Constructed outside of the period of significance.

211) 6055 Sinclair Avenue, 1961, Non-Contributing
Constructed outside of the period of significance.

212) 21378 Sinclair Avenue, 2003, Non-Contributing
Constructed outside of the period of significance.

213) 21384 Sinclair Avenue, 1940, Non-Contributing
One-story, Minimal Traditional, single-family residence. Alterations include vinyl siding, window replacement, and shed roof dormer. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

214) 21396 Sinclair Avenue, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include asbestos siding, window replacement, and front porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District..

215) 21398 Sinclair Avenue, 1986, Non-Contributing
Constructed outside of the period of significance.

216) 21400 Sinclair Avenue, 1900, Non-Contributing
One-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and multiple additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District..

217) 21402 Sinclair Avenue, 1969, Non-Contributing
Constructed outside of the period of significance.

218) 21410 Sinclair Avenue, 1900, Contributing
Two-story, Vernacular, single-family residence featuring side-gable roof with interior brick chimney, two-over-two double-hung wood windows, center-hall plan, and wood frame. Alteration include vinyl siding.

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219) 21413 Sinclair Avenue, 1940, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers. The house has a full-length front porch, exterior brick chimney, and a wood frame. Alterations include vinyl siding, window replacement, and front and rear porch enclosures.

220) 21418 Sinclair Avenue, 1900, Contributing
Two-story, Vernacular, single-family residence featuring side-gable roof with interior brick chimney end, gable-roof entry porch, center-hall plan, and wood frame. Alterations include composite shingle cladding and window replacement.

221) 21422 Sinclair Avenue, 1993, Non-Contributing
Constructed outside of the period of significance.

222) 21423 Sinclair Avenue, 1965, Non-Contributing
Constructed outside of the period of significance.

223) 21427 Sinclair Avenue, 1900, Non-Contributing
One-story, Vernacular, single-family residence. Alterations include vinyl siding and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

224) 21430 Sinclair Avenue, 1970, Non-Contributing
Constructed outside of the period of significance.

225) 21435 Sinclair Avenue, 1989, Non-Contributing
Constructed outside of the period of significance.

226) 21444 Sinclair Avenue, 1990, Non-Contributing
Constructed outside of the period of significance.

Sunset Lane

227) 6029 Sunset Lane, 1999, Non-Contributing
Constructed outside of the period of significance.

228) 6030 Sunset Lane, 1950, Non-Contributing
Constructed outside of the period of significance.

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229) 6050 Sunset Lane, 1950, Non-Contributing
Constructed outside of the period of significance.

230) 6058 Sunset Lane, 1955, Non-Contributing
Constructed outside of the period of significance.

231) 6070 Sunset Lane, 1998, Non-Contributing
Constructed outside of the period of significance.

232) 6102 Sunset Lane, 1950, Non-Contributing
Constructed outside of the period of significance.

Tilghman Beach Drive

233) 5753 Tilghman Beach Drive, 1968, Non-Contributing
Constructed outside of the period of significance.

234) 5756 Tilghman Beach Drive, 1977, Non-Contributing
Constructed outside of the period of significance.

235) 5758 Tilghman Beach Drive, 1985, Non-Contributing
Constructed outside of the period of significance.

236) 5765 Tilghman Beach Drive, 2008, Non-Contributing
Constructed outside of the period of significance.

237) 5772 Tilghman Beach Drive, 1967, Non-Contributing
Constructed outside of the period of significance.

238) 5777 Tilghman Beach Drive, 1988, Non-Contributing
Constructed outside of the period of significance.

239) 5782 Tilghman Beach Drive, 1980, Non-Contributing
Constructed outside of the period of significance.

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240) 5790 Tilghman Beach Drive, 1968, Non-Contributing
Constructed outside of the period of significance.

241) 5800 Tilghman Beach Drive, 1974, Non-Contributing
Constructed outside of the period of significance.

242) 5813 Tilghman Beach Drive, 1973, Non-Contributing
Constructed outside of the period of significance.

243) 5816 Tilghman Beach Drive, 1979, Non-Contributing
Constructed outside of the period of significance.

244) 5820 Tilghman Beach Drive, 1965, Non-Contributing
Constructed outside of the period of significance.

245) 5825 Tilghman Beach Drive, 1987, Non-Contributing
Constructed outside of the period of significance.

246) 5828 Tilghman Beach Drive, 1965, Non-Contributing
Constructed outside of the period of significance.

Tilghman Island Road

247) 5724 Tilghman Island Road, 1960, Non-Contributing
Constructed outside of the period of significance.

248) 5731 Tilghman Island Road, 1879, Contributing
Photograph is of the Tilghman Island United Methodist Church Cemetery. Photograph 8 is of the Church. .

249) 5738 Tilghman Island Road, 1972, Non-Contributing
Constructed outside of the period of significance.

250) 5740 Tilghman Island Road, 1910, Contributing
Two-story, Vernacular I-House, single-family residence featuring a side-gable roof, interior brick chimney ends, full-length front porch with shed roof supported by four turned wood posts with spindlework, two-story corner pilasters, a center-hall plan, and a wood frame. Alterations include vinyl siding and window replacement.

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251) 5746 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof, interior brick chimney, full-length front porch with hipped roof supported by four square wood columns, six-over-six double-hung wood windows, center-hall plan, and a wood frame. Alterations include some window replacement and vinyl siding.

252) 5760 Tilghman Island Road, 1920, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof, exterior brick chimney, full-length front porch with a hipped roof supported by four square wood posts, a center-hall plan, and a wood frame. Alterations include asbestos siding and window replacement.

253) 5772 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring a front-gable roof. Inside the gable is wood shingle cladding and a four-light diamond-shaped attic window. The house has a full-length front porch with hipped roof supported by columns with brick piers at the lower half and beveled wood columns at the upper half. There is an early two-story side with a shed roof and at the rear is an early gable roof addition. Alterations include window replacement, vinyl siding, and front porch enclosure.

254) 5776 Tilghman Island Road, 1920, Contributing

The parcel has two connecting commercial buildings located on the lot. Both date from the 1920s and are listed on the Maryland Inventory for Historic Properties as T-844 and T-845. The southern building is a one-and-one-half-story, Vernacular general store featuring a front-gable roof. It has two-over-two double-hung wood windows, double wood-door entry, and a double-hung window at the gable peak. The northern building has a flat roof with a parapet wall at the roofline with decorative brackets. Both buildings have weatherboard siding, are connected by a full-length hipped roof porch supported by jacks, and wood frames. Alterations include some window replacement, and two bay window additions at the facade.

255) 5793 Tilghman Island Road, 1950, Non-Contributing

Constructed outside of the period of significance.

256) 5814 Tilghman Island Road, 1920, Contributing

One-story, agricultural building that is seven-bays in width and one-bay deep. The building has a shed roof and has a wood frame. The outer and center bays are filled with double doors of wood vertical boards, and in-between these bays are pairs of windows or doors. Four of the seven bays are inset. Alterations include window replacement.

257) 5858 Tilghman Island Road, 1910, Contributing

Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramidal roof. Off-centered, wide brick steps with concrete side walls access the facade's full-length front porch with shed roof.

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The house rests on a rock-faced concrete block foundation. The house's exterior is clad by wood shingles and has one-over-one double-hung wood windows arranged in singles and pairs. The house has an interior brick chimney, side-hall plan, and wood frame. Alterations include porch enclosures at the facade and rear.

258) 5877 Tilghman Island Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include asbestos siding, window replacement, and front and side additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

259) 5879 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof, interior brick chimney end, full-length front-porch with hipped roof, side-hall plan, and wood frame. Alterations include window replacement and vinyl siding.

260) 5883 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring a side-gable roof with a second story projecting front-gable. The house has a centered wood and glass door with sidelights and transom. The house has a one-story, wrap-around porch with hipped roof supported by Doric columns, two-over-two double-hung windows, a bay window at the south elevation's first story, and has a wood frame. Alterations include vinyl siding.

261) 5887 Tilghman Island Road, 2005, Non-Contributing

Constructed outside of the period of significance.

262) 5893 Tilghman Island Road, 1949, Non-Contributing

Constructed outside of the period of significance.

263) 5904 Tilghman Island Road, 1920, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a wide shed roof dormer, and both has exposed rafter ends. It has a full-length front porch with a shed roof that is supported by four square wood posts, windows arranged in singles and pairs, one-story side extension with a gable roof and exposed rafter ends, a centered wood and glass door, concrete block foundation, and a wood frame. Alterations include aluminum siding and window replacement.

264) 5907 Tilghman Island Road, 1855, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and a large two-story side addition. The house retains its integrity of location, setting, and association, but it no longer

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retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District..

265) 5909 Tilghman Island Road, 1954, Non-Contributing
Constructed outside of the period of significance.

266) 5912 Tilghman Island Road, 1940, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers. Alterations include asbestos siding, window replacement, rear addition, and exterior concrete block chimney.

267) 5918 Tilghman Island Road, 1910, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, three-story front porch, and three-sided rooftop projecting bay addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

268) 5932 Tilghman Island Road, 2000, Non-Contributing
Constructed outside of the period of significance.

269) 5933 Tilghman Island Road, 1900, Non-Contributing
Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and multiple additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

270) 5934 Tilghman Island Road, 1949, Non-Contributing
Constructed outside of the period of significance.

271) 5942 Tilghman Island Road, 1987, Non-Contributing
Constructed outside of the period of significance.

272) 5949 Tilghman Island Road, 1920, Contributing
Parcel has two buildings on one lot that are connected. The southern building is a one-story general store with a side-gable roof, wood shingle cladding, side porch, and wood frame. The one-story building's alterations include window replacement. The northern building is a two-story I-House with a side-gable roof. The I-House is clad with asbestos siding except for the west elevation that is clad with wood shingles. The I-House's alterations include asbestos siding, a one-story wrap-around porch enclosure, and window replacement.

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273) 5952 Tilghman Island Road, 1940, Contributing

One-and-one-half-story, Craftsman, single-family residence featuring a pyramidal roof that has overhanging eaves, three hipped roof dormers with pairs of windows, and an interior brick chimney. The inset front porch is supported by four columns of rock-faced concrete block on the lower half and wood beveled columns on the upper half. The house has windows arranged in singles and pairs, a rock-faced concrete block foundation, and a wood frame. Alterations include vinyl siding and window replacement.

274) 5957 Tilghman Island Road, 1956, Non-Contributing

Constructed outside of the period of significance.

275) 5959 Tilghman Island Road, 1900, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a side-gable roof with a gable roof dormer. The house has a concrete block foundation, full-length front porch, centered entry, and a wood frame. Alterations include asbestos siding, window replacement, and front and rear porch enclosures.

276) 5960 Tilghman Island Road, 1920, Contributing

One-story, Bungalow, single-family residence featuring a hipped roof covered with metal seamed cladding. The house is clad by a stone veneer, has an inset front porch, an interior brick chimney, and a wood frame. Alterations include exterior Formstone cladding, window replacements, front porch enclosure, and a front wood ramp.

277) 5997 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring side-gable roof with gable roof rear extension. The house has an exterior side brick chimney, full-length front-porch with shed roof supported by four square wood posts, two-over-two double-hung wood windows, side-hall entry, and wood frame. Alterations include asbestos siding and some window replacement.

278) 6016 Tilghman Island Road, 1997, Non-Contributing

Constructed outside of the period of significance.

279) 6031 Tilghman Island Road, 1900, Contributing

Two-story, Vernacular W-House, single-family residence featuring an L-shaped plan with gable roofs, with a central, two-story, projecting bay with gable roof. The projecting curve bay's gable has a gothic attic window. The house has two-over-two double-hung wood windows with wood surrounds, a hipped roofed front porch supported by turned posts with spindlework, weatherboard siding, and wood frame. The main entry has sidelights and a transom.

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280) 6032 Tilghman Island Road, 1890, Contributing

The parcel has two connecting buildings located on the lot, both dating from the 1890s. The northern Vernacular building is a one-story general store building with a shed roof and a parapet wall. Alterations include window replacement and vinyl siding. The southern building is a two-and-one-half-story, Vernacular single-family residence with full-length front porch with a shed roof supported by turned wood posts. It has weatherboard siding, wood shingles inside the gable, and a wood frame. Alterations include window replacement.

281) 6058 Tilghman Island Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

282) 6061 Tilghman Island Road, 1940, Non-Contributing

One-and-one-half-story, Bungalow, single-family residence. Alterations include front and side additions, vinyl siding, and window replacement. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

283) 6067 Tilghman Island Road, 1950, Non-Contributing

Constructed outside of the period of significance.

284) 6082 Tilghman Island Road, 1963, Non-Contributing

Constructed outside of the period of significance.

285) 6094 Tilghman Island Road, 1930, Contributing

One-and-one-half-story, Craftsman, single-family residence featuring a front-gable roof that has a shed roof dormer. The façade has a full-length front porch with hipped roof that is supported by three columns of concrete block on the lower half and wood beveled columns on the upper half, and inset between the columns is a wood cross-beam balustrade. The windows are arranged in singles and pairs, and the house has a wood frame. Alterations include vinyl siding and window replacement.

286) 6100 Tilghman Island Road, 1920, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring a front-clipped gable roof, hipped roof front porch supported by two square wood columns, centered entry, and wood frame. Alterations include corrugated metal cladding the foundation, asbestos siding, and window replacements.

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287) 6129 Tilghman Island Road, 1960, Non-Contributing
Constructed outside of the period of significance.

288) 6136 Tilghman Island Road, 1930, Non-Contributing
Vernacular commercial building. Alterations include window replacement, vinyl siding, and multiple large additions. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District..

289) 21391 Tilghman Island Road, 1910, Contributing
Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramidal roof with a pyramidal-roof dormer. The house has an interior brick chimney, center-hall plan, and wood frame. Alterations include vinyl siding, window replacement, and a two-story, full-length front porch.

290) Tilghman Island Road, 1916, Contributing
Elevated one-story, Vernacular bank building. The building is made of brick, with the façade having exposed brick and its remaining brick walls clad with stucco. It has a gable roof with a rear cross-gable. The façade features a heavy broken cornice with a centered gable cornice. The centered main entry is accessed by brick steps and the entry has pilasters with a fanlight. There are one-over-one double-hung wood windows.

291) Tilghman Island Road, 1940, Contributing
One-story warehouse building made of concrete block construction and is three-bays wide by three-bays in length. The south elevation has three large bay openings, one of which has a large rolling weatherboard door. Alterations include window replacement and door replacement.

292) Tilghman Island Road, 1900, Contributing
Two-story, Vernacular, single-family residence featuring a shed roof. The house has a centered entry with a wood and glass door, two-over-two double-hung wood windows, a simple cornice at the parapet wall that is supported by small decorative brackets, wood shingle cladding, side porch with hipped roof supported by four Doric columns, and a wood frame. Alterations include some asbestos siding.

293) Tilghman Island Road, 1900, Contributing
Two-story, Vernacular, single-family residence featuring a front-gable roof with wood shingles inside the gable peak. The house has a wrap-around porch with a hipped roof supported by Doric columns, two-over-two double-hung wood windows and a wood frame. Alterations include vinyl siding.

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294) Cemetery at Tilghman Island Road, c. 1900, Contributing

295) Kronsberg Park at Tilghman Island Road, 1964, Non-Contributing
Park was formed outside of the period of significance.

296) Tilghman Island Road, 1962, Non-Contributing
Constructed outside of the period of significance.

297) Tilghman Island Road, 1963, Non-Contributing
Constructed outside of the period of significance.

Wharf Road

298) 21396 Wharf Road, 1998, Non-Contributing
Constructed outside of the period of significance.

299) 21397 Wharf Road, 1890, Contributing
Two-story, Vernacular W-House, single-family residence featuring an L-shaped plan with gable roofs, with a central, two-story, projecting bay with gable roof. The gable ends have eave returns. The projecting bay's gable is closed and has a Gothic attic window. The house has two-over-two double-hung wood windows, a flat roofed front porch supported by turned posts, and a second story entry that leads to a balcony. The main entry has sidelights and a transom. Alterations include asbestos siding.

300) 21404 Wharf Road, 1920, Contributing
Two-story, Vernacular I-House, single-family residence featuring a side-gable roof with eave returns, exterior brick chimney ends, full-length front porch with hipped roof supported by eight wood square posts, two-over-two double-hung wood windows, centered entry with a wood door that has three-by-three lights at the upper half, a center-hall plan, and a wood frame. Alterations include vinyl siding.

301) 21412 Wharf Road, 2003, Non-Contributing
Constructed outside of the period of significance.

302) 21415 Wharf Road, 1963, Non-Contributing
Constructed outside of the period of significance.

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303) 21423 Wharf Road, 1913, Contributing

Two-and-one-half-story, Vernacular, single-family residence featuring a front-gable roof with eave returns, and a two-over-two double-hung gothic window. The house has a full-length front porch with hipped roof supported by turned post, an off-centered entry with a fanlight wooden door, six-over-six double-hung wood windows, interior brick chimney, and wood frame. Alterations include vinyl siding and rear addition.

304) 21424 Wharf Road, 1900, Contributing

Two-and-one-half-story, Vernacular, single-family residence featuring a side-gable roof with an interior brick chimney. The facade has a one-story full-length porch with a hipped roof, and resting on the porch roof is a second story projecting bay that has a gable roof with dropped finials. Inside the gable is a two-over-two round-headed double-hung attic window. The house has two-over-two double-hung wood windows with wood surrounds, and the gable ends have two, two-over-two single-hung attic wood windows. Alterations include vinyl siding, front and rear porch enclosure.

305) 21425 Wharf Road, 1900, Contributing

Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramid roof that has a pyramidal-roof dormer with a pair of awning windows with four lights. The facade has an off-centered entry and a full-length front porch with a hipped roof supported by three wood beveled columns at the upper half that rest on rock-face concrete block columns at the lower half. The house rests on a rock-face concrete block foundation. The house has four-over-one double-hung wood windows arranged in singles and pairs. The house has an interior brick chimney, side-hall plan, and wood frame. Alterations include vinyl siding.

306) 21426 Wharf Road, 1920, Contributing

Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramidal roof. The facade has an off-centered entry and a full-length front porch with a hipped roof supported by three wood beveled columns at the upper half that rest on concrete block columns at the lower half. The house rests on a concrete block foundation. The house has an interior brick chimney, side-hall plan, and wood frame. Alterations include vinyl siding, window replacement and porch enclosures at the facade and rear.

307) 21433 Wharf Road, 1949, Non-Contributing

Constructed outside of the period of significance.

308) 21441 Wharf Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring side-gable roof with an off-centered front gable that contains an attic window. The first story has a centered entry and is flanked by a bay window and a window. The house has a full-length front porch with hipped roof that is supported by flared wood columns, two-over-two double-hung wood frame windows with wood surrounds, and a wood frame. Alterations include vinyl siding and rear addition.

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309) 21442 Wharf Road, 1900, Non-Contributing

Two-and-one-story, Vernacular single-family residence. Alterations include vinyl siding, window replacement, entry sidelights and transom infill, two-story bay window addition on the façade, two-story bay window addition on the east elevation, and porch enclosure at the west elevation. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

310) 21444 Wharf Road, 1900, Contributing

Two-story, Vernacular, single-family residence featuring a side-gable roof with eave returns. The facade has a centered, two-story projecting bay with a front-gable roof. Inside the front gable is wood shingle cladding and a triangular-shaped fixed window. The house has a full-length front-porch with hipped roof supported by slender Doric columns. The house has a centered wood door with two-by-three lights at the upper half, side exterior brick chimney, and a wood frame. Alterations include vinyl siding, window replacement, and a rear addition.

311) 21451 Wharf Road, 1890, Contributing

Two-and-one-half-story, Vernacular W-House, single-family residence featuring an L-shaped plan with gable roofs, with a central, two-story, projecting bay with gable roof. The gable ends have eave returns. The projecting bay's gable is closed, has decorative wood cladding, and has a Gothic attic window. The house has a flat roofed front porch supported by Doric columns, and a second story entry leads out to a balcony. The main entry has sidelights. Alterations include window replacement, and vinyl siding.

312) 21456 Wharf Road, 1940, Contributing

One-and-one-half-story, Craftsman, single-family residence featuring a side-gable roof that has decorative brackets at the gable's overhanging eaves, and a centrally placed shed roofed dormer with two windows. The house has a full-length front porch supported by four large columns that are comprised of rusticated concrete block at the lower half and wood beveled columns at the upper half. The porch is accessed by centered concrete steps with rusticated concrete block side walls and piers. The house has a centered entry, three-over-one double-hung wood windows, rusticated concrete block foundation, and wood frame. Alterations include vinyl siding.

313) 21461 Wharf Road, 2005, Non-Contributing

Constructed outside of the period of significance.

314) 21463 Wharf Road, 1900, Contributing

Two-story, Vernacular I-House, single-family residence featuring a side-gable roof with centered gable that has a two-over-one single-hung wood window. The house has a full-length hipped roof front porch supported by four wood beveled columns, interior brick chimney end, one-story rear extension with two-over-one double-

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hung wood windows, center-hall plan, and a wood frame. Alterations include vinyl siding and window replacement.

315) 21472 Wharf Road, 1950, Non-Contributing
Constructed outside of the period of significance.

316) 21480 Wharf Road, 1924, Non-Contributing
Two-and-one-half-story, American Foursquare, single-family residence. Alterations include stucco cladding, window replacements, enclosed overhanging eaves, and a large, front-porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

317) 21483 Wharf Road, 1930, Contributing
One-and-one-half-story, Craftsman, single-family residence featuring a side-gable roof that has a large gable dormer with a centered inset that contains a large fixed window. This inset is flanked by small, three-over-one double-hung windows. The house has a full-length front porch with a shed roof that is supported by two large square columns of rock-faced concrete block, centered wood steps access the front porch, and the top of the steps met by rock-faced concrete block piers. The windows are arranged in singles and pairs, and are four-over-one double-hung wood windows. The house has a rock-faced concrete block foundation and a wood frame. Alteration include vinyl siding.

318) 21485 Wharf Road, 1900, Contributing
Two-story, Vernacular, single-family residence featuring a side-gable roof with eave returns, and a centered two-story bay with front-gable roof that has a simple triangular window. The house has a full-length front-porch with hipped roof, a centered wood door with side-lights, two-over-two double-hung wood windows, interior brick chimneys, and a wood frame. Alterations include vinyl siding, front-porch enclosure, and a rear and side addition.

319) 21488 Wharf Road, 1920, Contributing
Two-and-one-half-story, Vernacular, single-family residence featuring a front-gable roof with eave returns, and a two-story gable roof side extension with eave returns. Both gable ends have decorative spindlework near the gable peak. The house has a full-length front porch with hipped roof supported by turned post and decorative brackets, an off-centered entry, two-over-two double-hung wood windows, wood shingle cladding, interior brick chimney, and wood frame. Alterations include three, side-by-side windows at the first story.

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320) 21502 Wharf Road, 1900, Contributing

Two-and-one-half-story, Vernacular, single-family residence featuring a side-gable roof with an interior brick chimney. The facade has a one-story full-length porch with a hipped roof that is supported by turned posts and decorative brackets, and the centered entry has sidelights and transom. Resting on the porch roof is a second story projecting bay with a gable roof supported by decorative brackets. Inset within the gable is wood shingle cladding, a half-circular window, and spindlework at the gable peak. The east and west (side) elevations have two-story bay windows and decorative brackets under the roof gables. Alterations include vinyl siding, window replacement, and a one-story side addition.

321) 21504 Wharf Road, 1950, Non-Contributing

Constructed outside of the period of significance.

322) 21512 Wharf Road, 1920, Contributing

Two-and-one-half-story, American Foursquare, single-family residence featuring a pyramid roof with overhanging eaves and exposed rafter ends, a pyramidal-roof dormer, and an interior brick chimney. The off-centered entry has double side-lights and there is a full-length front porch with a hipped roof that has overhang eaves with exposed rafter ends. Off-centered concrete steps edged with brick and stucco side-steps provide access the front porch, which is supported by four large beveled columns on the upper half that rest on concrete block piers. The front porch has a brick balustrade. The house rests on an elevated foundation. The house has four-over-one double-hung wood windows arranged in singles, pairs, and bands with brick sills. The house has an exterior brick chimney, side-hall plan, and wood frame. Alterations include stucco cladding and a rear porch enclosure.

Willey Road

323) 21454 Willey Road, 1900, Contributing

One-story, Bungalow, single-family residence featuring an L-shaped plan with a cross-gable roof and exposed rafter ends. The house has three-over-one double-hung wood windows, a wood door entry with three vertical lights at the upper half, an exterior brick chimney, and a wood frame. Alterations include vinyl siding.

324) 21472 Willey Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and two-story side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

325) 21480 Willey Road, 1900, Non-Contributing

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Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and second story side addition. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

326) 21486 Willey Road, 1941, Contributing

One-and-one-half-story, Cape Cod, single-family residence featuring a side-gable roof with two gable dormers. The house also exhibits a gable roof porch entry supported by square posts that rest on a concrete block foundation. The house has windows that are arranged in singles and pairs. The house rests on a concrete block foundation and has a wood frame. Alterations include vinyl siding, window replacement and a front porch enclosure.

327) 21492 Willey Road, 1900, Non-Contributing

Two-story, Vernacular, single-family residence. Alterations include vinyl siding, window replacement, and front porch enclosure. The house retains its integrity of location, setting, and association, but it no longer retains its integrity of design, material, workmanship, and feeling. Therefore, the house is a non-contributing element within the Tilghman Island Historic District.

Windward Drive

328) 5490 Windward Drive, 1960, Non-Contributing

Constructed outside of the period of significance.

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 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: _____

Specific dates	1830-1945	Architect/Builder
Construction dates		
Evaluation for:		
<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> Maryland Register	<input type="checkbox"/> 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 Tilghman Island Historic District is historically and architecturally significant. Under NRHP Criterion A, it is associated with events that have made a significant contribution to the broad patterns of our history. Tilghman Island grew and developed as a result of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Tilghman Island is one of the larger villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19th century until the mid-20th century. Also, the Tilghman Island Historic District is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. Tilghman Island's buildings, objects, and sites portray its 19th and 20th century periods of its history, and they characterize the district's importance in architecture, commerce to and from Tilghman Island and surrounding areas, and its contribution to Maryland's maritime history. Reflective of the village's growth and prosperity through this period, Tilghman Island's historic resources include collections of mid-to-late-19th century buildings that reflect vernacular architecture with stylistic influences, as well as early to mid-20th century revival and popular architectural designs.

Resource History and Historic Significance

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 the western half of Talbot County, dating back to the late-17th 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 18th 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).

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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, Trench 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. As 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 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 19th 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.

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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).

Increased prosperity and demand for Eastern Shore goods led to the construction of new wharfs, which in turn allowed for regular steamboat schedules. In 1900, the BC&A built a new steamboat wharf at lower Broad Creek Neck in Neavitt on the Ball's Creek side (Footner 2011). The Neavitt steamboat wharf was constructed of pilings built over oyster shells from the adjacent Ball family-owned oyster packing plant and the pilings supported long planks that extended out in the river. Every week, steamboats would stop at Neavitt steamboat wharf and gasoline-powered freight boats from the Western Shore would deliver supplies and pick up local produce, wheat, and seafood.

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, barely 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).

The practice of slavery developed slowly in Talbot County after 1700, but was increasingly used at large plantations as more field hands were needed to meet the labor-intensive requirements of planting and processing tobacco. Early in the colonial period, Quakers were permitted to use slave labor, but by 1777, the Maryland Yearly Meeting of Friends gathered at Third Haven in Easton and decided on a conditional disownment for any Quakers who owned slaves. The decision coincided with the period when Eastern Shore farmers had ceased growing tobacco and slavery was no longer deemed essential. In 1792, Third Haven declared their community clear of slavery. The farmers of the Chesapeake region had overwhelmingly replaced tobacco with grain. By the American Revolution, the area was known as the bread basket of the Revolutionary War (Walsh 1974). Talbot County farmers sent their cargoes of grain on bay crafts chartered or owned by the state and sent most of the grain to Baltimore's basin. Provisions such as flour and bread were sent on vessels to Elkton Landing, the southern tip of Broad Creek and Neavitt, and transported by wagons to Valley Forge for General Washington's army. These tidewater provisions would travel as far north as New England and as far south as the West Indies during the war to be exchanged for arms and gunpowder (Footner 2011).

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

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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, 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

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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 20th 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 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

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generally landed gentlemen and college educated. The wealth and power of the Harrison 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 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). Until 1730, most boats seen along the Chesapeake Bay were pilot boats or ferries. (Footner 2011).

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 or

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Williamsburg and to ship tobacco. Many of the shipwrights from Broad Creek Neck and St. Michaels 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).

Slave labor and indentured apprentices were used to build boats at shipyards managed by local businesses. The use of slave labor and indentured apprentices to build boats was in contention with Quaker beliefs although in 1762, James Ball, Sr. (1731-1808) of Broad Creek refused the request by the Maryland Yearly Meeting of Friends gathered at Third Haven in Easton for the release of a sickly apprentice, Samuel Harwood III. The Ball family continued to develop their boat building business in 1780, as is seen in James Ball, Sr.'s advertisement in the Baltimore Maryland Journal, where it states that his shipyard in Broad Creek called Upper Holland or Up Holland, was "on the stocks and ready to Launch, a vessel about 40 hogshead burthen" (Footner 2011).

Ball continued building sloops and schooners into the early 19th century. Ball's son, James Ball, Jr. (1763-1820), followed the shipwright trade and would later be grouped into the generation of famous shipbuilders that built the fast Baltimore schooners that fought against Great Britain in the War of 1812 (Footner 2011). When James Ball, Jr. inherited the Up Holland estate from his father, he formed the Thomas & James Ball Shipyard with his elder brother, Thomas Ball. Shipbuilding slowed with the end of the War of 1812 as there was no longer a need for new ships. Further causing the decline with shipbuilding was the increased depletion of forests of fine timbers suitable for the construction of wooden vessels (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 20th century. The decline of the shipbuilding business was the result of the downward spiral of the oyster industry, the high cost for shipbuilding due to depleted supplies in large timbers, and higher labor costs (Witty and Hayword 1984).

Tilghman Island

Tilghman Island is two and eight-tenths miles in length, about three-quarters mile in width, and contains about 1,225 acres (Sinclair 1954: 15). The shoreline has many coves and creeks, providing quiet harbors for watermen (Sinclair 1954: 15). Tilghman Island became part of Talbot County in 1707 and was originally called the "Great Choptank Island", but was also known as Foster's Island and later Ward's Island (Talbot County, Maryland 2015a). Dating as far back as the late 1600s, the area of Tilghman Island can be found on historic

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maps where a bridge connects the island to Knapps Narrows. The island's name was changed to Tilghman Island in the mid-1700s when it was inherited by Matthew Tilghman (Talbot County, Maryland 2015a). By the mid-1800s, Tilghman Island was purchased by General Tench Tilghman who would establish two steam sawmills. During the early 19th century, oystermen purchased land with close proximity to prime harvesting grounds. The interest of these oystermen would establish the bases for the island's thriving industries for steamboat service and the seafood industry. The island's economy revolved around the bounties of the Bay, including crabbing, oystering, tonging and dredging, seafood packing and canning (Talbot County, Maryland 2015a). Eventually, Tilghman Island would gradually transition from its agricultural origins through commercial food packing and seafood harvesting to a growing hospitality industry, which includes sport fishing and pleasure boating, along with cottage industries, small retail and hospitality enterprises (Talbot County, Maryland 2015b). Tilghman Island continues to be the home of the largest fleet of working NRHP-listed skipjacks that grace the waters of Dogwood Harbor.

During exploration of the Chesapeake Bay in 1608, John Smith noted Tilghman Island and its narrow channel, which was first mapped by Augustine Herrman in 1670 (Cronin 2005). Although Seth Foster was the first Englishman to be connected to Tilghman Island through a 1659 land grant, he never lived on the island. The island was originally identified with the norther peninsula area called Bay Hundred, a name derived from medieval times in Britain when squires were sectioned off based on their having 100 fighting men (Preston 1983). Prior to English settlement, Native American artifacts found around Paw Paw Cove, which is 1.2 miles south of Knapps Narrows, indicate that the island could have been an Indian village or hunting or fishing camp site (Cronin 2005). Usually based on the current owner, the name of the island has changed since its granting to Seth Foster. It was first known as Great Choptank Island, Lowe's Island, Foster's Island, Ward's Island and lastly Tilghman Island (Sinclair 1954). In 1707, Tilghman Island, known then as Great Choptank Island, was added to Talbot County.

The island did not receive its name until Matthew Tilghman Ward acquired the island in the mid-1700s. Ward was an attorney, legislator, justice, and planter that had married into the prominent Lloyd family. Ward and his wife had one daughter, which led him to adopted his first cousin, Matthew Tilghman, who would inherit Ward's estate at his death in 1741 (Cronin 2005). Matthew Tilghman was a patriot who was a legislator, a delegate to the Continental Congress, president of Maryland's senate during the American Revolution, and he is credited for Maryland's orderly transition from a colony to a state. He was also responsible for the first bridge to be built across Knapps Narrows. During the American Revolution, Matthew Tilghman's ownership of the island caused Eastern Shore loyalists to threaten to seize his property, which required the Maryland navy's barge, *Experiment*, to patrol the waters of the Eastern Bay until 1782 (Cronin 2005).

The Talbot Circuit was organized in 1781 and Reverend Freeborn Garrettson is believed to have been instrumental in erecting the first Tilghman Methodist Episcopal Church in 1784 (Barton 1979). The location of the first meeting-house is unfortunately unknown (Barton 1979). In 1879, with the purpose of building a larger

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church closer to the upper part of the island, the Covington family deeded the church a lot on the main road that was 105 feet wide by 156 feet deep (Covington 1981). The old church site was used for camp meetings and special services after the new 1879 church was built. The 1879 church building was one room without a vestibule, and it had tall and narrow windows with yellow or amber glass, and a steeple with a bell. In 1913, construction on the current Tilghman Methodist Episcopal Church building was completed the following year using lumber from the old building and new stained glass windows were donated by prominent families and various organizations (Barton 1979). Additional land fronting the main road was donated to the church by S. Taylor Harrison, George T. Harrison, and John C. Harrison, the owners of the Tilghman Packing Company (Barton 1979).

Various improvements or alterations were completed to the 1913 church building during the first half of the 20th century. Hardwood floors were installed in 1920, the present chairs in the pulpit were made by Reverend C.T. Adkins sometime between 1929 and 1932, and in 1945 the asbestos shingles were added. The church received an addition for an education annex in 1963 and another addition in 1979 (Barton 1979). In 1964, the Kronsberg family donated land across from the Tilghman Fire Hall to be used as a park for outdoor services, picnics, and for the children of Tilghman Island. Interior improvements were made to the church in 2001 with the refinishing of the wood floors, repair of the pews, and the installation of new carpet and central air conditioning (Barton 1979). In 2003, the education annex was renovated to improve plumbing and install Americans with Disabilities Act-compliant restrooms.

In 1784, during Matthew Tilghman's ownership of the island, it was divided into four plantations: Saw House Plantation was located at the northern end of the island; Middle Plantation was at the central section of the island and encompassed most of Paw Paw Cove to the west; Little Neck Plantation at the southeast end; and Lower Plantation at the southwest end of the island (Barton 1979; Covington 1981). Matthew Tilghman's son, Lloyd Tilghman, inherited the island upon his death in 1790. During the War of 1812 Tilghman Island was in the possession of Lloyd Tilghman's heirs (Sinclair 1954). In the spring of 1813, a British fleet under Admirals Warren and Cockburn invaded the Chesapeake, where they attacked many towns and occupied Tilghman Island and other nearby islands (Preston 1983). In 1814, the British Captains found little resistance on Tilghman Island and they made the island their headquarters. British forces converted the slave quarters on the island into barracks and a number of small sailing vessels were captured and used as fleet tenders for purposes of plunder (Covington 1981). British forces also confiscated enough livestock, corn, and hay from Alexander Helmsley, a Tilghman Island resident, to supply the British forces for the burning of Washington, D. C. (Cronin 2005).

After Lloyd Tilghman's death, the island continued in the possession of his heirs until 1838, when it was sold to Absalom Thompson (Sinclair 1954). Thompson sold the island to General Tench Tilghman in 1849 (Sinclair 1954). General Tench Tilghman established two large, steam-powered sawmills that operated on the south end of the island and began clearing the tall pines and natural undergrowth (Sinclair 1954). These mills were destroyed by fire, causing the work to be delayed. As Tilghman Island's became more populated, wind-powered

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grist mills were used to grind local grain (Cronin 2005). By 1858, the entire island was divided into seventeen plots of differing sizes with some split in half by the main road (Covington 1981). Starting in 1862, at least six property owners started selling their land at the northern end of the island (Sinclair 1954). This became the upper town of Tilghman Island, where people started to form smaller farms and lots for the building of homes and businesses (Sinclair 1954). This is also around the time when the towns at the southern end of Tilghman Island started to form, such as Fairbank and Bar Neck (Cronin 2005). The growing population of Tilghman Island was attracted to the industries supported by the Chesapeake Bay, such as Tilghman Island's boat building and oystering (Cronin 2005).

Very few roads cut through the island until the ownership of Matthew Tilghman, who is credited with creating the road from Knapps Narrows to Pig Pen (Sinclair 1954: 20). These early roads were narrow so that two carts could pass with one coming to a stop. These roads were reinforced with cuttings that were laid across with sod as filler. Although roads were few on Tilghman Island, most residents traveled by boat, as water was the main source of transportation in the 17th and 18th centuries. Many of the first churches on Tilghman Island were built near the water for this reason (Sinclair 1954). Tilghman Island Road cuts through the middle of the island. Originally, this main road was rounded to allow drainage into the nearby tide water, cove or river, and many wooden bridges accessed the main road to the adjacent properties. During the 1870s, sawdust was the only material available to fill in the road's holes or cover the bridges that led to individual farms, which would be washed away with every storm and make the roads impassable (Cronin 2005). In 1898, County Commissioner James Haddaway required that the island's dirt roads be covered with crushed oyster shells (Cronin 2005). This method of using crushed oyster shells was used on Main Street in Tilghman Island until 1932 (Sinclair, 1954). In 1932, the State took over the management of Tilghman Island's main highway and built a stone road from the bridge at Knapps Narrows to the Tilghman Methodist Episcopal Church (Sinclair 1954). After completion of these improvements, Talbot County surfaced all side streets on the island with macadam.

The shallow channel of Knapps Narrows provides watermen and pleasure boaters a shorter route between the Choptank River and the Chesapeake Bay. Knapps Narrows is named after Robert Knapp, who owned a small parcel of land near the channel in 1662 (Cronin 2005). As far back as 1775, the historic maps have shown there always was an area of water between Tilghman Island and the mainland, known as Bayside (Sinclair 1954). This private bridge was eight feet wide, running from shore to shore, and was built of poles cut from the nearby wooded land and filled with small underbrush and sods. By 1838, the county erected a bridge on ten inch piles and was wide enough for one way traffic. In 1869, the old bridge was torn down and a new one built to accommodate average-sized work boats to pass under, with larger boats having to either wait for low tide to travel under or take down their masts (Sinclair 1954; Cronin 2005). The bridge was twenty feet wide. Its rails were sometimes whitewashed or painted, and it was constructed with boards laid across the drive and wide boards laid lengthwise to improve its strength.

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The state replaced this bridge in 1932 with the first one-span drawbridge on the island. Unfortunately, the state had to remodel the bridge two years later because of a construction defect on the North end which made it dangerous for cars traveling at certain speeds (Sinclair 1954). Made completely of steel, the bascule bridge – an overhead counterweight rolling lift bridge heel trunnion type -- was electrically operated from a modern control room built at the North side. The bridge had a twenty-four hour a day operator on duty. This individual was signaled by three long blasts from the captain's horn, or whistle, to open the bridge (Sinclair 1954). Knapps Narrows was marked with many lighted beacons and landmarks to bring attention to the deepest part of the channel. In 1999, Knapps Narrows received a new bridge due to rotting foundation pilings that threatened the stability of the 1934 bridge. The older bridge was moved to the Chesapeake Bay Maritime Museum in St. Michaels in 1995 where it continues to serve as an entrance gate (Cronin 2005).

Tilghman Island became known for its shipbuilding. The first English settlers adapted the Native American's dugout canoe to their own uses and soon became known for building log canoes (Cronin 2005). In 1865, Maryland passed legislation to allow the use of heavy iron dredges in waters over 15 feet. Iron dredges required a powerful vessel and the usually canoe, schooner, pungy, or sloop were not especially well adapted for this equipment. This led to the development of the bugeye in the 1870s. Bugeyes were two masted, center-board boats that were larger than a canoe and had a bottom built of five or more logs with a framed-topside, and the entire body would be decked over except for a small cabin. The bugeye was a larger and heavier vessel that could easily handle an iron dredge while navigating through shallow waters, and it was more economical to make (Covington 1981). Captain John H. Cummings, a house carpenter, built the first Tilghman Island bugeye in 1873.

By the 1870s, boat building on Tilghman Island was an important source of revenue during the spring and summer months during the oyster off-season (Covington 1981). The shipbuilders of Tilghman Island were well-known to both commercial and sport fishermen for their bugeyes, pungies, sloops, schooners, and other bay craft. With the arrival of steam power in the 1800s and then the gasoline engine in the early 1900s, there was little need for sailing vessels and this either led watermen to abandon their boats or convert them to power. By the 1890s, the economical skipjacks replaced bugeyes and schooners. Tilghman Island continues to be the home of the largest fleet of working NRHP-listed skipjacks that grace the waters of Dogwood Harbor. Today, Tilghman Island is considered the seafood center for Talbot County and the residents continue to make their living from the water (Cronin 2005).

During the 1850s, harvesting oysters around Tilghman Island was profitable for watermen. Many pungy and schooners would load oysters in the late afternoon and sail to Baltimore the same evening. Fishing for shad and herring was next to the oyster industry concerning the most profitable product out of the rivers and the Chesapeake Bay (Covington 1981). In 1893, the Baltimore, Chesapeake & Atlantic Railroad built a wharf at Tilghman Island for the Maryland Steam Boat Company. The new wharf allowed for more steam boats and increased the demand for the oysters and crabs destined for the Baltimore market. There was a need for more

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oyster packing houses and crab packing plants on Tilghman Island, and even water bush houses where up to ten people would work in a small oyster shucking and crab picking shed along Knapps Narrows and Harris Creek. Work was plentiful on Tilghman Island for oyster shuckers and crab pickers, as well as the supporting supply industries, such as the salt and ice industries (Covington 1981).

The education of children in Talbot County was the financial responsibility of the parent, which meant only children from wealthy families could receive an education through tutors or private schools (Covington 1981). Around the 1850s, the families of Tilghman Island began to work toward the building of a school for all of the children on the island, however it is unclear if families had to pay tuition and it is assumed that this was only for white children. Land was provided on the extreme northeast corner of Joseph Harrington's farm, James M. Seth gave the lumber, and the men of the island built a one room schoolhouse on the west side of the main road (Covington 1981). By 1866, Talbot County provided a teacher that would be paid \$375 per year, and they took over the supervision of the school (Covington 1981). That same year, Talbot County established a high school in Easton for white children with an annual tuition of \$20. In 1873, Talbot County purchased the land from the Harrington family where the current schoolhouse stood with the purpose of building a new school on Tilghman Island (Covington 1981).

In 1879, house carpenters and boat carpenters had plenty of business on Tilghman Island as more watermen were purchasing land to have their homes built within close proximity to prime harvesting grounds (Covington 1981). Not only could watermen afford to have their own houses built, but they also wanted space large enough for a garden, the raising of a few farm animals, and the agricultural buildings to support these farm animals (Covington 1981). In 1891, the Gazette Correspondent predicted correctly that Tilghman Island would experience a building boom, which would include new houses, new boats, and new buildings of all sizes and shapes (Covington 1981). There was such a shortage of houses on Tilghman Island that in 1907 one resident moved a house to the island by having it towed over with a threshing machine (Covington 1981).

By 1900, the needs of the growing population resulted in many storefront businesses opening all over the island. Efforts were made to move these businesses into a central location along the Main Road between Gibsontown Road and Mission Road, called Center Market Place (Covington 1981). Many of these businesses included country stores, bakeries, general merchandise and hardware, confectionary, lumber and hardware, groceries, dressmaking, clothing and shoes, livery stables, and even a shooting gallery (Covington 1981).

The island's most popular house builders were James H. Cooper, Esq. and his son, James A. Cooper, both natives of Tilghman Island. Between 1889 and 1891, James H. Cooper, Esq. built at least five houses on Tilghman Island (Covington 1981). James A. Cooper built at least eight houses and made improvements to two houses between 1891 and 1902. He supposedly remembered his father as being the fastest and best house carpenter of Tilghman Island (Covington 1981). Outside builders traveled to Tilghman Island as well to profit from the building boom, such as Andrew Birmingham of Baltimore who built at least one house in 1891, and

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Columbus Jones of Broad Creek Neck who also built one house in 1890. The construction of new houses also required the expertise of other craftsmen, such as J. W. Gibson and Son who performed interior plaster work on Tilghman Island in 1891 (Covington 1981).

Avalon Island is a remnant of the once booming oyster industry and an interesting feature off of Tilghman Island. Avalon Island is a manmade island with an oyster-shell causeway that is southeast of Dogwood Harbor on Tilghman Island and is the nineteenth-century site of the Tilghman Packing Company (Cronin 2005). The company was founded by brothers S. Taylor Harrison, George T. Harrison, and J.C. Harrison and was an oyster- and fish-packing house. Originally, the Tilghman Packing Company was elevated above the water on pilings, but discarded oyster shells built up an island around the building and were used in the causeway to the mainland (Cronin 2005). Located north of Avalon Island was Devil's Island, another manmade island that was created by John B. Harrison from discarded oyster shells. Harrison had a boat yard and a fish packing and oyster house on Devil's Island. It could only be reached by boat as the island did not connect to Tilghman Island. In 1954, the buildings on Devil's Island were torn down by storms and high tides.

By the 1890s, Tilghman Island had a regular migration of visitors from Baltimore who wanted to enjoy the amenities of the Chesapeake Bay far away from the city. The first steamboat wharf was built in 1892 to service the island until the 1920s, which allowed out-of-towners to visit Tilghman Island from Baltimore (Cronin 2005). By 1900, new buildings were being constructed on Tilghman Island strictly for the purpose of accommodating boarders. These visitors could stay in one of the many boarding houses located on Tilghman Island, such as Mrs. William J. Jackson's and Mrs. John R. Lee's boarding houses (Covington 1981). Residents could subsidize some of their income by taking in monthly or summer boarders if they had extra rooms. In 1907, the Shell Island House opened for business as a twenty-room hotel located on John B. Harrison's island wharf (Covington 1981). By 1921, Tilghman Island residents could take an overnight steamer that would arrive at Baltimore in the early morning to enjoy a day in the city (Cronin 2005). They could then board a steamer at Baltimore's Light Street Wharf at 5pm to be home by 10pm that same evening (Cronin 2005). With the decline of Tilghman Island's agricultural origins, and seafood and supporting marine industries at the end of World War II, the island would gradually transition into the growing hospitality industry, which consisted of sport fishing and pleasure boating, along with cottage industries, small retail and hospitality enterprises.

National Register of Historic Places Evaluation

The Tilghman Island Historic District is recommended for the National Register of Historic Places (NRHP). The district is eligible for listing in the NRHP under Criterion A because of its association with events that have made a significant contribution to the broad patterns of Maryland's maritime and commerce history. Tilghman Island contributed to the Chesapeake maritime industries for the State of Maryland that served east coast markets. Archival research completed as part of this project does not indicate that the village of Tilghman Island as being associated with person(s) of historic significance, and thus is not eligible under NRHP criterion B. The

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Tilghman Island Historic 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 within the Tilghman Island Historic District retain their integrity of feeling, setting, association, and location and convey the village's growth and prosperity during the mid-19th century until the early 20th century. Therefore, the Tilghman Island Historic District is eligible under Criterion C for NRHP listing as having architecturally significant building types, periods, or methods of construction. NRHP Criterion D was not investigated as part of this study.

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10. Geographical Data

Acreage of surveyed property 505.12 Acres
Acreage of historical setting 126.52 Acres
Quadrangle name Tilghman, MD

Quadrangle scale: 7.5 Minute

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Verbal boundary description and justification

The Tilghman Historic District boundary begins on Coopertown Road at the intersection with Torgers Basin Road (Oyster Shell Road). The boundary runs northwest along Coopertown Road for 140 feet and turns north northeast for 905 feet along a drive to a small boat slip and to the shore of the Knapps Narrows channel. The boundary follows the man-made shoreline of the channel and a boat slip: 540 feet east, 280 feet south to Torgers Basin Road, and 265 feet east to Tilghman Island Road. From there, the boundary heads south for 250 feet along Tilghman Island Road to Chicken Point Road, then southeast along Chicken Point Road to its terminus, encompassing four properties on the north side: from Tilghman Island Road southeast for 115 feet, 150 feet northeast, 85 feet southeast, 150 feet southwest to Chicken Point Road, 480 feet southeast, 100 feet northeast, 100 feet southeast, 100 feet northeast, 90 feet southeast, 190 feet southwest back to the road, 440 feet southeast, 310 feet northeast, 170 feet southeast along the shore, and 280 feet southwest to the terminus of Chicken Point Road. The boundary extends southwest along a private drive for 85 feet, turns southeast for 375 feet to the shore of Harris Creek, southwest for 95 feet along the shore, then 375 feet northwest to the private drive, and 180 feet northeast back to the terminus of Chicken Point Road. The boundary then runs northwest along Chicken Point Road for 480 feet, encompassing one property on the south side: from the end of Chicken Point Road, 80 feet northwest, 200 feet southwest, 100 feet northwest, 200 feet northeast back to the road, and 300 feet northwest along the road. The boundary then runs southwest approximately 710 feet to Mission Road at a point 745 feet southeast of the intersection with Tilghman Island Road; the route follows parcel boundaries resulting in a jagged line. From there the boundary runs northwest up Mission Road for 110 feet, turns south for 95 feet, and then cuts west southwest for 180 feet to the terminus of Elmer Street. It runs along Elmer Street west for 335 feet, turns south for 210 feet, and then follows the back parcel boundaries of properties along Gibsontown Road until reaching the shore of Harris Creek: 500 feet northeast, 85 feet south, 130 feet east, 155 feet south, and 380 feet east to the shore. The boundary follows the shoreline south for 170 feet to Gibsontown Road, if extended to the creek, then heads west for 290 feet to Gibsontown Road South, south along Gibson Road South for 350 feet, and 365 feet west to the boat slip along Dogwood Harbor Road. Continuing on Dogwood Harbor Road, the boundary hugs the shore of the boat slip: 425 feet west, 110 feet south, 340 feet southeast, and 130 feet south. The boundary heads west for 665 feet along the back parcel boundary of properties along Dogwood Cove Road, excluding these properties, to Tilghman Island Road, then south along the road for 275 feet, and east for 690 feet back to the shore of Harris Creek. Following the shoreline for 1,235 feet to the bridge to Avalon Island, the boundary then turns southwest along Island Club Road for 280 feet to the end of Wharf Road, west along Wharf Road for 255 feet, and south for 455 feet back to Island Club Road. The boundary runs west along Island Club Road for 1,140 feet to Tilghman Island Road, then south along Tilghman Island Road for 330 feet before turning west for 180 feet. The boundary runs along the back parcel boundaries of properties along Tilghman Island and Phillips Roads: 415 feet north, 190 feet west, 170 feet north, 120 feet west to Harrison Lane, 85 feet north, 535 feet west, and 160 feet north to Phillips Road. After extending east along Phillis Road for 290 feet, the boundary runs along the back parcel boundaries of properties along Phillips Road,

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Tilghman Island Road, and Sinclair Avenue: from Phillips Road 305 feet north, 505 feet east, 750 feet north to Foster Road, 1,430 feet north northeast, 560 feet northwest to Covey Avenue, and 130 feet north northeast to Sinclair Avenue at the intersection with Grimes Lane. The boundary then jogs along parcel boundaries toward the north northeast back to the starting point on Coopertown Road: 80 feet southeast, 130 feet north northeast, 80 feet northwest, 180 feet north northeast, 140 feet southeast, and 140 feet north northeast to Coopertown Road.

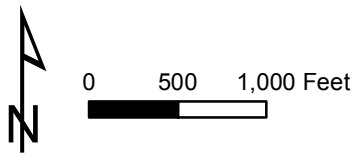
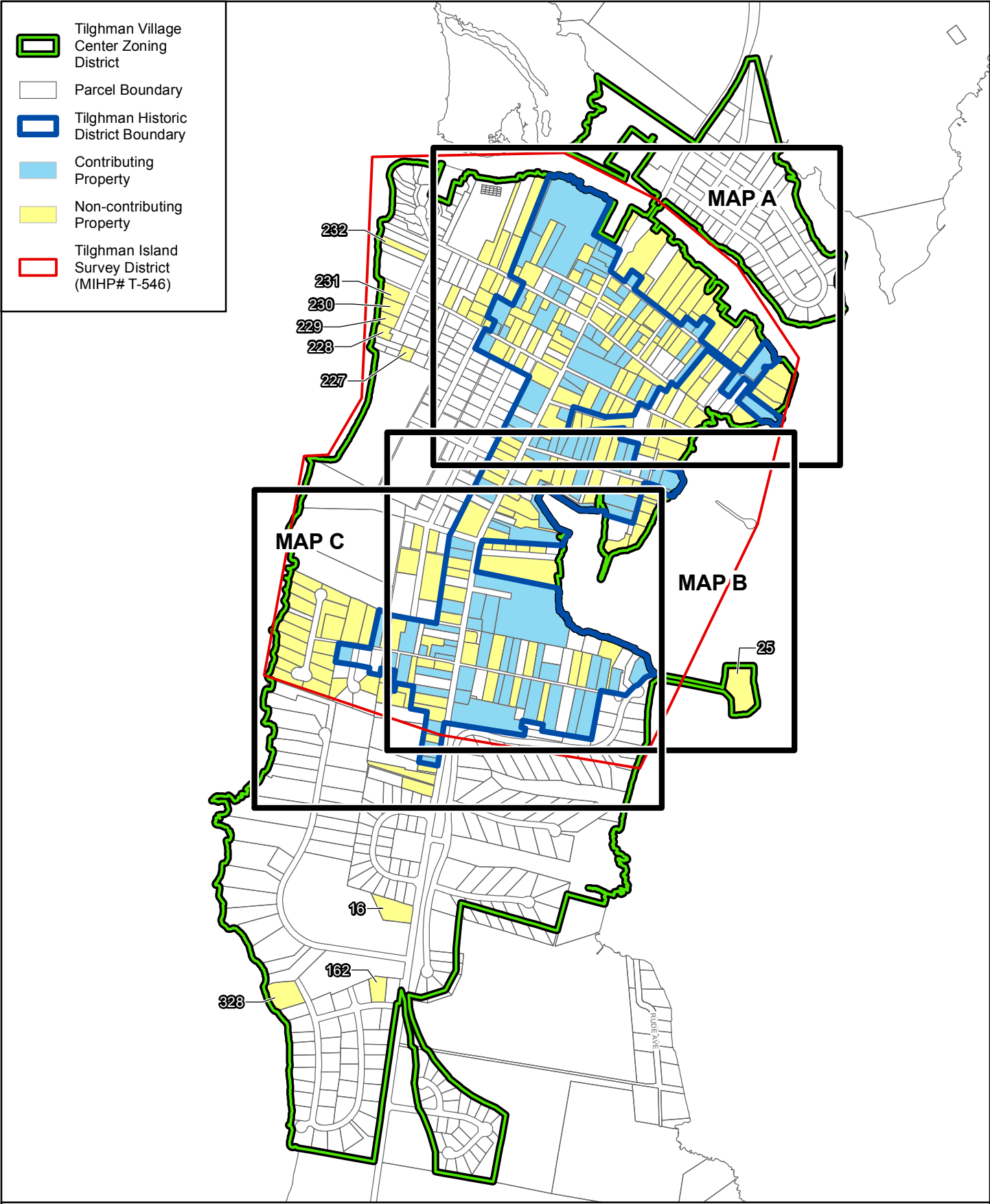
11. Form Prepared by

name/title	Lorin Farris, Melanie Lytle, and Kelly Whitton, Architectural Historians		
organization	AECOM	date	December 7, 2016
street & number	12420 Milestone Center Drive, Suite 150	telephone	301-820-3000
city or town	Germantown	state	MD

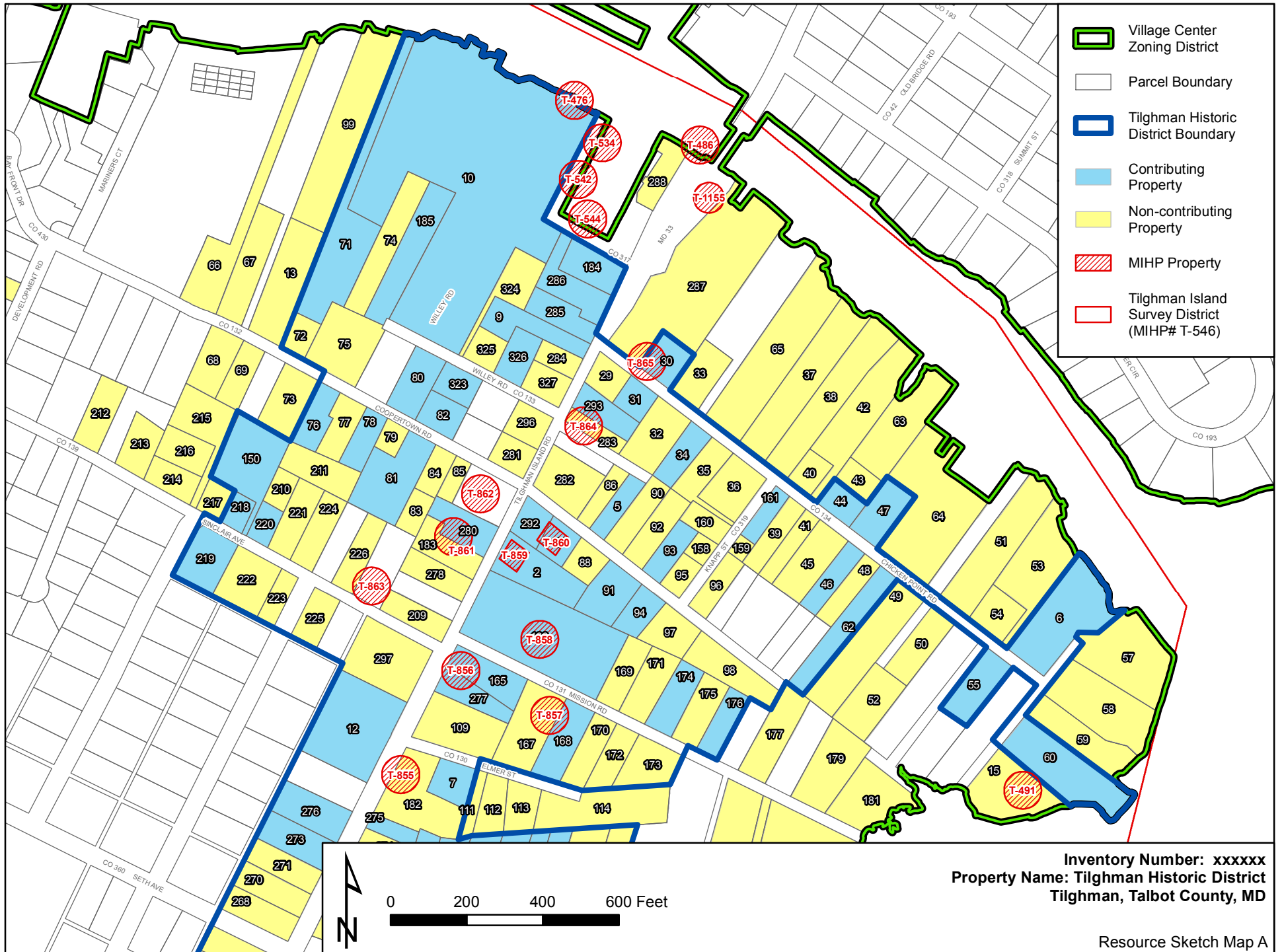
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.







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

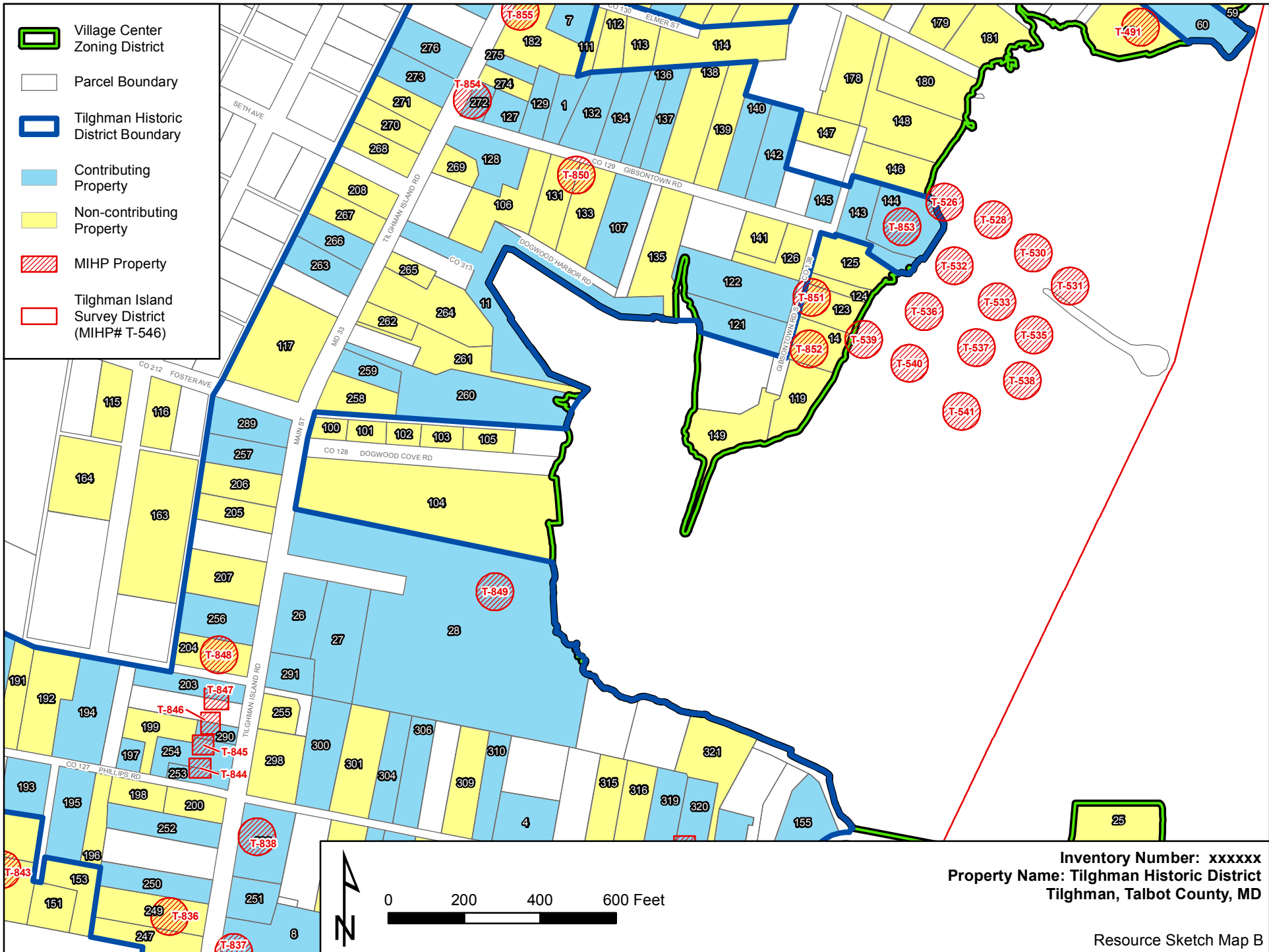


Inventory Number: xxxxxx
 Property Name: Tilghman Historic District
 Tilghman, Talbot County, MD

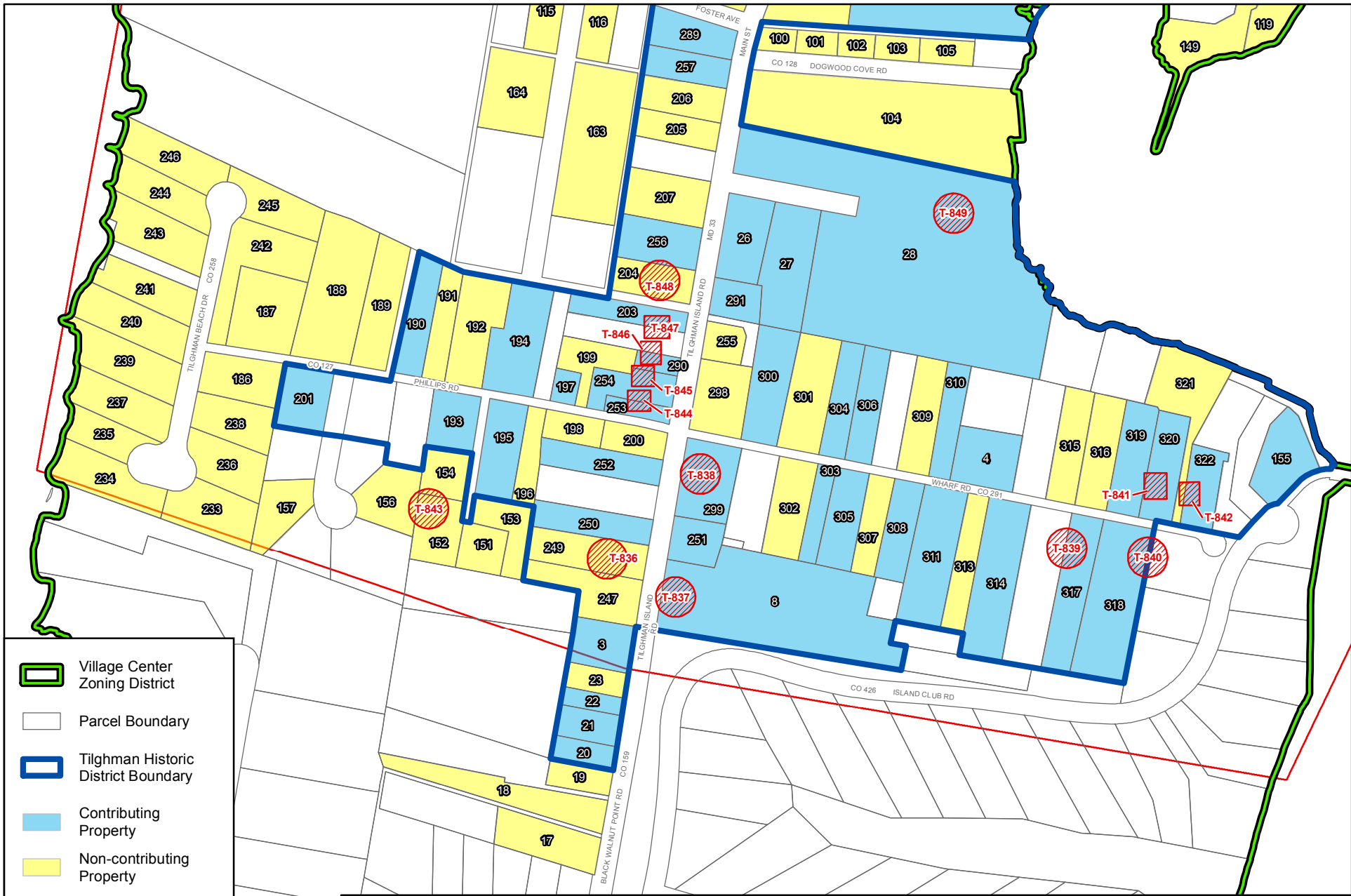









-  Village Center Zoning District
-  Parcel Boundary
-  Tilghman Historic District Boundary
-  Contributing Property
-  Non-contributing Property
-  MIHP Property
-  Tilghman Island Survey District (MIHP# T-546)

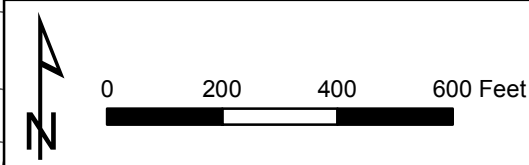
Inventory Number: xxxxxx
 Property Name: Tilghman Historic District
 Tilghman, Talbot County, MD







Inventory Number: xxxxxx
 Property Name: Tilghman Historic District
 Tilghman, Talbot County, MD

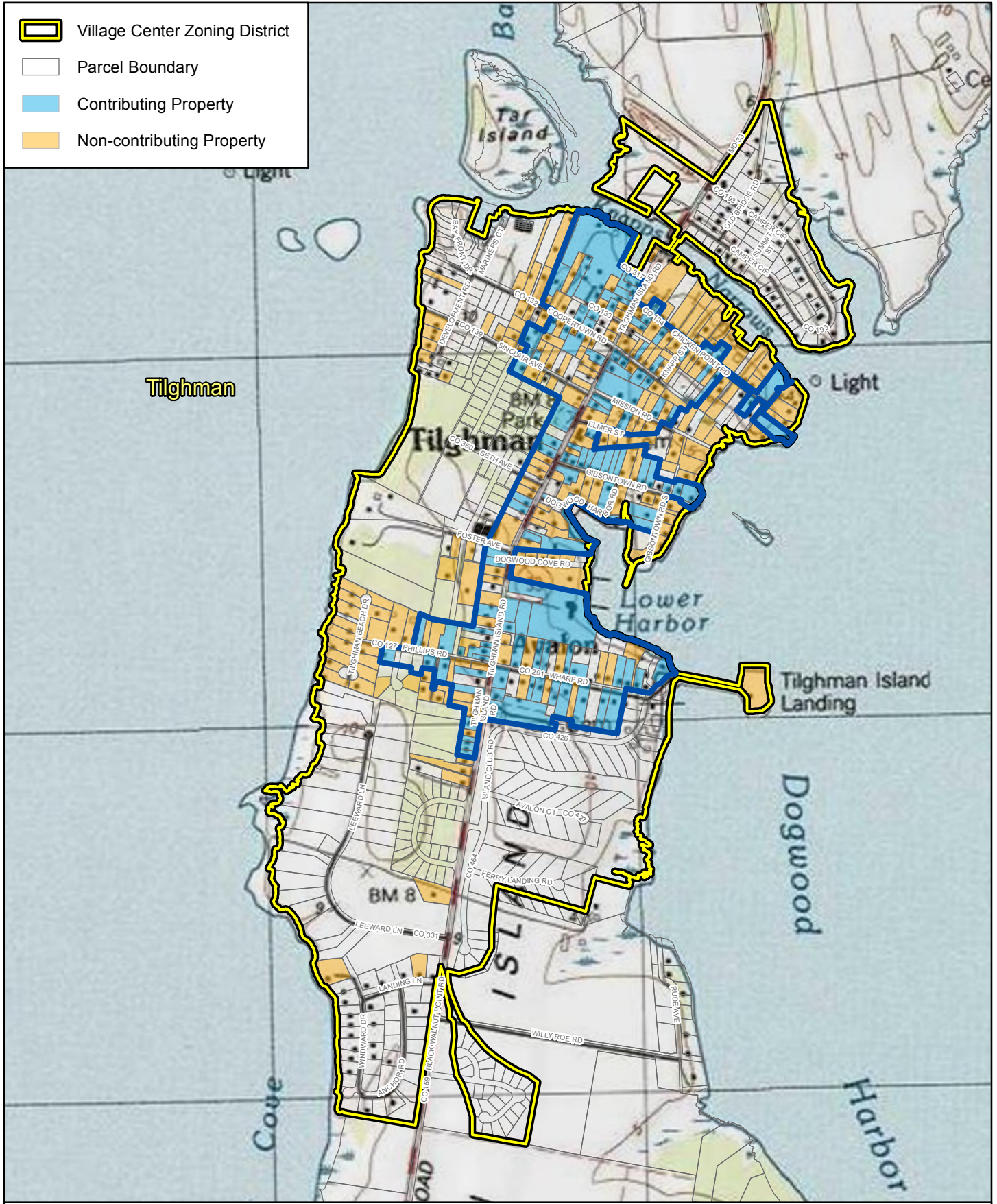


-  Village Center Zoning District
-  Parcel Boundary
-  Tilghman Historic District Boundary
-  Contributing Property
-  Non-contributing Property
-  MIHP Property
-  Tilghman Island Survey District (MIHP# T-546)



Inventory Number: xxxxxx
 Property Name: Tilghman Historic District
 Tilghman, Talbot County, MD

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



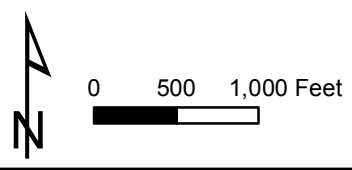
Tilghman

Tilghman Island Landing

Dogwood

Harbor

Inventory Number: xxxxxx
 Property Name: Tilghman Historic District
 Tilghman, Talbot County, MD



Photograph Log

T-0546

Tilghman Island Historic District

Talbot County, MD

Lorin Farris, Architectural Historian/Photographer

10/19/2016

Examples of Major Building Types and Styles

- 1) T-0546_2016-10-19_210.tif, Vernacular I-House, 21464 Gibsontown Road, 1900, Looking Northwest
- 2) T-0546_2016-10-19_240.tif, Vernacular W-House, 6031 Tilghman Island Road, 1900, Looking East
- 3) T-0546_2016-10-19_24.tif, American Foursquare, 5718 Black Walnut Point Road, 1920, Looking Northwest
- 4) T-0546_2016-10-19_64.tif, Craftsman, 21456 Wharf Road, 1940, Looking Northwest
- 5) T-0546_2016-10-19_257.tif, Bungalow, 21512 Coopertown Road, 1900, Looking North
- 6) T-0546_2016-10-19_290.tif, Cape Cod, 21628 Chicken Point Road, 1937, Looking North
- 7) T-0546_2016-10-19_217.tif, Minimal Traditional, 21477 Elmer Street, 1940, Looking South
- 8) T-0546_2016-10-19_33.tif, Church and Cemetery, 5731 Tilghman Island Road, 1879, Looking South
- 9) T-0546_2016-10-19_315.tif, Cemetery, Tilghman Island Road, c. 1900, Looking Southwest
- 10) T-0546_2016-10-19_322.tif, Worker Housing, Phillips Road, c. 1900, Looking North
- 11) T-0546_2016-10-19_163.tif, Wharf, Dogwood Harbor Wharf, c. 1830, Looking Southeast
- 12) T-0546_2016-10-19_406.tif, Kronsberg Park, Tilghman Island Road, 1964, Looking Southwest
- 13) T-0546_2016-10-19_333.tif, Non-Contributing, 21420 Coopertown Road, 1954, Looking North

14) T-0546_2016-10-19_182.tif, Non-Contributing, 5879 Gibsontown Road, 1953, Looking Northeast

15) T-0546_2016-10-19_288.tif, Colonial, 21642 Chicken Point Road, 1750, Looking Southeast

Other Properties

16) T-0546_2016-10-19_12.tif, Non-Contributing, 5568 Black Walnut Point Road, 1998, Looking West

17) T-0546_2016-10-19_32.tif, Non-Contributing, 5660 Black Walnut Point Road, 1960, Looking Southwest

18) T-0546_2016-10-19_31.tif, Non-Contributing, 5672 Black Walnut Point Road, 2000, Looking Southwest

19) T-0546_2016-10-19_30.tif, Minimal Traditional, 5678 Black Walnut Point Road, 1940, Looking Northwest

20) T-0546_2016-10-19_29.tif, Cape Cod, 5686 Black Walnut Point Road, 1940, Looking Southwest

21) T-0546_2016-10-19_28.tif, Minimal Traditional, 5690 Black Walnut Point Road, 1930, Looking West

22) T-0546_2016-10-19_26.tif, Vernacular, 5698 Black Walnut Point Road, 1930, Looking West

23) T-0546_2016-10-19_25.tif, Non-Contributing, 5708 Black Walnut Point Road, 1971, Looking West

24) T-0546_2016-10-19_24.tif, American Foursquare, 5718 Black Walnut Point Road, 1920, Looking Northwest

25) T-0546_2016-10-19_9.tif, Non-Contributing, Black Walnut Point Road, 1991, Looking East

26) T-0546_2016-10-19_142.tif, Vernacular, 21403 Chesapeake House Drive, 1920, Looking Southeast

27) T-0546_2016-10-19_143.tif, Bungalow, 21415 Chesapeake House Drive, 1940, Looking Southeast

28) T-0546_2016-10-19_145.tif, Contributing, 21544 Chesapeake House Drive, 1999, Looking Southeast

- 29) T-0546_2016-10-19_264.tif, Bungalow, 21523 Chicken Point Road, 1920, Looking East
- 30) T-0546_2016-10-19_306.tif, Vernacular W-House, 21524 Chicken Point Road, 1890, Looking North
- 31) T-0546_2016-10-19_265.tif, Cape Cod, 21527 Chicken Point Road, 1930, Looking South
- 32) T-0546_2016-10-19_266.tif, Vernacular I-House, 21533 Chicken Point Road, 1890, Looking Southeast
- 33) T-0546_2016-10-19_305.tif, Vernacular, 21540 Chicken Point Road, 1900, Looking Northwest
- 34) T-0546_2016-10-19_267.tif, Vernacular I-House, 21545 Chicken Point Road, 1900, Looking South
- 35) T-0546_2016-10-19_268.tif, Non-Contributing, 21547 Chicken Point Road, 1950, Looking South
- 36) T-0546_2016-10-19_269.tif, Non-Contributing, 21549 Chicken Point Road, 1950, Looking South
- 37) T-0546_2016-10-19_303.tif, Vernacular I-House, 21552 Chicken Point Road, 1900, Looking North
- 38) T-0546_2016-10-19_302.tif, Non-Contributing, 21560 Chicken Point Road, 1948, Looking North
- 39) T-0546_2016-10-19_273.tif, Non-Contributing, 21565 Chicken Point Road, 1946, Looking Southwest
- 40) T-0546_2016-10-19_301.tif, Vernacular I-House, 21566 Chicken Point Road, 1890, Looking North
- 41) T-0546_2016-10-19_274.tif, Non-Contributing, 21567 Chicken Point Road, 1950, Looking South
- 42) T-0546_2016-10-19_300.tif, Non-Contributing, 21570 Chicken Point Road, 1951, Looking North
- 43) T-0546_2016-10-19_297.tif, Non-Contributing, 21574 Chicken Point Road, 1949, Looking North

- 44) T-0546_2016-10-19_296.tif, Vernacular Dutch Colonial, 21576 Chicken Point Road, 1900, Looking North
- 45) T-0546_2016-10-19_275.tif, Non-Contributing, 21579 Chicken Point Road, 1950, Looking Southwest
- 46) T-0546_2016-10-19_276.tif, Bungalow, 21581 Chicken Point Road, 1940, Looking South
- 47) T-0546_2016-10-19_295.tif, Vernacular, 21584 Chicken Point Road, 1900, Looking Northwest
- 48) T-0546_2016-10-19_277.tif, Non-Contributing, 21587 Chicken Point Road, 1950, Looking Southwest
- 49) T-0546_2016-10-19_279.tif, Non-Contributing, 21601 Chicken Point Road, 1953, Looking South
- 50) T-0546_2016-10-19_281.tif, Non-Contributing, 21603 Chicken Point Road, 1981, Looking Southeast
- 51) T-0546_2016-10-19_292.tif, Non-Contributing, 21604 Chicken Point Road, 1948, Looking North
- 52) T-0546_2016-10-19_280.tif, Non-Contributing, 21605 Chicken Point Road, 2005, Looking South
- 53) T-0546_2016-10-19_293.tif, Non-Contributing, 21606 Chicken Point Road, 1978, Looking Northeast
- 54) T-0546_2016-10-19_291.tif, Vernacular, 21614 Chicken Point Road, 1900, Looking North
- 55) T-0546_2016-10-19_282.tif, Bungalow, 21619 Chicken Point Road, 1940, Looking Southeast
- 56) T-0546_2016-10-19_290.tif, Cape Cod, 21628 Chicken Point Road, 1937, Looking North
- 57) T-0546_2016-10-19_284.tif, Non-Contributing, 21630 Chicken Point Road, 1969, Looking Northeast
- 58) T-0546_2016-10-19_285.tif, Non-Contributing, 21634 Chicken Point Road, 1968, Looking Northeast

- 59) T-0546_2016-10-19_286.tif, Non-Contributing, 21636 Chicken Point Road, 1950, Looking East
- 60) T-0546_2016-10-19_287.tif, Vernacular I-House, 21638 Chicken Point Road, 1900, Looking East
- 61) T-0546_2016-10-19_288.tif, Non-Contributing, 21642 Chicken Point Road, 1750, Looking Southeast
- 62) T-0546_2016-10-19_278.tif, Minimal Traditional, 21591 Chicken Point Road, 1940, Looking South
- 63) T-0546_2016-10-19_298.tif, Non-Contributing, 21572 Chicken Point Road, 2011, Looking North
- 64) T-0546_2016-10-19_299.tif, Non-Contributing, Chicken Point Road, 1950, Looking Northeast
- 65) T-0546_2016-10-19_304.tif, Vernacular, 21548 Chicken Point Road, 1900, Looking North
- 66) T-0546_2016-10-19_342.tif, Vernacular, 21398 Coopertown Road, 1900, Looking Northeast
- 67) T-0546_2016-10-19_341.tif, Non-Contributing, 21406 Coopertown Road, 1997, Looking North
- 68) T-0546_2016-10-19_353.tif, Vernacular, 21407 Coopertown Road, 1900, Looking South
- 69) T-0546_2016-10-19_354.tif, Bungalow, 21417 Coopertown Road, 1920, Looking South
- 70) T-0546_2016-10-19_333.tif, Non-Contributing, 21420 Coopertown Road, 1954, Looking North
- 71) T-0546_2016-10-19_336.tif, Bungalow, 21426 Coopertown Road, 1920, Looking Northwest
- 72) T-0546_2016-10-19_337.tif, Non-Contributing, 21428 Coopertown Road, 1951, Looking North
- 73) T-0546_2016-10-19_355.tif, Vernacular I-House, 21431 Coopertown Road, 1900, Looking Southeast
- 74) T-0546_2016-10-19_335.tif, Vernacular I-House, 21432 Coopertown Road, 1900, Looking Northwest

- 75) T-0546_2016-10-19_331.tif, Non-Contributing, 21434 Coopertown Road, 1978, Looking North
- 76) T-0546_2016-10-19_356.tif, Bungalow, 21437 Coopertown Road, 1930, Looking Southeast
- 77) T-0546_2016-10-19_357.tif, Vernacular, 21445 Coopertown Road, 1896, Looking South
- 78) T-0546_2016-10-19_358.tif, Minimal Traditional, 21449 Coopertown Road, 1940, Looking South
- 79) T-0546_2016-10-19_359.tif, Vernacular, 21453 Coopertown Road, 1900, Looking Southeast
- 80) T-0546_2016-10-19_330.tif, Vernacular, 21454 Coopertown Road, 1900, Looking North
- 81) T-0546_2016-10-19_360.tif, Vernacular, 21465 Coopertown Road, 1900, Looking Southeast
- 82) T-0546_2016-10-19_329.tif, Bungalow, 21466 Coopertown Road, 1920, Looking North
- 83) T-0546_2016-10-19_364.tif, Non-Contributing, 21469 Coopertown Road, 1988, Looking Southwest
- 84) T-0546_2016-10-19_363.tif, Non-Contributing, 21471 Coopertown Road, 1950, Looking Southwest
- 85) T-0546_2016-10-19_365.tif, Non-Contributing, 21475 Coopertown Road, 1997, Looking Southwest
- 86) T-0546_2016-10-19_259.tif, Vernacular I-House, 21506 Coopertown Road, 1900, Looking North
- 87) T-0546_2016-10-19_242.tif, Vernacular I-House, 21509 Coopertown Road, 1900, Looking Southeast
- 88) T-0546_2016-10-19_243.tif, Non-Contributing, 21511 Coopertown Road, 2002, Looking South
- 89) T-0546_2016-10-19_257.tif, Bungalow, 21512 Coopertown Road, 1900, Looking North
- 90) T-0546_2016-10-19_256.tif, Bungalow, 21514 Coopertown Road, 1940, Looking North

- 91) T-0546_2016-10-19_245.tif, Vernacular I-House, 21515 Coopertown Road, 1900,
Looking Southwest
- 92) T-0546_2016-10-19_255.tif, Vernacular I-House, 21522 Coopertown Road, 1900,
Looking Northwest
- 93) T-0546_2016-10-19_254.tif, Vernacular I-House, 21526 Coopertown Road, 1900,
Looking Northwest
- 94) T-0546_2016-10-19_246.tif, Vernacular I-House, 21527 Coopertown Road, 1900,
Looking Southeast
- 95) T-0546_2016-10-19_250.tif, Non-Contributing, 21530 Coopertown Road, 1953,
Looking Northeast
- 96) T-0546_2016-10-19_249.tif, Non-Contributing, 21536 Coopertown Road, 1966,
Looking Northeast
- 97) T-0546_2016-10-19_247.tif, Non-Contributing, 21537 Coopertown Road, 2004,
Looking Southeast
- 98) T-0546_2016-10-19_248.tif, Non-Contributing, 21541 Coopertown Road, 1956,
Looking Southeast
- 99) T-0546_2016-10-19_340.tif, Non-Contributing, 21422 Coopertown Road, 1976,
Looking Northwest
- 100) T-0546_2016-10-19_152.tif, Non-Contributing, 21406 Dogwood Cove Road, 1990,
Looking Northwest
- 101) T-0546_2016-10-19_151.tif, Non-Contributing, 21412 Dogwood Cove Road, 1950,
Looking Northwest
- 102) T-0546_2016-10-19_150.tif, Non-Contributing, 21420 Dogwood Cove Road, 1948,
Looking Northwest
- 103) T-0546_2016-10-19_149.tif, Non-Contributing, 21432 Dogwood Cove Road, 1950,
Looking Northwest
- 104) T-0546_2016-10-19_147.tif, Non-Contributing, 21441 Dogwood Cove Road, 1972,
Looking East
- 105) T-0546_2016-10-19_148.tif, Non-Contributing, 21454 Dogwood Cove Road, 1973,
Looking North

- 106) T-0546_2016-10-19_164.tif, Non-Contributing, 21461 Dogwood Harbor Road, 1977, Looking Northwest
- 107) T-0546_2016-10-19_171.tif, Vernacular I-House, 21490 Dogwood Harbor Road, 1890, Looking Southeast
- 108) T-0546_2016-10-19_163.tif, Wharf, Dogwood Harbor Wharf, c. 1830, Looking Southeast
- 109) T-0546_2016-10-19_222.tif, Non-Contributing, 21472 Elmer Street, 1981, Looking North
- 110) T-0546_2016-10-19_217.tif, Minimal Traditional, 21477 Elmer Street, 1940, Looking South
- 111) T-0546_2016-10-19_218.tif, Non-Contributing, 21479 Elmer Street, 2006, Looking Southeast
- 112) T-0546_2016-10-19_219.tif, Non-Contributing, 21483 Elmer Street, 1958, Looking Southeast
- 113) T-0546_2016-10-19_220.tif, Non-Contributing, 21489 Elmer Street, 1952, Looking South
- 114) T-0546_2016-10-19_221.tif, Non-Contributing, 21503 Elmer Street, 1985, Looking East
- 115) T-0546_2016-10-19_137.tif, Non-Contributing, 21355 Foster Avenue, 1994, Looking South
- 116) T-0546_2016-10-19_136.tif, Non-Contributing, 21365 Foster Avenue, 1946, Looking South
- 117) T-0546_2016-10-19_153.tif, Non-Contributing, 21374 Foster Avenue, 2000, Looking Northwest
- 118) T-0546_2016-10-19_138.tif, Non-Contributing, Foster Avenue, 1960, Looking West
- 119) T-0546_2016-10-19_181.tif, Non-Contributing, 5873 Gibsontown Road, 1957, Looking Southeast
- 120) T-0546_2016-10-19_182.tif, Non-Contributing, 5879 Gibsontown Road, 1953, Looking Northeast
- 121) T-0546_2016-10-19_178.tif, Vernacular, 5882 Gibsontown Road, 1830, Looking South

- 122) T-0546_2016-10-19_176.tif, Vernacular, 5896 Gibsontown Road, 1900, Looking Southwest
- 123) T-0546_2016-10-19_183.tif, Vernacular I-House, 5899 Gibsontown Road, 1900, Looking Southeast
- 124) T-0546_2016-10-19_184.tif, Non-Contributing, 5901 Gibsontown Road, 1990, Looking East
- 125) T-0546_2016-10-19_185.tif, Vernacular I-House, 5903 Gibsontown Road, 1870, Looking South
- 126) T-0546_2016-10-19_175.tif, Vernacular, 5904 Gibsontown Road, 1900, Looking Southeast
- 127) T-0546_2016-10-19_212.tif, Vernacular I-House, 21452 Gibsontown Road, 1900, Looking Northwest
- 128) T-0546_2016-10-19_166.tif, Vernacular, 21457 Gibsontown Road, 1900, Looking Southeast
- 129) T-0546_2016-10-19_211.tif, Vernacular I-House, 21458 Gibsontown Road, 1900, Looking Northwest
- 130) T-0546_2016-10-19_210.tif, Vernacular I-House, 21464 Gibsontown Road, 1900, Looking Northwest
- 131) T-0546_2016-10-19_169.tif, Non-Contributing, 21469 Gibsontown Road, 1957, Looking Southeast
- 132) T-0546_2016-10-19_209.tif, Vernacular I-House, 21476 Gibsontown Road, 1900, Looking Northwest
- 133) T-0546_2016-10-19_170.tif, Non-Contributing, 21477 Gibsontown Road, 1996, Looking Southeast
- 134) T-0546_2016-10-19_208.tif, Vernacular I-House, 21478 Gibsontown Road, 1909, Looking Northwest
- 135) T-0546_2016-10-19_172.tif, Non-Contributing, 21485 Gibsontown Road, 2003, Looking Southeast
- 136) T-0546_2016-10-19_207.tif, Vernacular I-House, 21486 Gibsontown Road, 1900, Looking Northwest

- 137) T-0546_2016-10-19_204.tif, Bungalow, 21498 Gibsontown Road, 1900, Looking Northwest
- 138) T-0546_2016-10-19_203.tif, Non-Contributing, 21500 Gibsontown Road, 1998, Looking North
- 139) T-0546_2016-10-19_201.tif, Vernacular, 21506 Gibsontown Road, 1900, Looking North
- 140) T-0546_2016-10-19_200.tif, Craftsman, 21512 Gibsontown Road, 1930, Looking North
- 141) T-0546_2016-10-19_174.tif, Non-Contributing, 21521 Gibsontown Road, 1955, Looking Southeast
- 142) T-0546_2016-10-19_197.tif, Vernacular I-House, 21524 Gibsontown Road, 1900, Looking Northwest
- 143) T-0546_2016-10-19_187.tif, Vernacular, 21543 Gibsontown Road, 1900, Looking North
- 144) T-0546_2016-10-19_186.tif, Vernacular, 21545 Gibsontown Road, 1900, Looking Northeast
- 145) T-0546_2016-10-19_195.tif, Vernacular, 21548 Gibsontown Road, 1900, Looking Northwest
- 146) T-0546_2016-10-19_190.tif, Non-Contributing, 21551 Gibsontown Road, 2000, Looking Northeast
- 147) T-0546_2016-10-19_194.tif, Non-Contributing, 21552 Gibsontown Road, 1975, Looking North
- 148) T-0546_2016-10-19_191.tif, Non-Contributing, 21555 Gibsontown Road, 1986, Looking Northeast
- 149) T-0546_2016-10-19_180.tif, Non-Contributing, Gibsontown Road, 1989, Looking Southwest
- 150) T-0546_2016-10-19_377.tif, Vernacular, 6060 Grimes Avenue, c. 1900, Looking North
- 151) T-0546_2016-10-19_112.tif, Vernacular I-House, 5741 Harrison Lane, 1900, Looking South

- 152) T-0546_2016-10-19_114.tif, Vernacular I-House, 5748 Harrison Lane, 1900, Looking Northwest
- 153) T-0546_2016-10-19_113.tif, Non-Contributing, 5753 Harrison Lane, 1993, Looking Northeast
- 154) T-0546_2016-10-19_109.tif, Vernacular I-House, 5760 Harrison Lane, 1900, Looking Southwest
- 155) T-0546_2016-10-19_10.tif, American Foursquare, 21526 Island Club Road, 1900, Looking North
- 156) T-0546_2016-10-19_106.tif, Non-Contributing, 5747 Johns Way, 2004, Looking West
- 157) T-0546_2016-10-19_105.tif, Non-Contributing, 5752 Johns Way, 2004, Looking Southwest
- 158) T-0546_2016-10-19_253.tif, Non-Contributing, 6030 Knapp Street, 2005, Looking West
- 159) T-0546_2016-10-19_251.tif, Non-Contributing, 6037 Knapp Street, 1949, Looking Northeast
- 160) T-0546_2016-10-19_252.tif, Non-Contributing, 6038 Knapp Street, 1987, Looking Northeast
- 161) T-0546_2016-10-19_272.tif, Cape Cod, 6047 Knapp Street, 1900, Looking South
- 162) T-0546_2016-10-19_13.tif, Non-Contributing, 21310 Landing Lane, 1977, Looking Northwest
- 163) T-0546_2016-10-19_140.tif, Non-Contributing, 5841 Memory Lane, 1976, Looking East
- 164) T-0546_2016-10-19_139.tif, Non-Contributing, 5844 Memory Lane, 1979, Looking West
- 165) T-0546_2016-10-19_224.tif, Vernacular I-House, 21483 Mission Road, 1900, Looking Northeast
- 166) T-0546_2016-10-19_239.tif, Vernacular, 21486 Mission Road, 1900, Looking North
- 167) T-0546_2016-10-19_225.tif, Vernacular, 21501 Mission Road, 1920, Looking Southeast

- 168) T-0546_2016-10-19_226.tif, Vernacular I-House, 21503 Mission Road, 1900, Looking Southwest
- 169) T-0546_2016-10-19_238.tif, Non-Contributing, 21510 Mission Road, 1977, Looking Northwest
- 170) T-0546_2016-10-19_227.tif, Non-Contributing, 21511 Mission Road, 1950, Looking Southeast
- 171) T-0546_2016-10-19_237.tif, Non-Contributing, 21520 Mission Road, 2010, Looking North
- 172) T-0546_2016-10-19_228.tif, Minimal Traditional, 21521 Mission Road, 1940, Looking Suetheast
- 173) T-0546_2016-10-19_229.tif, Non-Contributing, 21523 Mission Road, 1973, Looking Southeast
- 174) T-0546_2016-10-19_196.tif, Bungalow, 21528 Mission Road, 1920, Looking Northwest
- 175) T-0546_2016-10-19_235.tif, Non-Contributing, 21530 Mission Road, 1972, Looking North
- 176) T-0546_2016-10-19_234.tif, Vernacular I-House, 21536 Mission Road, 1900, Looking North
- 177) T-0546_2016-10-19_233.tif, Non-Contributing, 21546 Mission Road, 1969, Looking North
- 178) T-0546_2016-10-19_193.tif, Non-Contributing, 21551 Mission Road, 1990, Looking Northeast
- 179) T-0546_2016-10-19_232.tif, Non-Contributing, 21568 Mission Road, 2008, Looking Northwest
- 180) T-0546_2016-10-19_192.tif, Non-Contributing, 21571 Mission Road, 1995, Looking Northeast
- 181) T-0546_2016-10-19_231.tif, Non-Contributing, 21574 Mission Road, 1989, Looking Northeast
- 182) T-0546_2016-10-19_216.tif, Non-Contributing, 5978 N Main Street, 2005, Looking North
- 183) T-0546_2016-10-19_367.tif, Vernacular, 6030 N Main Street, 1900, Looking West

- 184) T-0546_2016-10-19_312.tif, Minimal Traditional, 6104 N Main Street, 1940, Looking West
- 185) T-0546_2016-10-19_334.tif, Bungalow, 6107 Oyster Shell Road, 1900, Looking North
- 186) T-0546_2016-10-19_102.tif, Non-Contributing, 21271 Phillips Road, 1976, Looking Southwest
- 187) T-0546_2016-10-19_86.tif, Non-Contributing, 21284 Phillips Road, 2009, Looking North
- 188) T-0546_2016-10-19_85.tif, Non-Contributing, 21292 Phillips Road, 1974, Looking Northwest
- 189) T-0546_2016-10-19_84.tif, Non-Contributing, 21308 Phillips Road, 1970, Looking Northeast
- 190) T-0546_2016-10-19_83.tif, Cape Cod, 21316 Phillips Road, 1940, Looking Northwest
- 191) T-0546_2016-10-19_82.tif, Minimal Traditional, 21318 Phillips Road, 1940, Looking Northwest
- 192) T-0546_2016-10-19_81.tif, Non-Contributing, 21320 Phillips Road, 1994, Looking Northwest
- 193) T-0546_2016-10-19_107.tif, Vernacular I-House, 21327 Phillips Road, 1910, Looking Southeast
- 194) T-0546_2016-10-19_79.tif, Cape Cod, 21340 Phillips Road, 1945, Looking Northwest
- 195) T-0546_2016-10-19_116.tif, Vernacular I-House, 21343 Phillips Road, 1900, Looking South
- 196) T-0546_2016-10-19_117.tif, Non-Contributing, 21345 Phillips Road, 1986, Looking South
- 197) T-0546_2016-10-19_78.tif, Bungalow, 21352 Phillips Road, 1930, Looking North
- 198) T-0546_2016-10-19_118.tif, Non-Contributing, 21357 Phillips Road, 2000, Looking Southeast
- 199) T-0546_2016-10-19_124.tif, Vernacular I-House, 21360 Phillips Road, 1900, Looking West
- 200) T-0546_2016-10-19_18.tif, Vernacular, 21369 Phillips Road, 1910, Looking West

- 201) T-0546_2016-10-19_103.tif, Vernacular I-House, Phillips Road, 1900, Looking Southeast
- 202) T-0546_2016-10-19_322.tif, Worker Housing, Phillips Road, c. 1900, Looking North
- 203) T-0546_2016-10-19_126.tif, Vernacular I-House, 5796 S Main Street, 1910, Looking Northwest
- 204) T-0546_2016-10-19_128.tif, Non-Contributing, 5806 S Main Street, 1974, Looking Northwest
- 205) T-0546_2016-10-19_131.tif, Non-Contributing, 5840 S Main Street, 1950, Looking West
- 206) T-0546_2016-10-19_132.tif, Non-Contributing, 5852 S Main Street, 1975, Looking West
- 207) T-0546_2016-10-19_130.tif, Minimal Traditional, S Main Street, 1940, Looking West
- 208) T-0546_2016-10-19_413.tif, Non-Contributing, 21417 Seth Avenue, 1951, Looking West
- 209) T-0546_2016-10-19_369.tif, Non-Contributing, 21456 Sinclair Avenue, 1989, Looking North
- 210) T-0546_2016-10-19_375.tif, Non-Contributing, 6053 Sinclair Avenue, 1954, Looking Northeast
- 211) T-0546_2016-10-19_376.tif, Non-Contributing, 6055 Sinclair Avenue, 1961, Looking Northeast
- 212) T-0546_2016-10-19_385.tif, Non-Contributing, 21378 Sinclair Avenue, 2003, Looking Northwest
- 213) T-0546_2016-10-19_384.tif, Minimal Traditional, 21384 Sinclair Avenue, 1940, Looking Northwest
- 214) T-0546_2016-10-19_383.tif, Vernacular, 21396 Sinclair Avenue, 1900, Looking Northwest
- 215) T-0546_2016-10-19_381.tif, Non-Contributing, 21398 Sinclair Avenue, 1986, Looking North
- 216) T-0546_2016-10-19_382.tif, Vernacular, 21400 Sinclair Avenue, 1900, Looking Northwest

- 217) T-0546_2016-10-19_380.tif, Non-Contributing, 21402 Sinclair Avenue, 1969, Looking North
- 218) T-0546_2016-10-19_379.tif, Vernacular I-House, 21410 Sinclair Avenue, 1900, Looking North
- 219) T-0546_2016-10-19_400.tif, Cape Cod, 21413 Sinclair Avenue, 1940, Looking South
- 220) T-0546_2016-10-19_374.tif, Vernacular I-House, 21418 Sinclair Avenue, 1900, Looking North
- 221) T-0546_2016-10-19_373.tif, Non-Contributing, 21422 Sinclair Avenue, 1993, Looking Northeast
- 222) T-0546_2016-10-19_401.tif, Non-Contributing, 21423 Sinclair Avenue, 1965, Looking South
- 223) T-0546_2016-10-19_402.tif, Vernacular, 21427 Sinclair Avenue, 1900, Looking South
- 224) T-0546_2016-10-19_372.tif, Non-Contributing, 21430 Sinclair Avenue, 1970, Looking North
- 225) T-0546_2016-10-19_404.tif, Non-Contributing, 21435 Sinclair Avenue, 1989, Looking Southeast
- 226) T-0546_2016-10-19_371.tif, Non-Contributing, 21444 Sinclair Avenue, 1990, Looking North
- 227) T-0546_2016-10-19_393.tif, Non-Contributing, 6029 Sunset Lane, 1999, Looking Southeast
- 228) T-0546_2016-10-19_389.tif, Non-Contributing, 6030 Sunset Lane, 1950, Looking West
- 229) T-0546_2016-10-19_388.tif, Non-Contributing, 6050 Sunset Lane, 1950, Looking Southwest
- 230) T-0546_2016-10-19_387.tif, Non-Contributing, 6058 Sunset Lane, 1955, Looking Southwest
- 231) T-0546_2016-10-19_386.tif, Non-Contributing, 6070 Sunset Lane, 1998, Looking Southwest
- 232) T-0546_2016-10-19_347.tif, Non-Contributing, 6102 Sunset Lane, 1950, Looking Northwest

- 233) T-0546_2016-10-19_99.tif, Non-Contributing, 5753 Tilghman Beach Drive, 1968, Looking East
- 234) T-0546_2016-10-19_98.tif, Non-Contributing, 5756 Tilghman Beach Drive, 1977, Looking Southwest
- 235) T-0546_2016-10-19_97.tif, Non-Contributing, 5758 Tilghman Beach Drive, 1985, Looking West
- 236) T-0546_2016-10-19_100.tif, Non-Contributing, 5765 Tilghman Beach Drive, 2008, Looking Northeast
- 237) T-0546_2016-10-19_95.tif, Non-Contributing, 5772 Tilghman Beach Drive, 1967, Looking Southwest
- 238) T-0546_2016-10-19_101.tif, Non-Contributing, 5777 Tilghman Beach Drive, 1988, Looking Northeast
- 239) T-0546_2016-10-19_94.tif, Non-Contributing, 5782 Tilghman Beach Drive, 1980, Looking West
- 240) T-0546_2016-10-19_93.tif, Non-Contributing, 5790 Tilghman Beach Drive, 1968, Looking Southwest
- 241) T-0546_2016-10-19_92.tif, Non-Contributing, 5800 Tilghman Beach Drive, 1974, Looking Southwest
- 242) T-0546_2016-10-19_87.tif, Non-Contributing, 5813 Tilghman Beach Drive, 1973, Looking Northeast
- 243) T-0546_2016-10-19_91.tif, Non-Contributing, 5816 Tilghman Beach Drive, 1979, Looking West
- 244) T-0546_2016-10-19_90.tif, Non-Contributing, 5820 Tilghman Beach Drive, 1965, Looking West
- 245) T-0546_2016-10-19_88.tif, Non-Contributing, 5825 Tilghman Beach Drive, 1987, Looking Northeast
- 246) T-0546_2016-10-19_89.tif, Non-Contributing, 5828 Tilghman Beach Drive, 1965, Looking West
- 247) T-0546_2016-10-19_22.tif, Non-Contributing, 5724 Tilghman Island Road, 1960, Looking Southwest

- 248) T-0546_2016-10-19_33.tif, Church and Cemetery, 5731 Tilghman Island Road, 1879, Looking South
- 249) T-0546_2016-10-19_21.tif, Non-Contributing, 5738 Tilghman Island Road, 1972, Looking Southwest
- 250) T-0546_2016-10-19_20.tif, Vernacular I-House, 5740 Tilghman Island Road, 1910, Looking Southwest
- 251) T-0546_2016-10-19_35.tif, Vernacular I-House, 5746 Tilghman Island Road, 1900, Looking East
- 252) T-0546_2016-10-19_19.tif, Vernacular I-House, 5760 Tilghman Island Road, 1920, Looking Southwest
- 253) T-0546_2016-10-19_119.tif, Vernacular, 5772 Tilghman Island Road, 1900, Looking West
- 254) T-0546_2016-10-19_121.tif, Vernacular, 5776 Tilghman Island Road, 1920, Looking West
- 255) T-0546_2016-10-19_125.tif, Non-Contributing, 5793 Tilghman Island Road, 1950, Looking East
- 256) T-0546_2016-10-19_129.tif, Agricultural, 5814 Tilghman Island Road, 1920, Looking West
- 257) T-0546_2016-10-19_133.tif, American Foursquare, 5858 Tilghman Island Road, 1910, Looking West
- 258) T-0546_2016-10-19_154.tif, Vernacular, 5877 Tilghman Island Road, 1900, Looking Northeast
- 259) T-0546_2016-10-19_155.tif, Vernacular I-House, 5879 Tilghman Island Road, 1900, Looking East
- 260) T-0546_2016-10-19_157.tif, Vernacular, 5883 Tilghman Island Road, 1900, Looking East
- 261) T-0546_2016-10-19_158.tif, Non-Contributing, 5887 Tilghman Island Road, 2005, Looking East
- 262) T-0546_2016-10-19_159.tif, Non-Contributing, 5893 Tilghman Island Road, 1949, Looking Northeast

- 263) T-0546_2016-10-19_416.tif, Bungalow, 5904 Tilghman Island Road, 1920, Looking West
- 264) T-0546_2016-10-19_160.tif, Vernacular, 5907 Tilghman Island Road, 1855, Looking East
- 265) T-0546_2016-10-19_162.tif, Non-Contributing, 5909 Tilghman Island Road, 1954, Looking Southwest
- 266) T-0546_2016-10-19_415.tif, Cape Cod, 5912 Tilghman Island Road, 1940, Looking West
- 267) T-0546_2016-10-19_414.tif, Vernacular, 5918 Tilghman Island Road, 1910, Looking West
- 268) T-0546_2016-10-19_411.tif, Non-Contributing, 5932 Tilghman Island Road, 2000, Looking Southeast
- 269) T-0546_2016-10-19_165.tif, Vernacular, 5933 Tilghman Island Road, 1900, Looking Northeast
- 270) T-0546_2016-10-19_410.tif, Non-Contributing, 5934 Tilghman Island Road, 1949, Looking West
- 271) T-0546_2016-10-19_409.tif, Non-Contributing, 5942 Tilghman Island Road, 1987, Looking West
- 272) T-0546_2016-10-19_213.tif, Vernacular, 5949 Tilghman Island Road, 1920, Looking Northwest
- 273) T-0546_2016-10-19_408.tif, Craftsman, 5952 Tilghman Island Road, 1940, Looking West
- 274) T-0546_2016-10-19_214.tif, Non-Contributing, 5957 Tilghman Island Road, 1956, Looking Northeast
- 275) T-0546_2016-10-19_215.tif, Bungalow, 5959 Tilghman Island Road, 1900, Looking Northeast
- 276) T-0546_2016-10-19_407.tif, Bungalow, 5960 Tilghman Island Road, 1920, Looking Southwest
- 277) T-0546_2016-10-19_223.tif, Vernacular I-House, 5997 Tilghman Island Road, 1900, Looking East

- 278) T-0546_2016-10-19_368.tif, Non-Contributing, 6016 Tilghman Island Road, 1997, Looking Northwest
- 279) T-0546_2016-10-19_240.tif, Vernacular W-House, 6031 Tilghman Island Road, 1900, Looking East
- 280) T-0546_2016-10-19_366.tif, Vernacular, 6032 Tilghman Island Road, 1890, Looking Southwest
- 281) T-0546_2016-10-19_328.tif, Vernacular, 6058 Tilghman Island Road, 1900, Looking Southwest
- 282) T-0546_2016-10-19_260.tif, Bungalow, 6061 Tilghman Island Road, 1940, Looking East
- 283) T-0546_2016-10-19_261.tif, Non-Contributing, 6067 Tilghman Island Road, 1950, Looking East
- 284) T-0546_2016-10-19_316.tif, Non-Contributing, 6082 Tilghman Island Road, 1963, Looking West
- 285) T-0546_2016-10-19_314.tif, Craftsman, 6094 Tilghman Island Road, 1930, Looking West
- 286) T-0546_2016-10-19_313.tif, Bungalow, 6100 Tilghman Island Road, 1920, Looking West
- 287) T-0546_2016-10-19_307.tif, Non-Contributing, 6129 Tilghman Island Road, 1960, Looking North
- 288) T-0546_2016-10-19_309.tif, Vernacular, 6136 Tilghman Island Road, 1930, Looking North
- 289) T-0546_2016-10-19_135.tif, American Foursquare, 21391 Tilghman Island Road, 1910, Looking South
- 290) T-0546_2016-10-19_123.tif, Vernacular, Tilghman Island Road, 1916, Looking West
- 291) T-0546_2016-10-19_127.tif, Warehouse, Tilghman Island Road, 1940, Looking Northeast
- 292) T-0546_2016-10-19_241.tif, Vernacular, Tilghman Island Road, 1900, Looking Northeast
- 293) T-0546_2016-10-19_262.tif, Vernacular, Tilghman Island Road, 1900, Looking East

- 294) T-0546_2016-10-19_315.tif, Cemetery, Tilghman Island Road, c. 1900, Looking Southwest
- 295) T-0546_2016-10-19_406.tif, Kronsberg Park, Tilghman Island Road, 1964, Looking Southwest
- 296) T-0546_2016-10-19_327.tif, Non-Contributing, Tilghman Island Road, 1962, Looking Southwest
- 297) T-0546_2016-10-19_405.tif, Non-Contributing, Tilghman Island Road, 1963, Looking Southeast
- 298) T-0546_2016-10-19_77.tif, Non-Contributing, 21396 Wharf Road, 1998, Looking Northwest
- 299) T-0546_2016-10-19_37.tif, Vernacular W-House, 21397 Wharf Road, 1890, Looking Southeast
- 300) T-0546_2016-10-19_76.tif, Vernacular I-House, 21404 Wharf Road, 1920, Looking North
- 301) T-0546_2016-10-19_74.tif, Non-Contributing, 21412 Wharf Road, 2003, Looking North
- 302) T-0546_2016-10-19_39.tif, Non-Contributing, 21415 Wharf Road, 1963, Looking Southeast
- 303) T-0546_2016-10-19_40.tif, Vernacular, 21423 Wharf Road, 1913, Looking Southeast
- 304) T-0546_2016-10-19_72.tif, Vernacular, 21424 Wharf Road, 1900, Looking Northeast
- 305) T-0546_2016-10-19_42.tif, American Foursquare, 21425 Wharf Road, 1900, Looking Southeast
- 306) T-0546_2016-10-19_70.tif, American Foursquare, 21426 Wharf Road, 1920, Looking Northeast
- 307) T-0546_2016-10-19_43.tif, Non-Contributing, 21433 Wharf Road, 1949, Looking South
- 308) T-0546_2016-10-19_44.tif, Vernacular, 21441 Wharf Road, 1900, Looking South
- 309) T-0546_2016-10-19_67.tif, Vernacular, 21442 Wharf Road, 1900, Looking South
- 310) T-0546_2016-10-19_66.tif, Vernacular, 21444 Wharf Road, 1900, Looking North

- 311) T-0546_2016-10-19_46.tif, Vernacular W-House, 21451 Wharf Road, 1890, Looking Southeast
- 312) T-0546_2016-10-19_64.tif, Craftsman, 21456 Wharf Road, 1940, Looking Northwest
- 313) T-0546_2016-10-19_48.tif, Non-Contributing, 21461 Wharf Road, 2005, Looking South
- 314) T-0546_2016-10-19_49.tif, Vernacular I-House, 21463 Wharf Road, 1900, Looking South
- 315) T-0546_2016-10-19_63.tif, Non-Contributing, 21472 Wharf Road, 1950, Looking North
- 316) T-0546_2016-10-19_62.tif, American Foursquare, 21480 Wharf Road, 1924, Looking North
- 317) T-0546_2016-10-19_51.tif, Craftsman, 21483 Wharf Road, 1930, Looking South
- 318) T-0546_2016-10-19_54.tif, Vernacular, 21485 Wharf Road, 1900, Looking Southeast
- 319) T-0546_2016-10-19_60.tif, Vernacular, 21488 Wharf Road, 1920, Looking Northwest
- 320) T-0546_2016-10-19_57.tif, Vernacular, 21502 Wharf Road, 1900, Looking Northwest
- 321) T-0546_2016-10-19_56.tif, Non-Contributing, 21504 Wharf Road, 1950, Looking North
- 322) T-0546_2016-10-19_55.tif, American Foursquare, 21512 Wharf Road, 1920, Looking Northwest
- 323) T-0546_2016-10-19_326.tif, Bungalow, 21454 Willey Road, 1900, Looking South
- 324) T-0546_2016-10-19_320.tif, Vernacular, 21472 Willey Road, 1900, Looking Northeast
- 325) T-0546_2016-10-19_319.tif, Vernacular, 21480 Willey Road, 1900, Looking North
- 326) T-0546_2016-10-19_318.tif, Cape Cod, 21486 Willey Road, 1941, Looking Northeast
- 327) T-0546_2016-10-19_317.tif, Vernacular, 21492 Willey Road, 1900, Looking Northwest
- 328) T-0546_2016-10-19_16.tif, Non-Contributing, 5490 Windward Drive, 1960, Looking Southwest