

Lockes Hill Road
SM-923
St. Mary's County
Mechanicsville Vicinity
17th Century – 20th Century
Public

Lockes Hill Road crosses over Lockes Swamp Creek in northeastern St. Mary's County. The road extends from a dead end northeast for approximately 1.7 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 16 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-scattered twentieth-century residential development characterizes the majority of the length of the road's right-of-way. The land along the roadway is well-watered with various bisecting streams, which suggests that it may not have been historically used for agricultural purposes.

Lockes Hill Road most likely began as a seventeenth-century dirt path leading inland from the Patuxent Path (Three Notch Road [MD 5/MD 235]) to the various inland farms and churches located in northeastern St. Mary's County. Lockes Hill Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. Lockes Hill Road facilitated traffic leading from the colonial road to the Patuxent River landing, historically known as Long Point. Furthermore, Lockes Hill Road allowed travelers access from the Patuxent Path to All Faith Church (SM-83) located at the intersection of New Market Turner (MD 6) and All Faith Church roads. In the late-nineteenth and early twentieth centuries, Lockes Hill Road provided access to the train station in Mechanicsville that operated from 1881 until 1942.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-923

1. Name of Property

(indicate preferred name)

historic Lockes Hill Road

other County Route 30042; Old Lockes Hill Road (County Route 31193)

2. Location

street and number Election District No. 5, Road runs NE from dead end to MD 6 not for publication

city, town Mechanicsville

county St. Mary's County X vicinity

3. Owner of Property

(give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive

telephone 301-475-4200, ext. 1300

city, town Leonardtown

state MD

zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

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

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	0 objects
		<input checked="" type="checkbox"/> transportation	1 Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources
previously listed in the Inventory

0

7. Description

Inventory No. SM-923

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Lockes Hill Road crosses over Lockes Swamp Creek in northeastern St. Mary's County. The road extends from a dead end northeast for approximately 1.7 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 16 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-scattered twentieth-century residential development characterizes the majority of the length of the road's right-of-way. The land along the roadway is well-watered with many bisecting streams and may not have been historically used for agricultural purposes.

Location

Lockes Hill Road is located in the northeastern portion of St. Mary's County in the county's Fifth Election District. The road extends north from its start point at a dead end and bends slightly east after crossing Point Lookout Road (MD 5) at mile point 0.3 and continues in a northeasterly direction to its end point at New Market Turner Road (MD 6). The road crosses Lockes Swamp Creek at mile point 0.8. The entire length of the road is approximately 1.7 miles in length.

Detailed Description

The Roadway

Lockes Hill Road is an asphalt-paved, minor-collector route that varies from 16 to 22 feet in width. The travelway originates as an unmarked narrow road delineated as "Old Lockes Hill Road." After crossing Point Lookout Road (MD 5) at mile point 0.3, the road is known as "Lockes Hill Road" and contains two divided lanes—one in each direction separated by a yellow-painted, double line. The roadway is in good condition throughout its length. The road's horizontal alignment incorporates gentle curves and several straight-aways. Its vertical alignment is relatively level from its origin to the crossing over Lockes Swamp Creek (mile point 0.8). The road begins a steep ascent from mile point 0.8 and continues in a gentle incline until its terminus at New Market Turner Road (MD 6). The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 0.8 from its origin, the roadway crosses Lockes Swamp Creek, a minor waterway that runs west to east and empties into Trent Hall Creek. The creek runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal-pipe culvert. Aluminum guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Informal grassy and asphalt-paved shoulders appear on both sides within the Lockes Hill Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the west side of Old Lockes Hill Road and then, after crossing Point Lookout Road (MD 5), along the east side of Lockes Hill Road, and beginning at mile point 0.4, running along both the east and west sides of the road.

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The Setting

Lockes Hill Road traverses a rural/residential area of northeastern St. Mary's County. The road retains four dwellings erected in the 1950s; the remaining built resources date to the late-twentieth- and early twenty-first centuries.

The first 0.3 miles of the road stretches between its origin at a dead end delineating Old Lockes Hill Road and Point Lookout Road (MD 5). The west side of the road contains two dwellings erected in the 1950s and several post-1965 dwellings. Mature evergreen and deciduous trees line the east side of the road. The road crosses the divided, four-lane Point Lookout Road (MD 5) at mile point 0.3. A *circa*-1954 and *circa*-1957 side-gable dwelling are located adjacent to the west side of Lockes Hill Road at mile point 0.4. Between mile points 0.6 and 1.0, several residences built in the 1970s and 1980s are located on the west side of the road and are accessed by paved driveways. These residences are marginally visible from the roadway until mile point 1.1.

The last half-mile of the road consists of several late-twentieth-century private roadways, including Stockett Run and Lockes Forest lanes, which lead east and west from Lockes Hill Road and provide access to late-twentieth- and early twenty-first-century dwellings situated on individual lots.

8. Significance

Inventory No. SM-923

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 checked="" 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 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/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	Ca. 1881	Architect/Builder	Unknown
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Construction dates	Late-17 th Century-Twentieth Century
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Evaluation for:

<input type="checkbox"/> National Register	<input type="checkbox"/> Maryland Register	<input checked="" type="checkbox"/> not evaluated
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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.)

Historical Summary

Lockes Hill Road most likely began as a seventeenth-century dirt path leading inland from the Patuxent Path (Three Notch Road [MD 5/MD 235]) to the various inland farms and churches located in northeastern St. Mary's County. Lockes Hill Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. Lockes Hill Road most likely facilitated traffic leading from the colonial road to the Patuxent River landing, historically known as Long Point. Furthermore, Lockes Hill Road allowed travelers access from the Patuxent Path to All Faith Church (SM-83) located at the intersection of New Market Turner (MD 6) and All Faith Church roads. In the late-nineteenth and early twentieth centuries, Lockes Hill Road provided access to the train station in Mechanicsville that operated from 1881 until 1942.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

Aside from facilitating the transport of tobacco from farms to waterways for shipping, colonial roads in St. Mary's County also served to connect colonists to the capital, the courts, and church. Roman Catholic and Anglican churches served as focal points for early community networks, and colonial roads helped to connect colonists to these religious centers.

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Lockes Hill Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

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Colonists developed trails and roads leading to local houses of worship, many of which were located inland in order to be closer to the center of population.³

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁴

Between 1790 and 1840, the internal economy of St. Mary's expanded, creating a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁵

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁶

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁷

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance.

³ History Matters, LLC 2006: 13-14

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 20

⁶ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 283-285.

⁷ History Matters, LLC 2006: 15-25

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The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.⁸ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁰

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹¹ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹²

Development of Lockes Hill Road

The origin of the name "Lockes Hill Road" refers to a late-seventeenth-century landowner by the last name of Lock[e] as referenced in the 1802 County Road Book; therefore, the road most likely originated as a seventeenth-century dirt path

⁸ Hammett 1991: 287

⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

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leading inland from the Patuxent Path (Three Notch Road [MD 5/MD 235]) to the various inland farms and churches located in northeastern St. Mary's County.¹³ The existing All Faith Church (located at the intersection of New Market Turner (MD 6) and All Faith Church roads) was erected between 1766 and 1769.¹⁴ All Faith Parish was established circa 1655 and incorporated in 1692 as one of the original Anglican parishes in Maryland. The original church building was constructed of log circa 1655 and rebuilt in 1693.¹⁵ Therefore, portions of present-day Lockes Hill Road facilitated those traveling via the Patuxent Path to the church.

Lockes Hill Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*.¹⁶ Most likely, Lockes Hill Road existed in the late-eighteenth century as a narrow dirt path used to connect travelers from the Patuxent Path to points in northeastern St. Mary's County. The road is described in the 1802 County Road Book as part of the fifth road division of Upper Resurrection Hundred. The book describes the path as "Beginning at All Faith Church then down the road through Mr. Locks plantation into Cool Springs Road [Three Notch Road] and up and down the said road from the bottom opposite Joseph Parson's lower gate to Dixons (Brotherhood) gate near the Cool Springs."¹⁷ This describes the entire length of present-day Lockes Hill Road from its intersection with MD 5 (mile point 0.3) to its terminus at New Market Turner Road (MD 6).¹⁸ Simon J. Martenet's 1865 *Atlas of Maryland* illustrates Lockes Hill Road, which was located to the east of the current alignment. The 1865 road leads north from Mechanicsburg (present-day Mechanicsville) and terminates at present-day New Market Turner Road (MD 6).¹⁹

From 1881 until 1942, Lockes Hill Road provided access to the railroad station in Mechanicsville. According to the 1892 and 1901 USGS *Leonardtown, MD* Topographical Quadrangle maps, Old Lockes Hill Road continued through to Mechanicsville in the early twentieth century.²⁰ In 1881, 13 years after the incorporation of the Southern Maryland Railroad Company, a train was running that provided access from Pennsylvania Railroad's Baltimore and Potomac line at Brandywine to Mechanicsville in the county's Fifth Election District. The rail also served the community of Charlotte Hall located further north. During its 17 years of existence, the Southern Maryland Railroad Company managed to maintain daily train service between Mechanicsville and Brandywine. In 1886, the railroad was purchased by the Washington and Potomac Railroad Company after a brief one-year ownership by the Central Trust Company of New

¹³ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁴ Maryland Historical Trust, "All Faith Episcopal Church, SM-83," National Register of Historic Places Inventory Form, April 1972.

¹⁵ All Faith Episcopal Church, "Colonial Heritage," accessed via www.allfaithchurch.com/sys-tmpl/ourcolonialheritage/ 22 April 2008.

¹⁶ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁷ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁸ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁹ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

²⁰ United States Geological Survey, *Leonardtown, MD* Quadrangle (15 Minute Series), 1892, 1901. Several architectural resources are noted on the maps; however, these are no longer extant or visible from the present-day roadway.

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York. By April of 1891, two trains departed daily from Mechanicsville and provided both passenger and freight service to points north.²¹

In 1901, the railroad changed ownership again, and, from 1901-1918, the line was known as the Washington, Potomac, and Chesapeake Railroad Company. In 1918, the Washington, Brandywine, and Point Lookout Railroad, comprised of local citizens, farmers, and businessman, was incorporated. Employees worked on their farms four days a week and operated the train the other two days; thus, keeping operating costs at a minimum. Passenger service ceased in 1928 after it stopped being profitable; however, public freight service continued on Tuesdays and Fridays for the next 14 years.²²

In 1942, the U.S. Navy took over the "farmer's railroad" as a means to haul the vast supplies necessary to construct and maintain the Naval Air Station and Test Center being constructed at Cedar Point. The Washington, Brandywine, and Point Lookout Railroad Company officially became the U.S. Naval Air Station Railroad, Patuxent River, Maryland. Consequently, the line was closed to all public freight service, and Lockes Hill Road ceased as a primary thoroughfare to the railroad station in Mechanicsville.²³ Most likely, the dead end at Old Lockes Hill Road, severing the road's historical ties to Mechanicsville, was subsequently constructed at this time.

Lockes Hill Road does not contain any architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the 1950s, are located near the origin of the roadway at the dead end of Old Lockes Hill Road and its intersection with MD 5. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Lockes Hill Road. Lockes Hill Road received a bituminous surface coating between 1939 and 1959 and was paved in asphalt as a result of the residential development that occurred in the 1970s. The road has since been widened and improved to meet current design standards and safety criteria.

²¹ Hammett 1991: 277-278

²² Hammett 1991: 278

²³ Hammett 1991: 279-280

9. Major Bibliographical References

Inventory No. SM-923

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 1.7 miles
Acreage of historical setting Approximately 1.7 miles
Quadrangle name Mechanicsville, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

Verbal boundary description and justification

The surveyed area of Lockes Hill Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	41-902-1421
city or town	Owings Mills	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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Lockes Hill Road
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St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

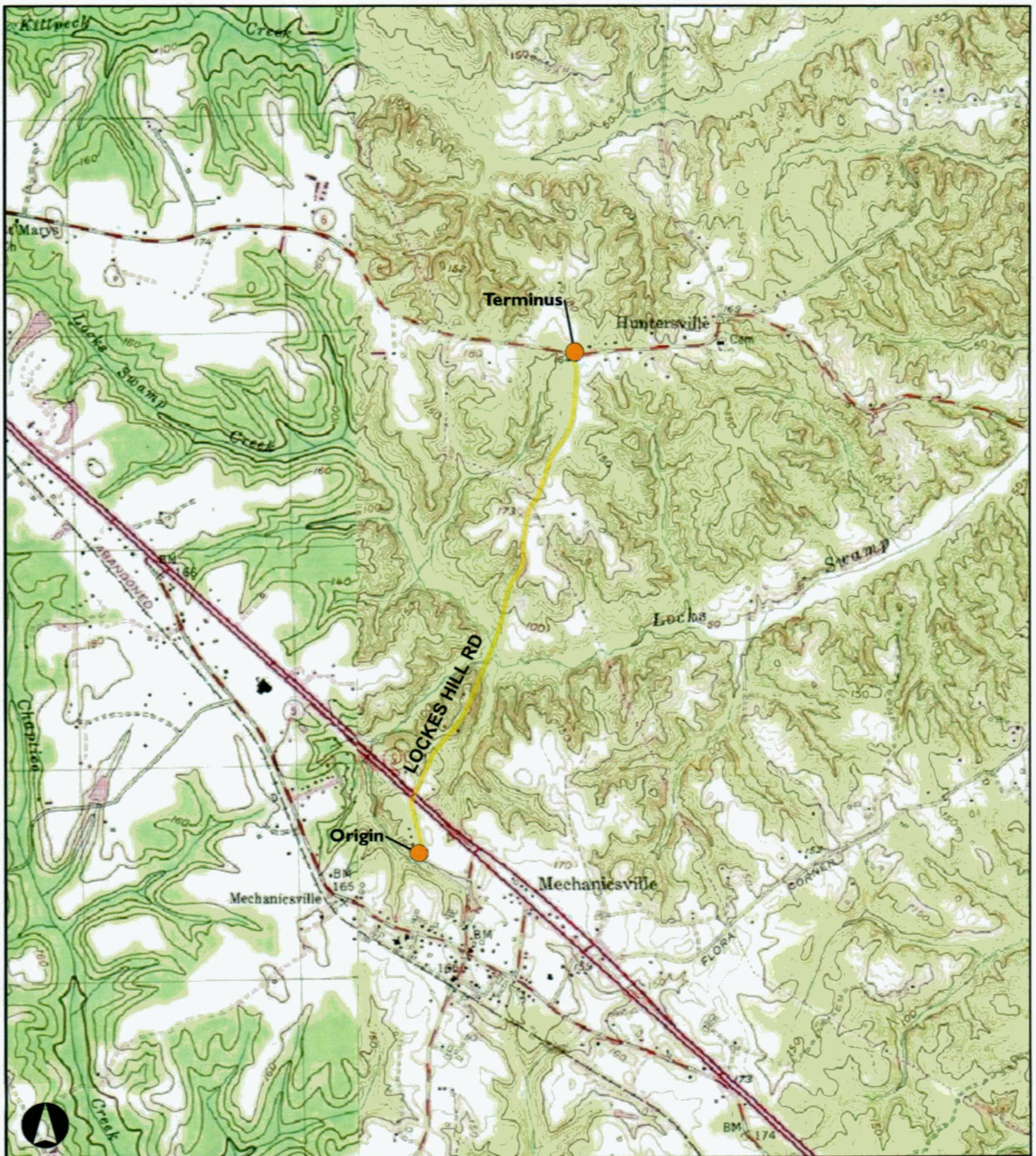
United States Geological Survey.

1943 *Mechanicsville, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)

1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)



— Road Alignment 2005

2,000

Feet

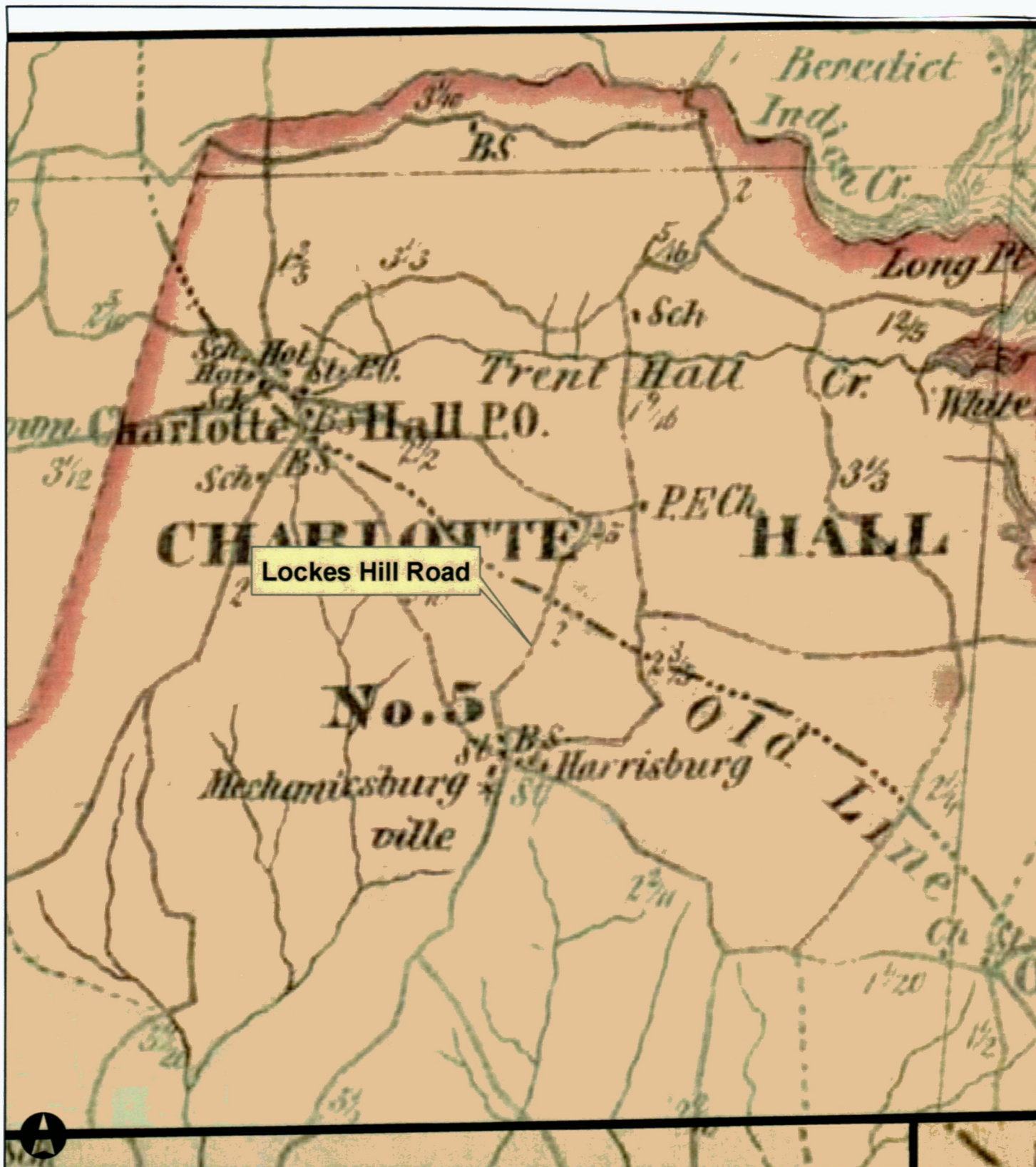
Lockes Hill Road

SM-923

Mechanicsville Vicinity

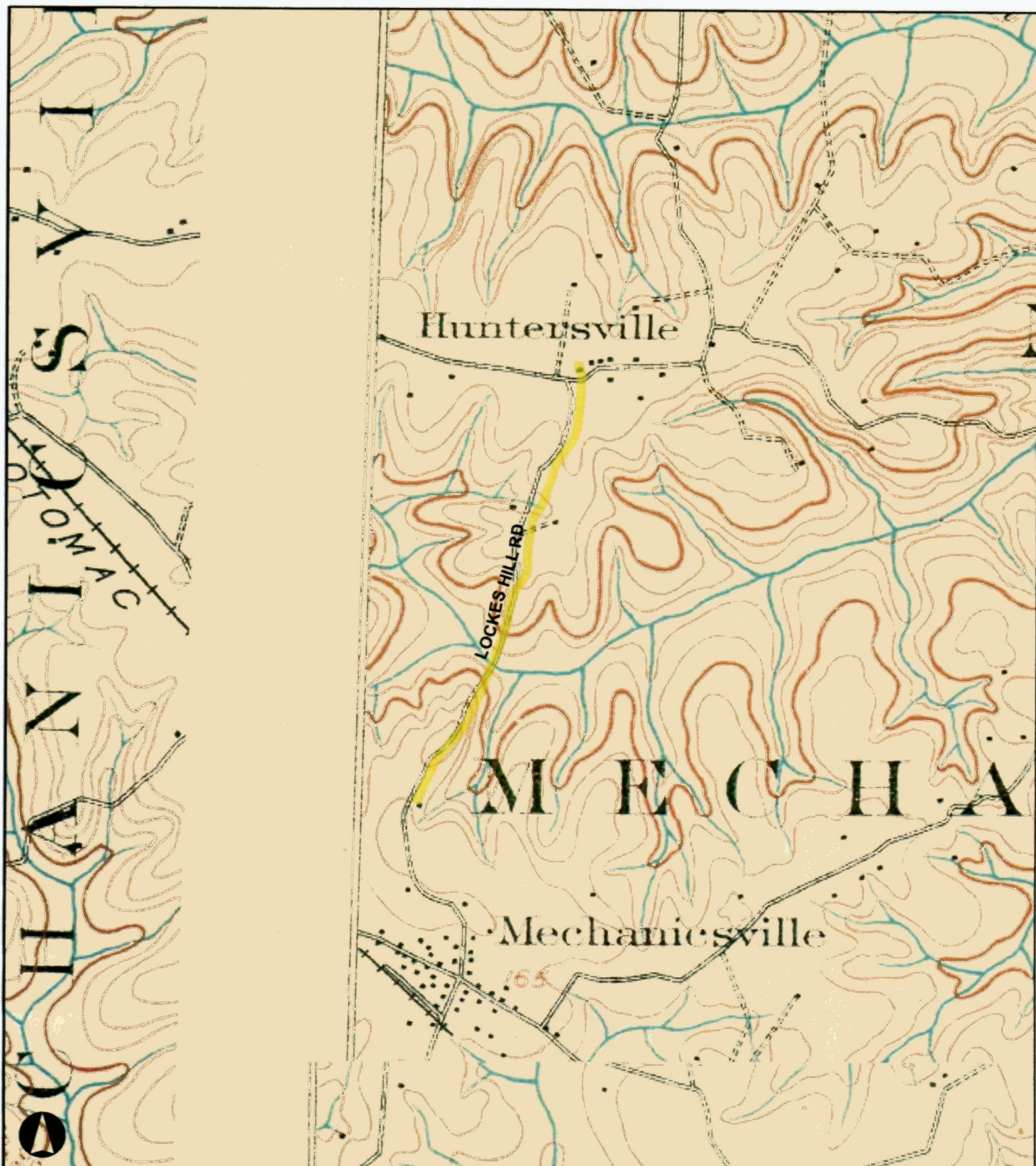
St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Mechanicsville, MD (2007)



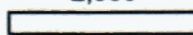
2,000
Feet

Lockes Hill Road
SM-923
Mechanicsville Vicinity
St. Mary's County, MD
Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000

 Feet

Lockes Hill Road

SM-923

Mechanicsville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Mechanicsville, MD (1902)







Mile Point 0.0, looking south to origin of Lockes Hill Road
Photo 1 of 14



Mile Point 0.0, looking northwest
Photo 2 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking southwest to intersection with MD 5
Photo 3 of 14



Mile Point 0.3, looking northeast
Photo 4 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking northwest
Photo 5 of 14



Mile Point 0.8, looking south
Photo 6 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.8, looking north
Photo 7 of 14



Mile Point 1.1, looking north
Photo 8 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.1, looking northwest
Photo 9 of 14



Mile Point 1.1, looking southwest
Photo 10 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.3, looking southwest
Photo 11 of 14



Mile Point 1.3, looking northeast
Photo 12 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.3, looking east down Stockett Run Lane
Photo 13 of 14



Mile Point 1.6, looking north to intersection with MD 6
Photo 14 of 14

SM-923
Lockes Hill Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

**Friendship School Road
SM-924
St. Mary's County
Loveville Vicinity
18th Century – 20th Century
Public**

Friendship School Road crosses over Burnt Mill Creek in central St. Mary's County. The road extends from its origin with Three Notch Road (MD 235) southwest for approximately 3.11 miles to its terminus at Parsons Mill Road. The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. Friendship School Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Friendship School Road. The road also reflects trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

1. Name of Property (indicate preferred name)

historic Friendship School Road

other County Route 30081

2. Location

street and number Election District No. 6, Road runs SW from MD 235 to Parsons Mill Road ☐ not for publication

city, town Loveville ☒ vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

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

6. Classification

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

7. Description

Inventory No. SM-924

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Friendship School Road crosses over Burnt Mill Creek in central St. Mary's County. The road extends from its origin with Three Notch Road (MD 235) southwest for approximately 3.11 miles to its terminus at Parsons Mill Road. The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

Location

Friendship School Road is located in the central portion of St. Mary's County in the county's Sixth Election District. The road extends southwest from its starting point at Three Notch Road (MD 235) and continues in a southwesterly direction to its end point at Parsons Mill Road. The road crosses Burnt Mill Creek at mile point 2.6. The entire length of the road is approximately 3.11 miles in length.

Detailed Description

The Roadway

Friendship School Road is an asphalt-paved, minor-collector route that varies from 18 to 22 feet in width. The travelway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway, which is in good condition throughout its length. The surface of the road is characterized by small ruts caused by the Mennonite horse-drawn buggies that frequent the roadway. The road's horizontal alignment incorporates gentle curves, several straight-aways, and two notable curves at mile points 1.1 and 2.6. Its vertical alignment is relatively level with several gradual inclines throughout its length. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 2.6 from its origin, the roadway crosses Burnt Mill Creek, a minor waterway that runs north to southeast and empties into Rich Neck Creek. The creek runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal-pipe culvert. Aluminum guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Formal, asphalt-paved shoulders characterize the Friendship School Road right-of-way for the first 0.1 mile. For the remaining length, informal grass and gravel shoulders appear on both sides within the right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run along both the east and west sides of the road throughout its length; however, the lines are not carried back to the Mennonite farm complexes.

The Setting

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 7 Page 1

Friendship School Road traverses a rural/residential area of central St. Mary's County. The road retains several mid-twentieth-century farm complexes, early twentieth-century agricultural outbuildings, and early to mid-twentieth-century dwellings situated on individual lots.

Throughout the first 2.1 miles, the road passes through various farmsteads primarily owned and farmed by Mennonite families. Long dirt and gravel driveways lead from Friendship School Road to the large farm complexes surrounded by active agricultural lands. Several individual mid- to late-twentieth-century one-story dwellings not associated with the Mennonites are located adjacent to the roadway.

At the intersection of Friendship School and Bishop roads (mile point 2.1), roadside vegetation becomes denser particularly where the road crosses Burnt Mill Creek at mile point 2.6. A *circa*-1910 dwelling and a late-nineteenth-century farm complex frame a large dirt pit belonging to Sloan Materials, a large-scale excavating company located near the road's terminus (mile point 3.1).

8. Significance

Inventory No. SM-924

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" 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 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 checked="" 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 type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	Unknown	Architect/Builder	Unknown
Construction dates	Late-17 th Century-Twentieth Century		

Evaluation for:

☐ National Register☐ Maryland Register☒ not evaluated

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

Historical Summary

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. Friendship School Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Friendship School Road. The road also reflects trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Historical Narrative¹

Summary of Road Building in St. Mary's County¹

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Friendship School Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Friendship School Road
Continuation Sheet

Number 8 Page 1

Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.³ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁴

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁵

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁶

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁷

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁸

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for

³ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 282.

⁴ History Matters, LLC 2006: 9

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Hammett 1991: 283-285

⁸ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Friendship School Road
Continuation Sheet

Number 8 Page 2

transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁰

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹¹ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹²

Development of Friendship School Road

Friendship School Road most likely originated as a route that facilitated overland travel between the Patuxent River, Patuxent Path (present-day MD 235 [Three Notch Road]) and Leonardtown. In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late-eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as portions of Friendship School Road, which led south from the Patuxent Path through the interior of the county to Leonardtown.¹³

⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

¹³ History Matters, LLC 2006: 12-14

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 3

Friendship School Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from Leonardtown to the Patuxent Path.¹⁴ Most likely Friendship School Road existed in the eighteenth century as a narrow dirt path used to connect travelers between the Patuxent Path and Leonardtown.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Friendship School Road.¹⁵ However, the road is described in the 1802 county road book as part of the first and third road divisions of Lower Resurrection Hundred. The book describes the path as "from Drury's (Hard Times of Tabitha Drury) gate, the Rich Neck road, as far as the second bridge and the beginning bound of Rich Neck."¹⁶ This describes present-day Jones Road and the lower part of Friendship School Road to Burnt Mill Creek (present-day mile points 2.6 to 3.1).¹⁷ The third division describes the road as "Beginning where the road by Mrs. Ann P. Lucas (America Felix or Sandy Ground) makes out of the Three Notched Road thence by Zachariah Forrests (6 tracts in Beaverdam Manor) to and as far as the first bridge in Rich Neck Swamp including the said bridge by the beginning boundary of Rich Neck."¹⁸ This describes the northern portion of Friendship School Road from its origin at Three Notch Road (MD 235) to its crossing over Burnt Mill Creek (present-day mile points 0.0 to 2.6).¹⁹

As the inland road network expanded in the early nineteenth century, the informal path encompassing portions of present-day Friendship School Road would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 *Atlas* illustrates only the northern portion of present-day Friendship School Road; the road leads south from Three Notch Road (MD 235) and terminates shortly after.²⁰

Friendship School Road purportedly derives its name from a one-room school erected adjacent to the road in the early 1920s. The May 30, 1924 issue of the *St. Mary's Beacon* listed the name of Friendship School as belonging to the Third Election District. However, there are no cartographic records dating to this period, and the school was removed after consolidation of the county schools began in 1925.²¹

In 1939, Amish farmers emigrated from Lancaster County, Pennsylvania, to the Mechanicsville area north of Loveville. The promise of un-crowded conditions, inexpensive land, and liberal education laws attracted many Amish families to the county between 1939 and 1940.²²

¹⁴ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁵ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

¹⁶ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁷ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁸ St. Mary's County, *County Road Book*, Lower Resurrection Hundred, 1802

¹⁹ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

²⁰ Martenet 1865

²¹ Hammett 1991: 320

²² Hammett 1991: 443

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 8 Page 4

In the early 1940s, after hearing their Amish neighbors extol the benefits of St. Mary's County, approximately 40 Mennonite families from Lancaster County, Pennsylvania, bought farms and moved to the farmland area surrounding Loveville.²³ The Mennonites also refer to themselves as the "Stauffer" Mennonites as about one-half of the St. Mary's County's Mennonite families have the surname of "Stauffer." Most of the Mennonites are farmers or are engaged in work with their hands, such as furniture making and repair that enables them to remain on or close to the family farm. Due to interest in maintaining the cohesiveness of the Mennonite community, they use no motorized machinery, except to supply power to belt-driven machinery, and use horse traction for travel and farming.²⁴

Several Mennonite farm complexes are located along Friendship School Road. These complexes typically consist of a large, highly altered, frame dwelling clad in synthetic siding, with no stylistic detailing or embellishment. A few of the farms also contain smaller dwellings that most likely house the grandparents of each family. A series of agricultural outbuildings, as well as a buggy shed, are often located to the sides or rear of the dwelling.

There are no extant architectural resources dating to the eighteenth or nineteenth centuries immediately adjacent to Friendship School Road. A late-nineteenth-century farm complex is located down a dirt farm lane at the road's terminus near Parsons Mill Road. A *circa*-1910 dwelling is located adjacent to Friendship School Road to the northeast of the farm complex. Mennonite farmsteads, such as the *circa*-1940 farm near origin of roadway and early twentieth-century farm located at mile point 1.1, as well as dwellings dating to the late-twentieth-century, characterize the road from its origin to its crossing over Burnt Mill Creek (mile point 2.6). The Mennonite farm complexes date from the early twentieth century onward. Consequently, the road has since been widened and improved to meet current design standards and safety criteria. In addition, the roadway contains ruts and bumps associated with the frequency of horse-drawn buggy traffic.

²³ Hammett 1991: 447; The Mennonite sect was founded in Zurich, Switzerland, in 1525, and the name originated with Menno Simons, an early preacher of the doctrines of faith. Since the Amish religion is a division of the Mennonite sect, many of the religious beliefs and customs based on religion are similar.

²⁴ Hammett 1991: 447

9. Major Bibliographical References

Inventory No. SM-924

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 3.11 miles
Acreage of historical setting Approximately 3.11 miles
Quadrangle name Leonardtown, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

Verbal boundary description and justification

The surveyed area of Friendship School Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	41-902-1421
city or town	Owings Mills	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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 9 Page 1

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St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-924

Name Friendship School Road
Continuation Sheet

Number 9 Page 2

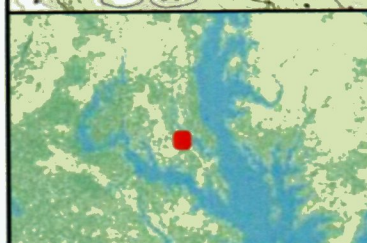
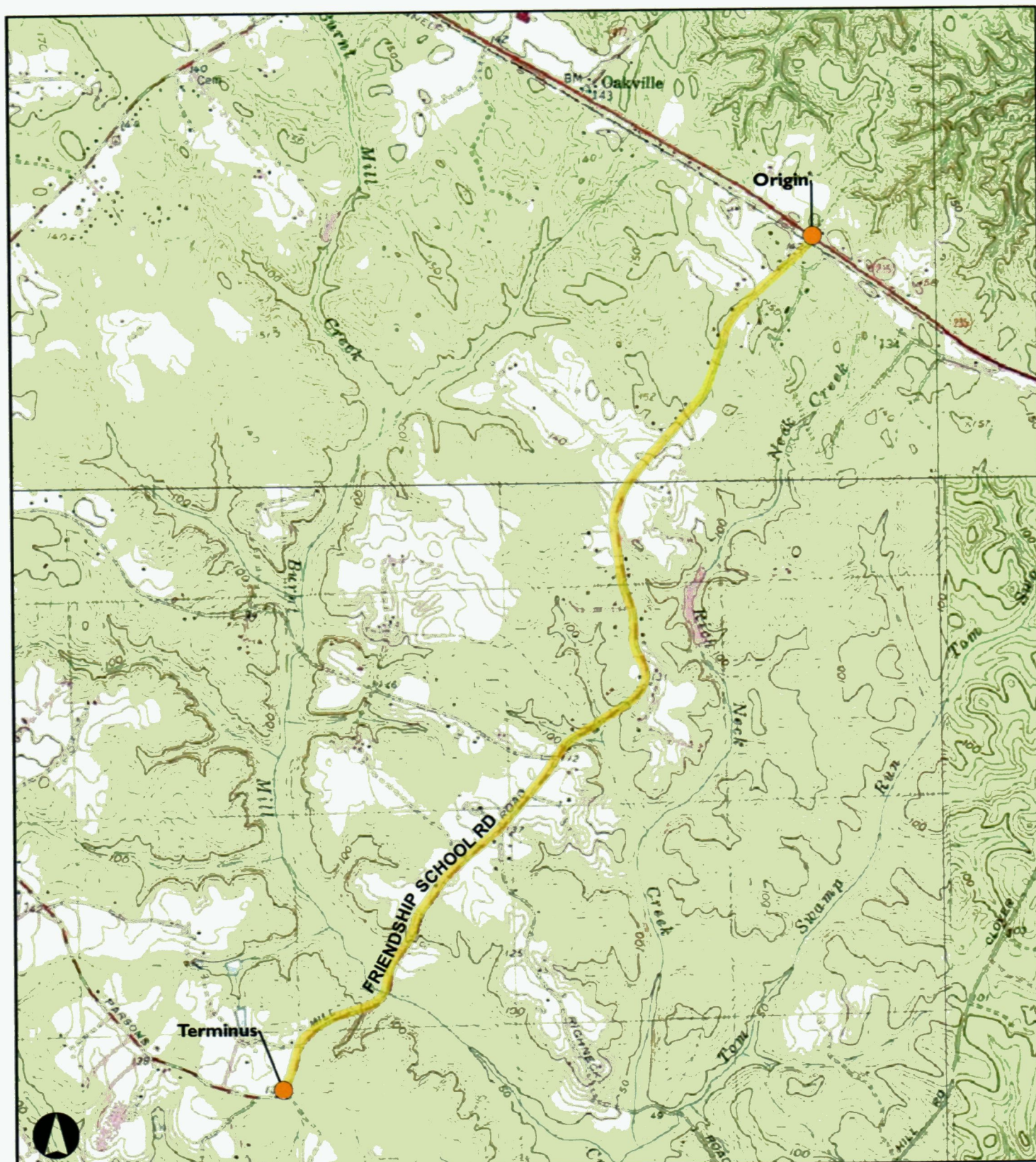
United States Geological Survey.

1943 *Leonardtown, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)


1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)



 Road Alignment 2005

2,000

 Feet

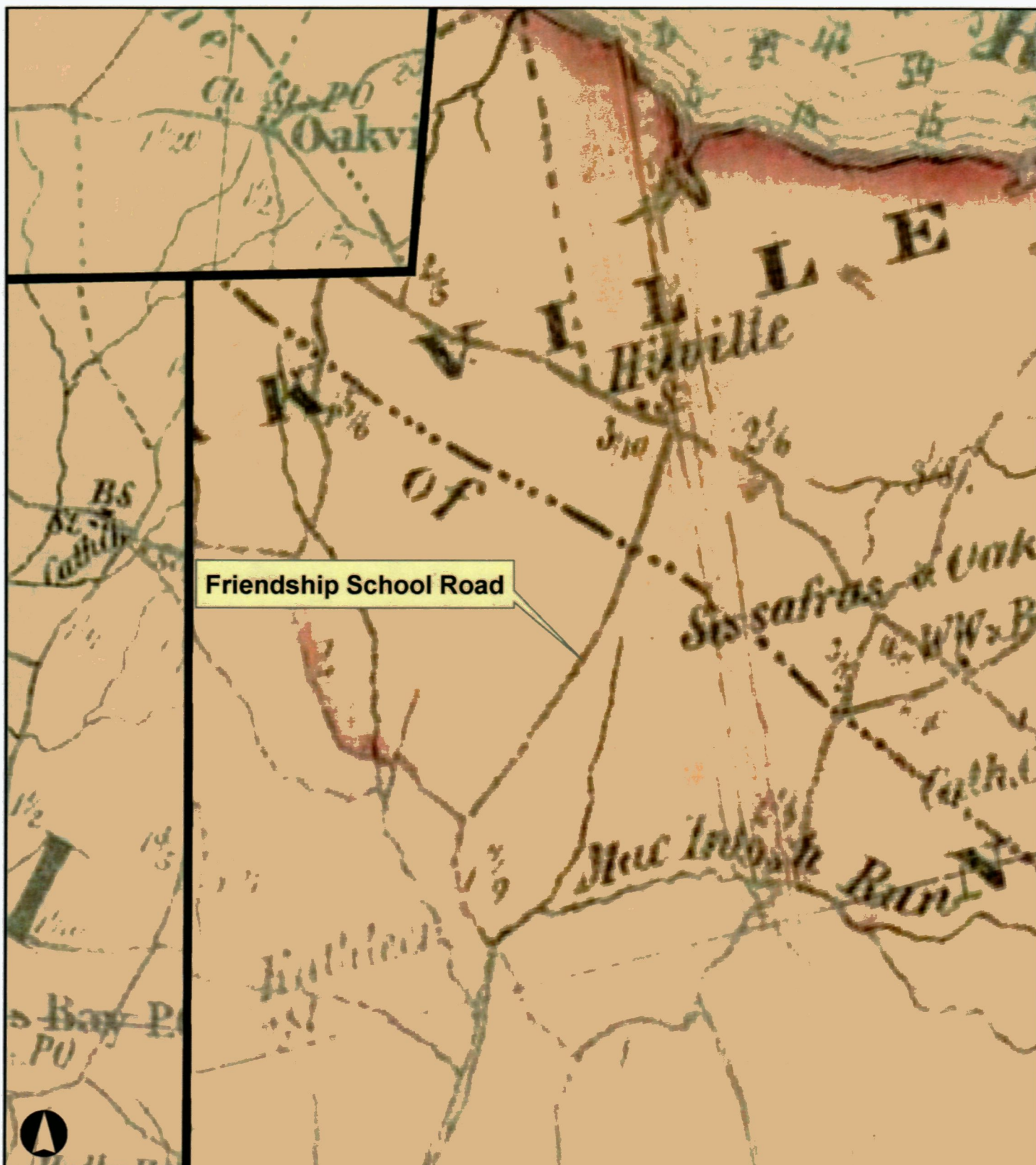
Friendship School Road

SM-924

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)



2,000
Feet

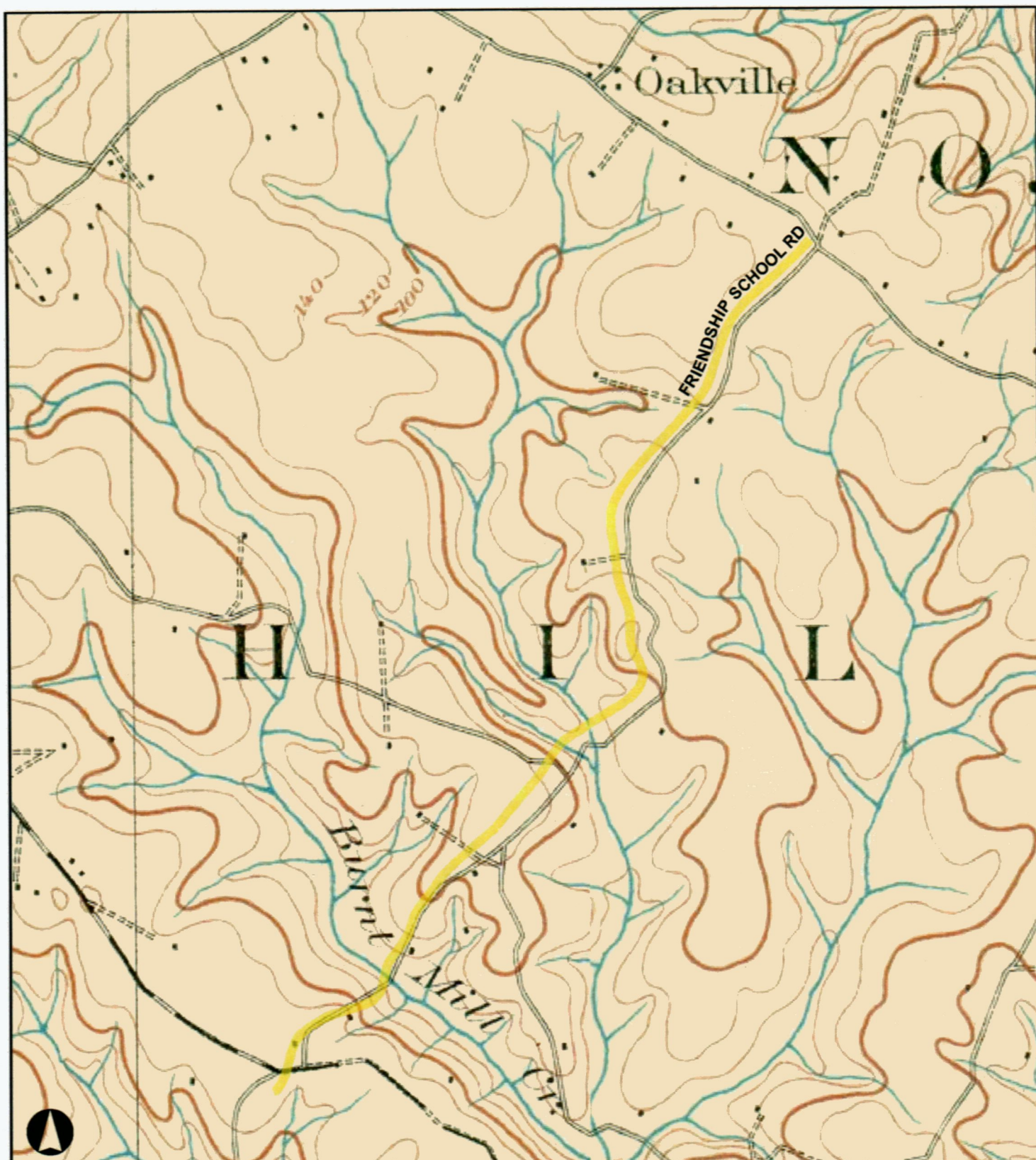
Friendship School Road

SM-924

Loveville Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000

Feet

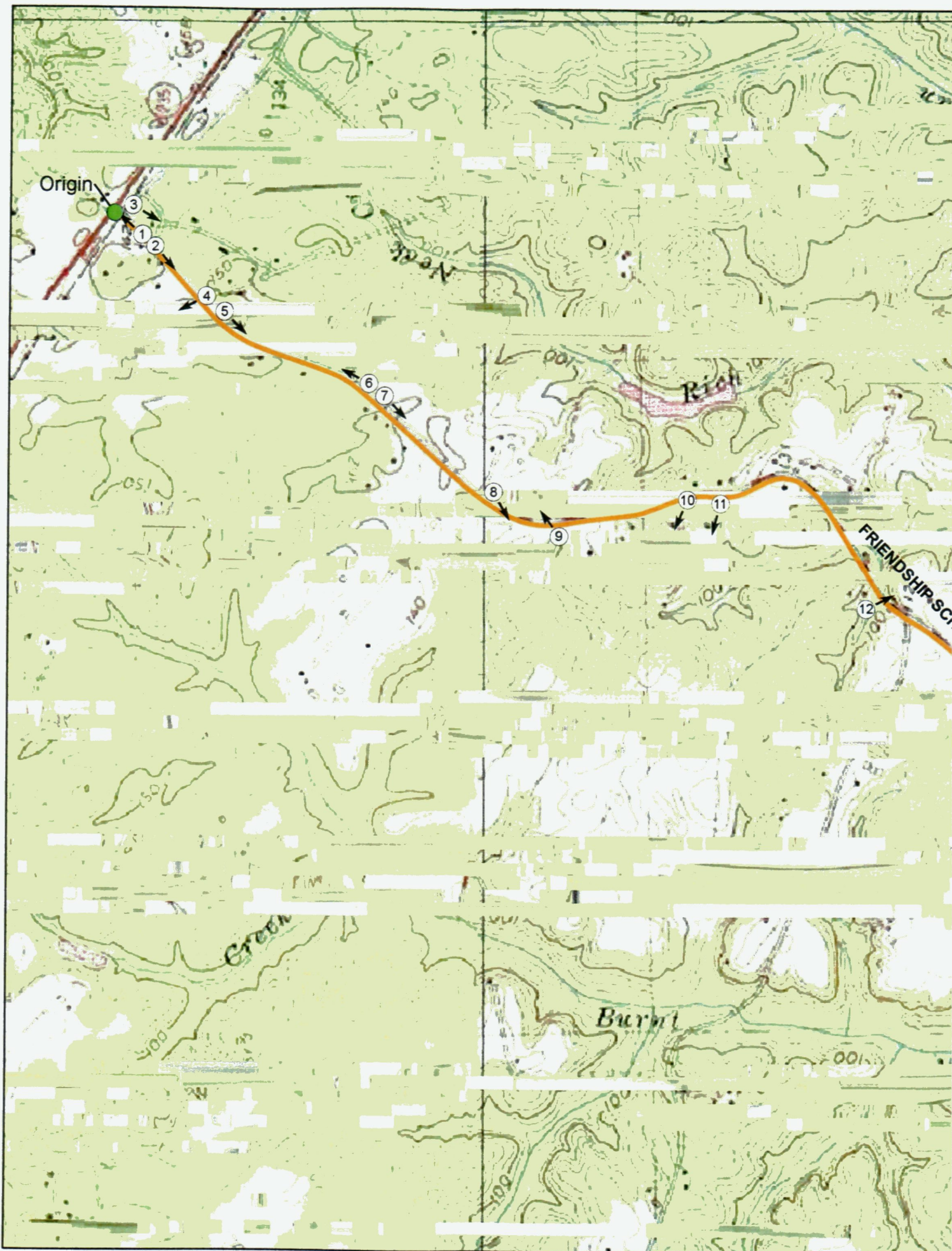
Friendship School Road

SM-924

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (1902)



**Friendship School Road
SM-924
Photograph Location Map**



Photo Locations



Friendship School Road

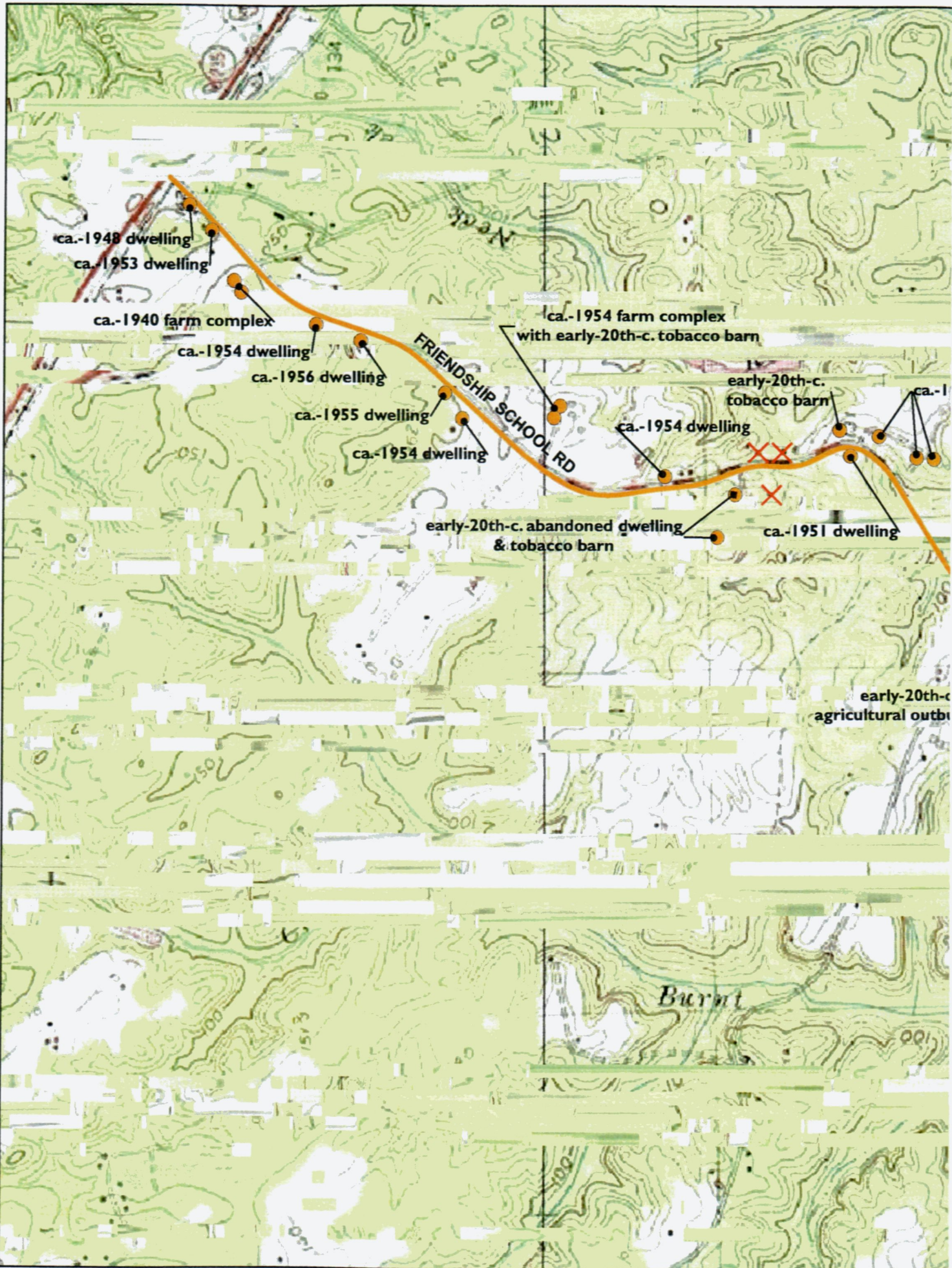
Source: USGS 7.5' Topo Quad, Leonardtown, MD.

***Loveville Vicinity
St. Mary's County, Maryland***

1,000 0 1,000
Feet




June 2008





**Friendship School Road
SM-924
Resource ID Map**



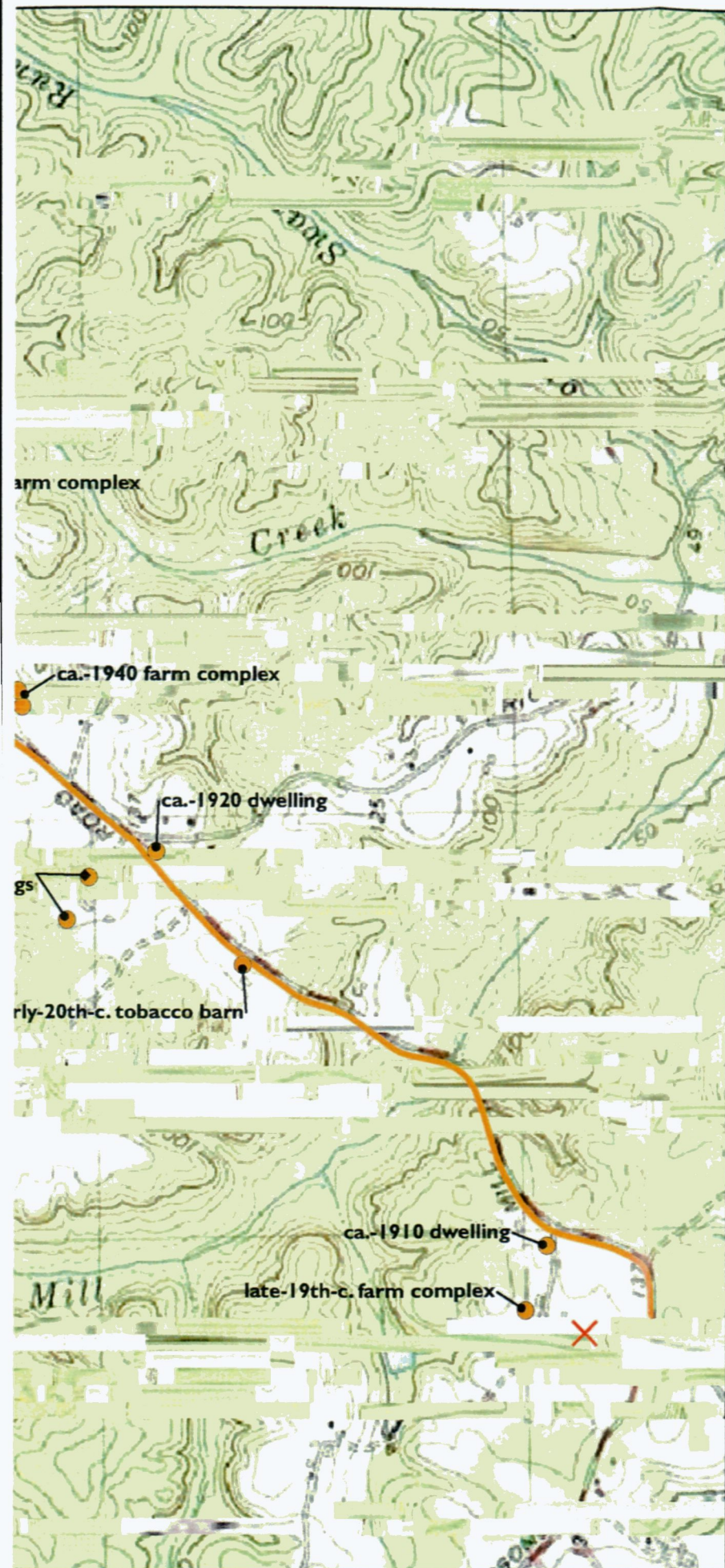
-  Resource Not Extant
-  Extant Resource
-  Friendship School Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.

***Loveville Vicinity
St. Mary's County, Maryland***

1,000 0 1,000
Feet

June 2008





Mile Point 0.0, looking northeast to intersection with MD 225
Photo 1 of 22



Mile Point 0.0, looking southwest
Photo 2 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking south to ca.1980-Hollywood Worship Center
Photo 3 of 22



Mile Point 0.2, looking northwest
Photo 4 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking southwest
Photo 5 of 22



Mile Point 0.5, looking north
Photo 6 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.5, looking southwest to ca.-1954 dwelling
Photo 7 of 22



Mile Point 0.9, view shed looking southeast to modern farm complex
Photo 8 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking northwest to ca.-1954 farm complex
Photo 9 of 22



Mile Point 1.1, looking northwest to abandoned early twentieth-century dwelling and tobacco barn
Photo 10 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.1, view shed looking west
Photo 11 of 22



Mile Point 1.4, looking south to ca. 1940 farm complex
Photo 12 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.1, looking northwest to early twentieth-century outbuildings
Photo 13 of 22



Mile Point 2.1, looking northeast to ca.-1920 dwelling (25190 Bishop Road) at
intersection of Friendship School and Bishop roads
Photo 14 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.3, looking north
Photo 15 of 22



Mile Point 2.3, view shed looking northwest to early twentieth-century tobacco barn
Photo 16 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.6, looking north
Photo 17 of 22



Mile Point 2.6, looking southeast to Burnt Mill Creek
Photo 18 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 3.0, looking northwest to ca.-1910 dwelling
Photo 19 of 22



Mile Point 3.0, looking northwest to late-nineteenth-century farm complex
Photo 20 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 3.1, looking north
Photo 21 of 22



Mile Point 3.1, looking southwest to intersection with Parsons Mill and Maypole roads
Photo 22 of 22

SM-924
Friendship School Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

**Pin Cushion Road
SM-925
St. Mary's County
Loveville Vicinity
17th Century
Public**

Pin Cushion Road extends from its origin with Budds Creek Road (MD 234) northeast for approximately 2.82 miles to its terminus at Point Lookout Road (MD 5). The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to early to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route that connected the lands of Richard Sheppy to the wharf at St. Clements Shore, Pin Cushion Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. Pin Cushion Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located at St. Clements Shore and in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Pin Cushion Road. The road illustrates trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

1. Name of Property (indicate preferred name)

historic Pin Cushion Road
other County Route 30086; Sheppy Road

2. Location

street and number Election District No. 3, Road runs NE from MD 234 to MD 5 not for publication
city, town Loveville X vicinity
county St. Mary's County

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

name St. Mary's County Board of County Commissioners
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300
city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

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

6. Classification

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

7. Description

Inventory No. SM-925

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Pin Cushion Road extends from its origin with Budds Creek Road (MD 234) northeast for approximately 2.82 miles to its terminus at Point Lookout Road (MD 5). The road is asphalt-paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to early to late-twentieth-century residences and agricultural complexes characterizes the majority of the length of the road's right-of-way.

Location

Pin Cushion Road is located in the central portion of St. Mary's County in the county's Third Election District. The road extends northeast from its starting point at Budds Creek Road (MD 234) and continues in a northeasterly direction to its end point at Point Lookout Road (MD 5). The road crosses Sunnyside Road (SM-907) at mile point 1.2. The entire length of the road is approximately 2.82 miles in length.

Detailed Description

The Roadway

Pin Cushion Road is a minor-collector route that varies in width from 18 to 22 feet. The travelway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway, which is paved in asphalt and is in good condition throughout its length. The road's horizontal alignment incorporates gentle curves and several straight-aways. Its vertical alignment is relatively level with several gradual inclines throughout its length. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

The Right-of-Way

With the exception of the road's terminus, which features formal asphalt-paved shoulders, Pin Cushion Road contains narrow informal, gravel and grassy shoulders throughout its length. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the east side of the road and then along both the east and west sides of the road throughout its remaining length.

The Setting

Pin Cushion Road traverses a rural/residential area of central St. Mary's County. The road retains early twentieth-century agricultural outbuildings, farm complexes, and dwellings, and several early to mid-twentieth-century dwellings situated on individual lots.

Throughout the first 1.2 miles, the road passes through various farmsteads that retain early twentieth-century outbuildings, including tobacco barns, but feature modern dwellings. Long dirt and gravel driveways lead from Pin Cushion Road to the large farm complexes surrounded by active agricultural lands. A grouping of early twentieth-century outbuildings (SM-789) situated around a modern dwelling is located at mile point 0.6.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

Name Pin Cushion Road
Continuation Sheet

Number 7 Page 1

After crossing Sunnyside Road (SM-907) at mile point 1.2, mid- to late-twentieth-century dwellings situated on individual lots characterize the setting adjacent to Pin Cushion Road. An early twentieth-century tobacco barn (SM-790) is visible from the northwest side of the Pin Cushion Road/Sunnyside Road intersection. Large swaths of mature evergreen and deciduous trees intersperse the dwelling lots. A substation is located adjacent to the west side of the road at mile point 2.1, and the associated power lines cross over Pin Cushion Road. Stauffer Mennonite Church (SM-852) is located at mile point 2.2 immediately to the north of the power line. An abandoned circa-1900 dwelling and barn are located across Pin Cushion Road to the east of the church. A Mennonite farmstead, including the surrounding agricultural land, characterizes the western side of the road from mile point 2.2 until mile point 2.6. Several individual late-twentieth-century dwellings are situated within agricultural lands that line the eastern side of the road until mile point 2.6.

Guy Tavern (Loveville Lounge, SM-587), currently vacant, is located at the southwest intersection of Pin Cushion and Point Lookout (MD 5) roads at mile point 2.82. Dense, mature vegetation conceals the J.B. Love House (SM-580) purportedly located at the southeast intersection at the road's terminus.

8. Significance

Inventory No. SM-925

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" 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 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/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates Unknown

Architect/Builder Unknown

Construction dates Late-17th Century-Twentieth Century

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

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

Historical Summary

As a late-seventeenth-century route that connected the lands of Richard Sheppy to the wharf at St. Clements Shore, Pin Cushion Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. Pin Cushion Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from the interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located at St. Clements Shore and in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including portions of what would become Pin Cushion Road. The road illustrates trends associated with the emigration of the Mennonites to St. Mary's County in the early 1940s.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Pin Cushion Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

Name Pin Cushion Road
Continuation Sheet

Number 8 Page 1

One of the oldest documented roads in St. Mary's County stretches from Budd's Creek to Point Lookout and encompasses portions of present-day MD 234 and MD 5. This route roughly parallels the Potomac River and is located approximately five miles inland. Portions of the road are mentioned in historical documents as early as the 1670s.³

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁴

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁵

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁶

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁷

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the

³ History Matters, LLC 2006: 9

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 20

⁶ Hammett 1991: 283-285

⁷ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Pin Cushion Road
Continuation Sheet

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twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁸ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.⁹

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹⁰ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹¹

Development of Pin Cushion Road

Pin Cushion Road most likely originated as a route that facilitated overland travel between the wharf at St. Clements Shore, present-day Budds Creek (MD 234) and Point Lookout (MD 5) roads, and Leonardtown. In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late-eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as Pin Cushion Road, which provided access from inland points south to St. Clements Shore and Leonardtown.¹²

⁸ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

⁹ History Matters, LLC 2006: 33

¹⁰ History Matters, LLC 2006: 40

¹¹ History Matters, LLC 2006: 41

¹² History Matters, LLC 2006: 12-14

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Pin Cushion Road
Continuation Sheet

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Pin Cushion Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from Leonardtown to the Patuxent Path.¹³ Pin Cushion Road, historically known as Sheppy Road, was most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the lands of seventeenth-century landowner Richard Sheppy to the wharf at St. Clements Shore and Leonardtown. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and St. Clements Shore provided a shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries.¹⁴

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Pin Cushion Road.¹⁵ However, the road is described in the 1802 county road book as part of the fourth road division of Upper Newtown Hundred. The book describes the path as "Beginning at the mouth of Shippy's [Sheppy's] road and with said road as far as the fork of the road near Morgans Tavern."¹⁶ This describes the entire length of present-day Pin Cushion Road from its origin at Budds Creek Road (MD 234) to its intersection with Point Lookout Road (MD 5).¹⁷

As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 *Atlas* illustrates Pin Cushion Road, which closely follows its present-day alignment.

Pin Cushion Road purportedly derives its name from one of two sources. The first notion is that the road was named for a pin cushion-like bush once located at the intersection of Pin Cushion and Sunnyside roads. The second notion is that the road is named after a large oak tree that featured a pin cushion-like knot on its trunk.¹⁸

In 1939, Amish farmers emigrated from Lancaster County, Pennsylvania, to the Mechanicsville area north of Loveville. The promise of un-crowded conditions, inexpensive land, and liberal education laws attracted many Amish families to the county between 1939 and 1940.¹⁹

In the early 1940s, after hearing their Amish neighbors extol the benefits of St. Mary's County, approximately 40 Mennonite families from Lancaster County, Pennsylvania, bought farms and moved to the farmland area surrounding

¹³ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁴ Pete Himmelheber, St. Mary's County Historical Society, interview with Emma Young, 10 April 2008, notes on file at A.D. Marble & Company, Owings Mills, Maryland.

¹⁵ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

¹⁶ St. Mary's County, *County Road Book*, Upper Newtown Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁷ *Ibid.*; translation courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁸ Pete Himmelheber, St. Mary's County Historical Society, interview with Emma Young, 10 April 2008, notes on file at A.D. Marble & Company, Owings Mills, Maryland; None of these vegetative features were located during the survey.

¹⁹ Hammett 1991: 443

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

Name Pin Cushion Road
Continuation Sheet

Number 8 Page 4

Loveville.²⁰ The Mennonite families call themselves the "Plain" folk and adhere strictly to their 18 articles of faith, which form the basis of their way of life separated from 'this world's ways.' The Mennonites also refer to themselves as the "Stauffer" Mennonites as about one-half of the St. Mary's County's Mennonite families have the surname of "Stauffer." Most of the Mennonites are farmers or are engaged in work with their hands, such as furniture making and repair, that enables them to remain on or close to the family farm. Due to interest in maintaining the cohesiveness of the Mennonite community, they use no motorized machinery, except to supply power to belt-driven machinery, and use horse traction for travel and farming.²¹

Stauffer Mennonite Church (SM-852) is located at mile point 2.2 on the west side of Pin Cushion Road. The plain one-story structure was erected in the early 1940s after the Mennonites migrated to St. Mary's County. Two L-shaped, open-front sheds border the structure and are used as hitching places for the horse-drawn buggies during Sunday worship. Several Mennonite farm complexes are also located along Pin Cushion Road. These complexes typically consist of a large, highly altered, frame dwelling clad in synthetic siding, with no stylistic detailing or embellishment. A few of the farms also contain smaller dwellings that most likely house the grandparents of each family. A series of agricultural outbuildings, as well as a buggy shed, are located to the sides or rear of the dwelling.

There are no extant architectural resources dating to the eighteenth or nineteenth centuries immediately adjacent to Pin Cushion Road. Two *circa*-1900 dwellings are located at mile points 2.2 and 2.4; however, the former is abandoned. Several farmsteads interspersed with individual dwellings dating to the late-twentieth-century, particularly near its intersection with Sunnyside Road, characterize the length of roadway from its origin to its terminus. Consequently, the road has been widened and improved to meet current design standards and safety criteria.

²⁰ Hammett 1991: 447; The Mennonite sect was founded in Zurich, Switzerland, in 1525, and the name originated with Menno Simons, an early preacher of the doctrines of faith. Since the Amish religion is a division of the Mennonite sect, many of the religious beliefs and customs based on religion are similar.

²¹ Hammett 1991: 447

9. Major Bibliographical References

Inventory No. SM-925

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 2.82 miles
Acreage of historical setting Approximately 2.82 miles
Quadrangle name Leonardtown, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

Verbal boundary description and justification

The surveyed area of Pin Cushion Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	41-902-1421
city or town	Owings Mills	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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

Name Pin Cushion Road
Continuation Sheet

Number 9 Page 1

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Marriott, Paul Daniel

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Ranzetta, Kirk.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-925

Name Pin Cushion Road
Continuation Sheet

Number 9 Page 2

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St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

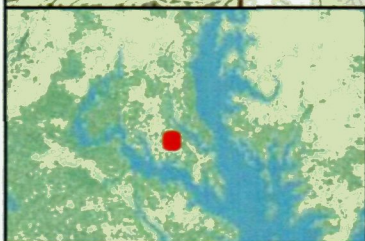
United States Geological Survey.

1943 *Leonardtown, MD Quadrangle (7.5 Minute Series)*, 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle (15 Minute Series)*

1901 *Leonardtown, MD Quadrangle (15 Minute Series)*

1939 *Leonardtown, MD Quadrangle (15 Minute Series)*



— Road Alignment 2005

2,000
— Feet

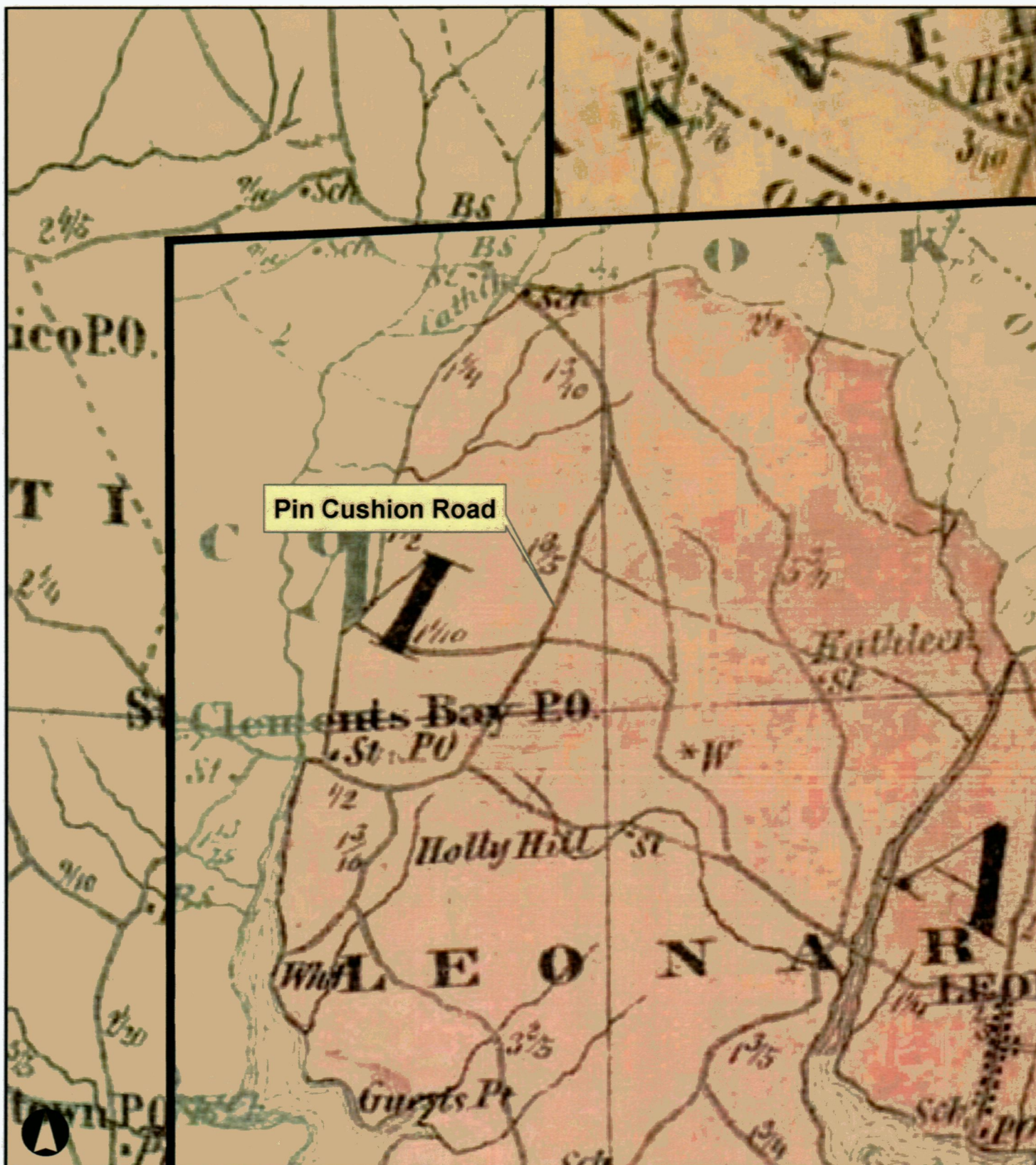
Pin Cushion Road

SM-925

Loveville Vicinity

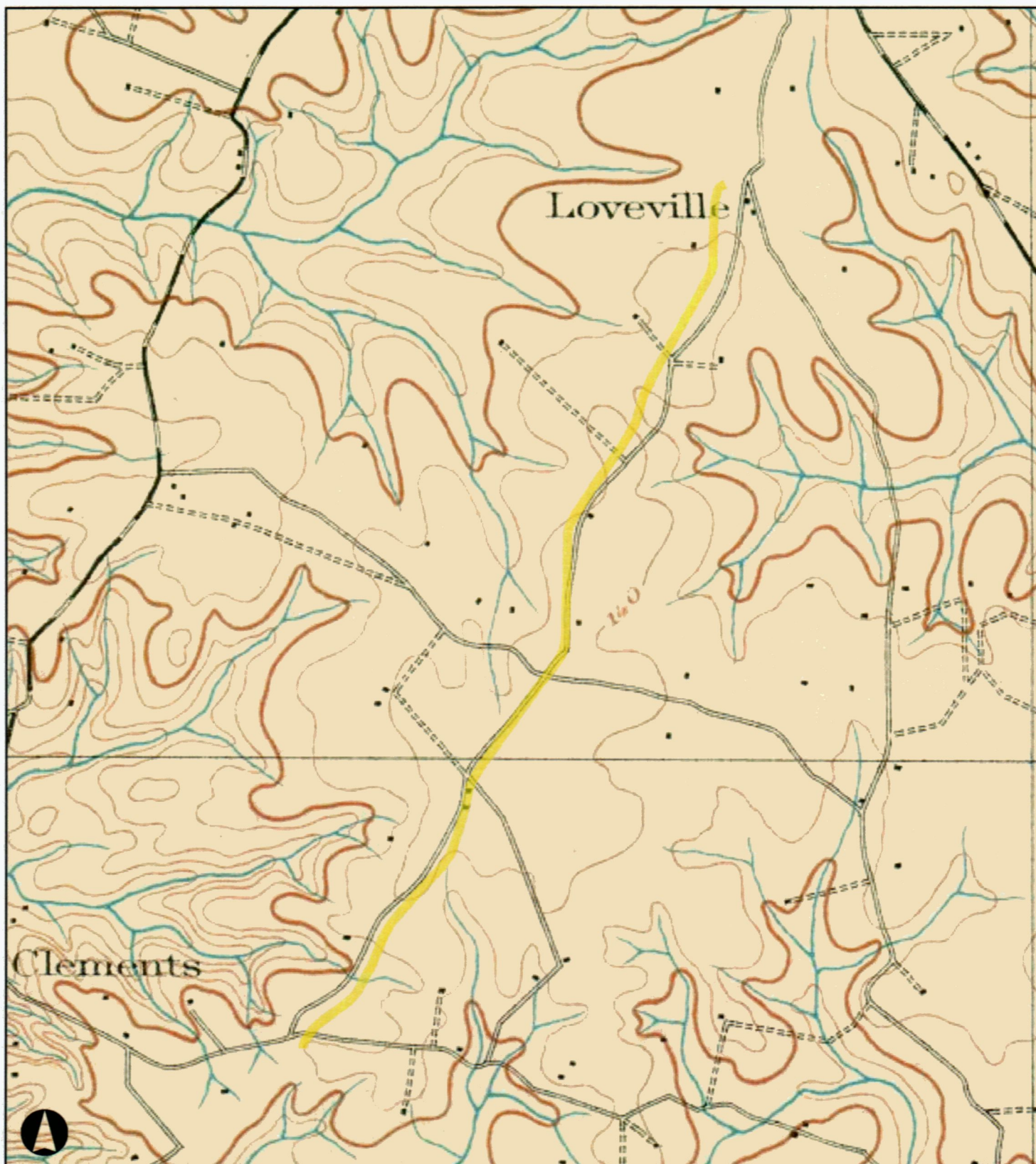
St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)




2,000
Feet

Pin Cushion Road
SM-925
Loveville Vicinity
St. Mary's County, MD
Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000
 Feet

Pin Cushion Road

SM-925

Loveville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD (2007)

**Pin Cushion Road
SM-925
Photograph Location Map**



Photo Locations



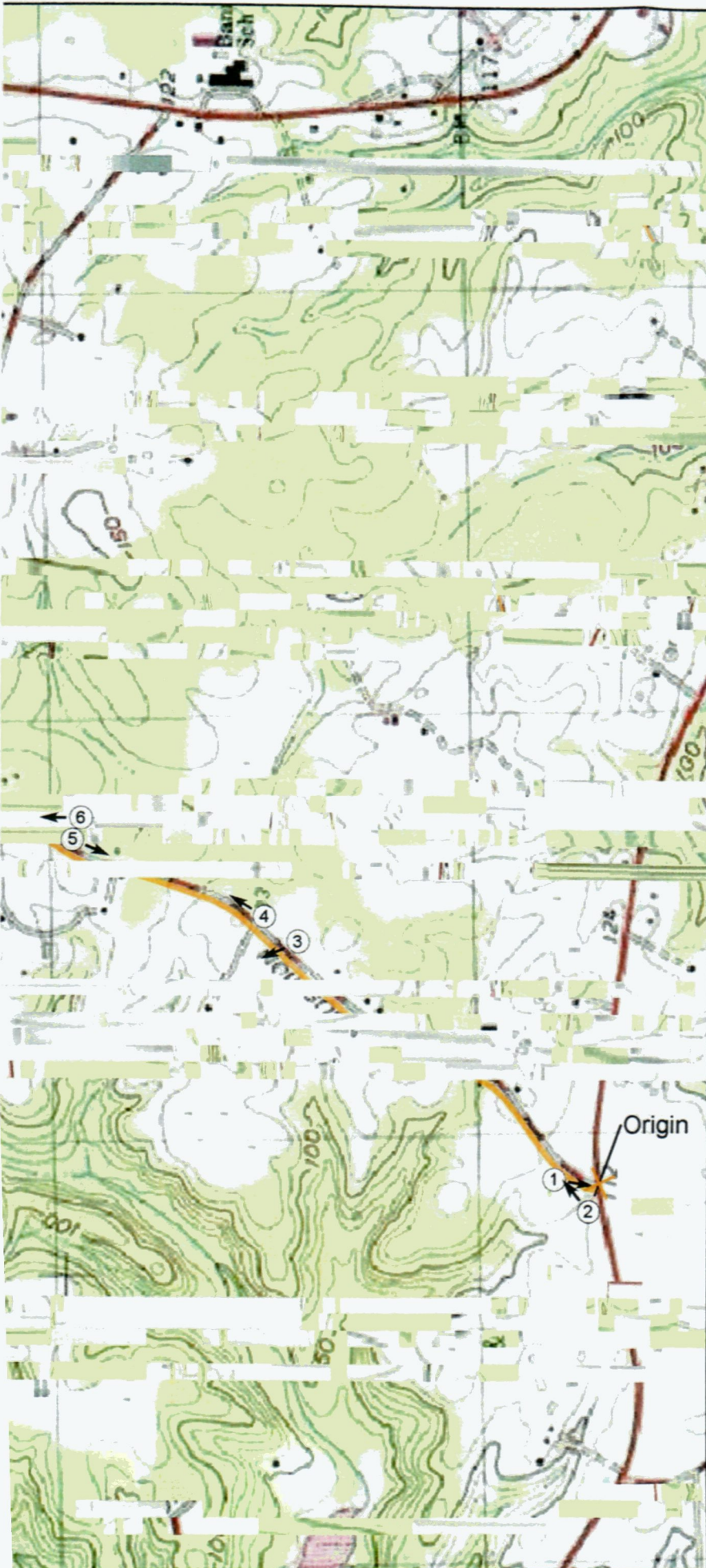
Pin Cushion Road

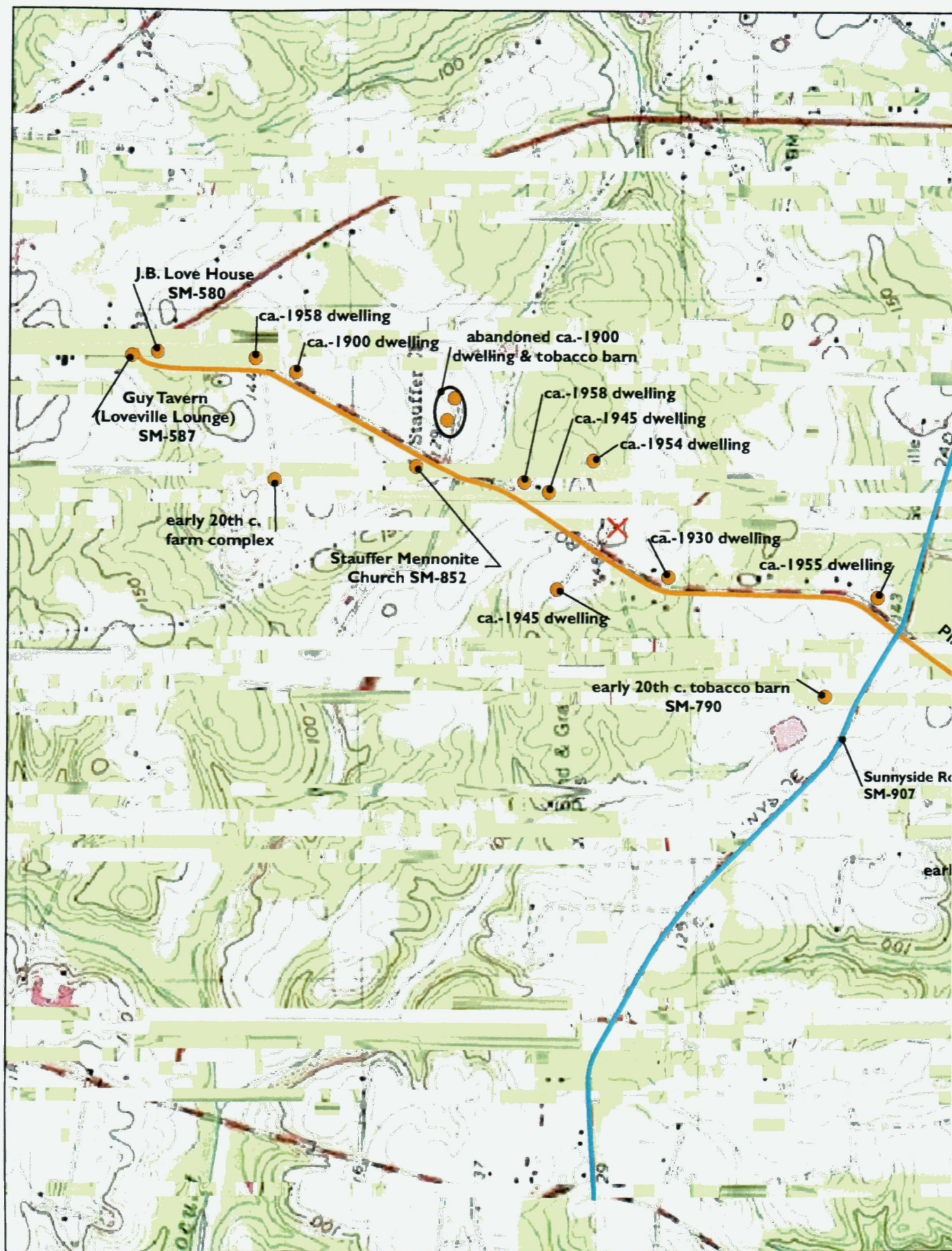
Source: USGS 7.5' Topo Quad, Leonardtown, MD.

***Loveville Vicinity
St. Mary's County, Maryland***

1,000 0 1,000
Feet

June 2008





**Pin Cushion Road
SM-925
Resource ID Map**



✗ Resource Not Extant

● Extant Resource

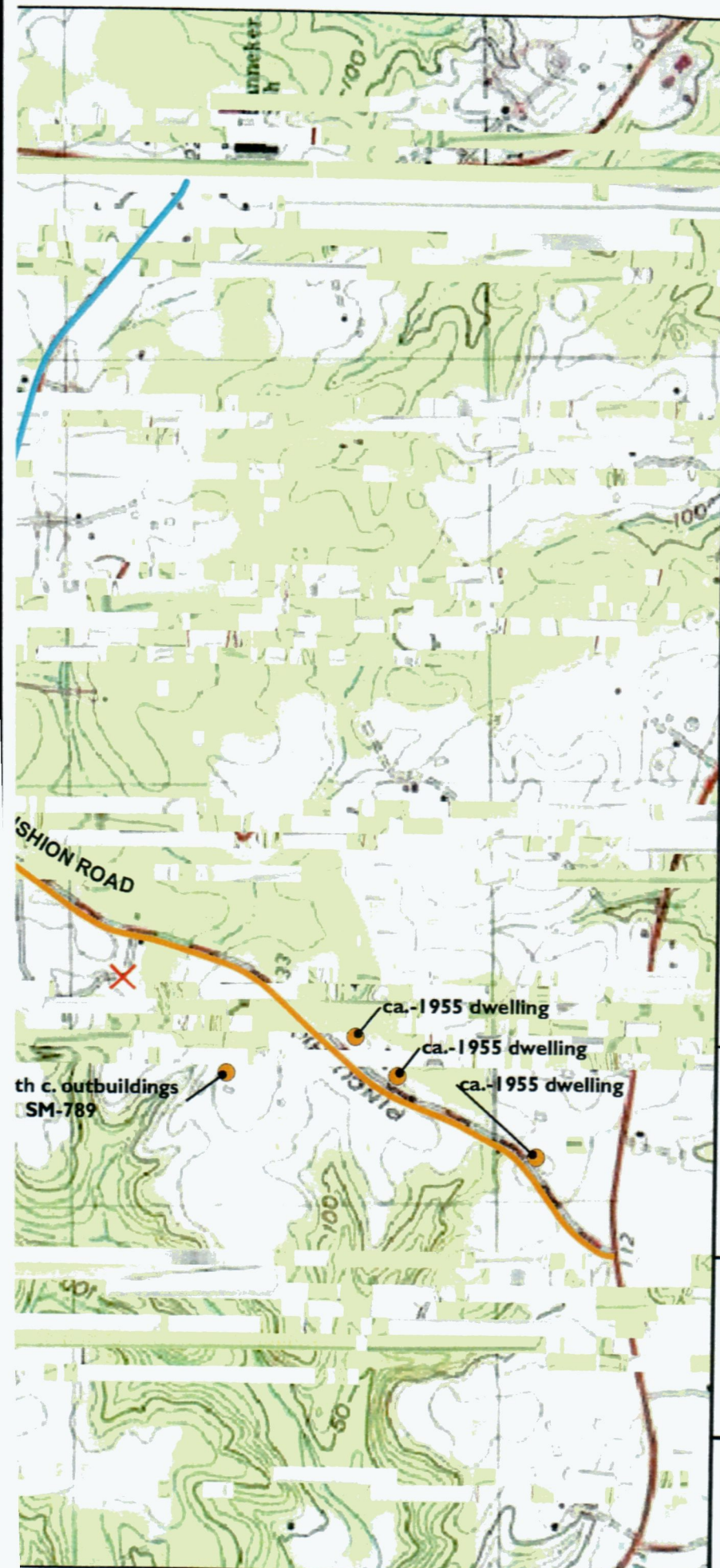
— Pin Cushion Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD.

***Loveville Vicinity
St. Mary's County, Maryland***

1,000 0 1,000
Feet

June 2008.





Mile Point 0.0, looking south to intersection of Budds Creek Road (MD 235)
Photo 1 of 18



Mile Point 0.1., looking northeast
Photo 2 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.6, view shed looking northwest to early twentieth-century outbuildings and modern dwelling
Photo 3 of 18



Mile Point 0.6, looking north
Photo 4 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.0, looking southwest
Photo 5 of 18



Mile Point 1.0, looking north
Photo 6 of 18

**SM-925
Pin Cushion Road
St. Mary's County, Maryland**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 1.2, looking north to intersection with Sunnyside Road
Photo 7 of 18



Mile Point 1.2, looking north to intersection with Sunnyside Road
Photo 8 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.9, looking southwest
Photo 9 of 18



Mile Point 1.9, looking north
Photo 10 of 18

**SM-925
Pin Cushion Road
St. Mary's County, Maryland**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 2.2, looking northwest to Stauffer Mennonite Church (SM-852)
Photo 11 of 18



Mile Point 2.2, looking northeast to abandoned ca.-1900 dwelling and barn
Photo 12 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.2, looking south
Photo 13 of 18



Mile Point 2.5, view shed looking northwest to early twentieth-century farm complex
Photo 14 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.5, looking north
Photo 15 of 18



Mile Point 2.8, looking southwest
Photo 16 of 18

**SM-925
Pin Cushion Road
St. Mary's County, Maryland**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 2.8, looking northwest to Guy Tavern (Loveville Lounge, SM-587)
Photo 17 of 18



Mile Point 2.8, looking northeast to intersection with MD 5
Photo 18 of 18

SM-925
Pin Cushion Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

St. Jeromes Neck Road
SM-926
St. Mary's County
Dameron Vicinity
17th Century
Public

St. Jeromes Neck Road extends between St. Jerome's Creek, a tributary of the Chesapeake Bay and Three Notch Road (MD 235) in southeastern St. Mary's County, Maryland. The road traverses a narrow peninsula (St. Jerome's Neck) and remains relatively at-grade with several sharp curves throughout its 4.55-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route that begins as an unmarked roadway until mile point 1.3 where it consists of a two-lane roadway divided by a yellow-painted double-line. Single white lines frame the roadway's outer edges. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farm complexes, a late-eighteenth-century dwelling (Dameron House, SM-42), and associated agricultural lands.

As a mid-seventeenth-century route leading inland from the manor of Jerome Hawley (St. Jerome's Manor), St. Jeromes Neck Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, St. Jeromes Neck Road was used by local farmers to reach the wharf at St. Jerome's Neck.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-926

1. Name of Property (indicate preferred name)

historic St. Jeromes Neck Road

other County Route 30367

2. Location

street and number Election District No. 1, Runs NE from St. Jerome's Creek to Three Notch Road (MD 235)

city, town Dameron X vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

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

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

0

7. Description

Inventory No. SM-926

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

St. Jeromes Neck Road extends between St. Jerome's Creek, a tributary of the Chesapeake Bay and Three Notch Road (MD 235) in southeastern St. Mary's County, Maryland. St. Jeromes Neck Road traverses a narrow peninsula (St. Jerome's Neck) and remains relatively at-grade with several sharp curves throughout its 4.55-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route that begins as an unmarked roadway until mile point 1.3 where it consists of a two-lane roadway divided by a yellow-painted double-line. Single white lines frame the roadway's outer edges. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farm complexes, a late-eighteenth-century dwelling, and associated agricultural lands.

Location

St. Jeromes Neck Road is located in the southeastern portion of St. Mary's County in the county's First Election District. St. Jeromes Neck Road extends north from its starting point at a sand-and-gravel private lane near St. Jerome's Creek and continues northeast to its end point at Three Notch Road (MD 235) in the vicinity of Dameron. The entire length of the road is approximately 4.55 miles in length.

Detailed Description

The Roadway

St. Jeromes Neck Road is an asphalt-paved, minor-collector route that varies from 16 to 22 feet in width. The travelway originates as a narrow unmarked lane and continues as such for the first 1.3 miles. From its intersection with Raley Road (mile point 1.3) until its terminus, the roadway consists of two divided lanes—one in each direction, divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway. Despite the erosion of its edges in some areas, particularly closer to its origin, the road is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and four notable curves at mile points 2.0, 2.5, 3.1, and 3.5. The road's vertical alignment is at-grade, and the roadway features a low-pitched crown.

The Right-of-Way

Informal narrow sandy and grassy shoulders appear on both sides of the St. Jeromes Neck Road right-of-way. The shoulders give way to shallow swales that provide basic drainage for the road and adjacent land. Several metal traffic signs, the majority of which are mounted on single aluminum poles and include speed limit and warning signs, appear within the right-of-way. The metal stop sign at the terminus of the road is attached to a wood post. Private property owners have posted a variety of identification signs that include the names and addresses of their properties. These signs are generally made of painted wood and constructed in a variety of shapes and sizes.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the east side of the road and then along both sides of the road until its terminus at Three Notch Road (MD 235).

The Setting

St. Jeromes Neck Road traverses a rural area of southeastern St. Mary's County. The roadway extends through a landscape dominated by agricultural and residential land uses. The road originates at a sand-and-gravel private lane that

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-926

Name St. Jeromes Neck Road
Continuation Sheet

Number 7 Page 1

leads to a *circa*-1924 dwelling situated adjacent to St. Jerome's Creek; the roadway then parallels the eastern shore of the Chesapeake Bay until the roadway bends to the northeast at mile point 2.5. The majority of structures along the roadway consist of mid-to late-twentieth-century dwellings, the majority of which are two-story, frame types that sit back from the road. Several clusters of late-nineteenth and early-twentieth-century dwellings and their associated outbuildings are set back from the road and accessed via sandy farm lanes that extend from St. Jeromes Neck Road.

The roadway originates at a private lane with open views of St. Jerome's Creek and the Chesapeake Bay. The roadway then passes through marshland characterized by high marsh grasses and opens to agricultural fields interspersed with shallow tree lines comprised of mature evergreen and deciduous trees.

Three previously recorded properties are located adjacent to St. Jeromes Neck Road. St. Jerome's (SM-41) is located along Hawley Manor Road to the west of St. Jeromes Neck Road. The one-and-one-half-story, frame dwelling was purportedly erected in the early nineteenth century on the site of a seventeenth-century structure and faces St. Jerome's Creek. The dwelling is not visible from St. Jeromes Neck Road. Langley's Rest (SM-174) located on Camp Winslow Road is visible from the north side of St. Jeromes Neck Road. The property consists of late-nineteenth-century outbuildings situated to the rear of a modern dwelling. Dameron House (SM-42) is a *circa*-1798 dwelling located along Camp Winslow Road and visible from the north side of St. Jeromes Neck Road. The property also contains several mid-to late-nineteenth-century outbuildings.

Previously unidentified historic resources along St. Jeromes Neck Road include several early twentieth-century farm complexes, as well as several early to mid-twentieth-century dwellings situated on individual lots. A grouping of late-twentieth- and early twenty-first century dwellings was erected on the south side of St. Jeromes Neck Road at mile point 3.1 near its intersection with Camp Winslow Road.

8. Significance

Inventory No. SM-926

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" 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/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates Ca. 1636

Architect/Builder Unknown

Construction dates Mid-17th century through 20th century

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

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

Historical Summary

As a mid-seventeenth-century route leading inland from the manor of Jerome Hawley (St. Jerome's Manor), St. Jeromes Neck Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, St. Jeromes Neck Road was used by local farmers to reach the wharf at St. Jerome's Neck.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

European settlement in St. Mary's County began in 1634 when a group of English Colonists, lead by Leonard Calvert, son of Lord Baltimore, arrived on St. Clement's Island located in the Potomac River. The settlers soon thereafter traveled inland on the tributaries of the Potomac River and began establishing farms in the areas around the river and its tributaries. As a result of their gravitation to settle near navigable waterways on large farms that promised successful tobacco cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to St. Jeromes Neck Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

³ History Matters, LLC 2006: 7-8

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Inventory No. SM-926

Name St. Jeromes Neck Road
Continuation Sheet

Number 8 Page 1

established plantations and farms along the Patuxent River, which bordered the east side of what would become St. Mary's County.

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.⁴ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁵

Seventeenth-century roads in St. Mary's County were narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁶

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves, such as St. Jeromes Neck Road, in order to collect imported manufactured goods and ship their staple crops.⁷

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁸

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and

⁴ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 282.

⁵ History Matters, LLC 2006: 9

⁶ History Matters, LLC 2006: 11-15

⁷ History Matters, LLC 2006: 20

⁸ Hammett 1991: 283-285

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Maryland Inventory of Historic Properties Form

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Name St. Jeromes Neck Road
Continuation Sheet

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pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁹

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five-million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.¹⁰ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.¹¹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹²

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹³ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

⁹ History Matters, LLC 2006: 15-25

¹⁰ Hammett 1991: 287

¹¹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹² History Matters, LLC 2006: 33

¹³ History Matters, LLC 2006: 40

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Maryland Inventory of Historic Properties Form

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Name St. Jeromes Neck Road
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Furthermore, the establishment of the Patuxent River Naval Air Station at Cedar Point in 1942 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to the base at Cedar Point. The Navy's presence also led to the considerable growth of nearby communities, such as Hollywood and Lexington Park, and consequently, their corresponding road networks were improved. The economic and population growth brought by the establishment of the naval base fueled road widening projects on the major routes and improvements to many of the county's secondary and local roadways.¹⁴

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹⁵

Development of St. Jeromes Neck Road

St. Jeromes Neck Road most likely originated as a route connecting St. Jerome's Manor to inland tracts and to the Patuxent Path (present-day MD 235). Prior to 1636, St. Jerome's Manor, which consisted of 6,000 acres, was surveyed and granted by Lord Baltimore to Jerome Hawley, Esquire, first Lord of the Manor and a member of the First Council of the Maryland Colony.¹⁶ Jerome Hawley was one of the original "gentleman passengers" who arrived on the *Ark* to what would become the Maryland colony in 1634. Hawley erected a brick house on present-day St. Jerome's Neck, but subsequently left St. Mary's County to assume the post of Royal Treasurer for the Colony of Virginia. An early nineteenth-century frame dwelling (St. Jerome's, SM-41) is located in the place where Hawley's original dwelling once stood. The remnants of the late-seventeenth-century dwelling indicate that the property has been occupied since that time.

Portions of the current St. Jeromes Neck Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the landing at St. Jerome's Manor to the Patuxent Path and other inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and St. Jerome's Neck provided the shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries.¹⁷

St. Jeromes Neck Road derives its name from Jerome Hawley, Esquire, who patented St. Jerome's Manor prior to 1636. The peninsula and creek that serves as its western border were also named after Jerome Hawley. The road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict a secondary path leading from St. Jerome's Neck to the Patuxent Path (MD 235).¹⁸ Most likely, St. Jeromes Neck Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at St. Jerome's Manor to points inland.

¹⁴ History Matters, LLC 2006: 33; Hammett 1991: 293

¹⁵ History Matters, LLC 2006: 41

¹⁶ Hammett 1991: 26

¹⁷ Hammett 1991: 399

¹⁸ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

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Maryland Inventory of Historic Properties Form

Inventory No. SM-926

Name St. Jeromes Neck Road
Continuation Sheet

Number 8 Page 4

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts St. Jeromes Neck Road. As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current St. Jeromes Neck Road; the road leads north from St. Jerome's Creek and transverse the peninsula in a northwesterly direction until it terminates at a small road that connects to Patuxent Path (MD 235).¹⁹

St. Jerome's Neck hosted a post office of its own from March 7, 1900 through May 11, 1904. The name of the post office was Emory, which is illustrated on the 1902 USGS *Point Lookout, MD* Topographic Quadrangle map.²⁰ A post office was established in Dameron. Thomas Leroy Dameron was a native of Northumberland, Virginia. He was taken captive and imprisoned at Point Lookout after being wounded at the Battle of Gettysburg in 1863. When he was released at the end of the war, he stayed in St. Mary's County and eventually opened a country store near Trapp. T.L. Dameron and Son was incorporated in 1901, and when the Dameron post office was established in 1913, it occupied a corner of the general store. After the general store burned in 1935, it was replaced by a smaller store that also housed the Dameron Post Office. The present Dameron Post Office was erected in 1969 and is adjacent to MD 235, directly west of the terminus of St. Jeromes Neck Road.²¹

With the exception of the dwelling associated with St. Jerome's (SM-41) and the late-eighteenth-century Dameron House (SM-42), St. Jeromes Neck Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The road includes one *circa*-1918 farm complex, two farm complexes dating to the 1930s, individual dwellings dating to the 1920s and 1930s, as well as a number of dwellings erected in the 1950s. Several late-twentieth-century dwellings are situated throughout the road's length, including a concentrated grouping near mile point 3.1. Consequently, the road has since been widened and improved to meet current design standards and safety criteria.

¹⁹ Martenet 1865

²⁰ Hammett 1991: 213; United States Geological Survey, *Point Lookout, MD* (15 Minute Series) Topographic Quadrangle Map, 1902.

²¹ Hammett 1991: 213

9. Major Bibliographical References

Inventory No. SM-926

See Continuation Sheet.

10. Geographical Data

Acreage of surveyed property 4.55 miles
Acreage of historical setting Approximately 4.55 miles
Quadrangle name Point No Point, MD

Quadrangle scale: 1: 24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area of St. Jeromes Neck Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting and viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-926

Name St. Jeromes Neck Road
Continuation Sheet

Number 9 Page 1

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St. Jeromes (SM-41). Maryland Inventory of Historic Properties Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

Dameron House (SM-42). Maryland Inventory of Historic Properties Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-926

Name St. Jeromes Neck Road
Continuation Sheet

Number 9 Page 2

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— Road Alignment 2005

2,000
Feet

St. Jeromes Neck Road

SM-926

Dameron Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Point No Point, MD (2007)



2,000
Feet

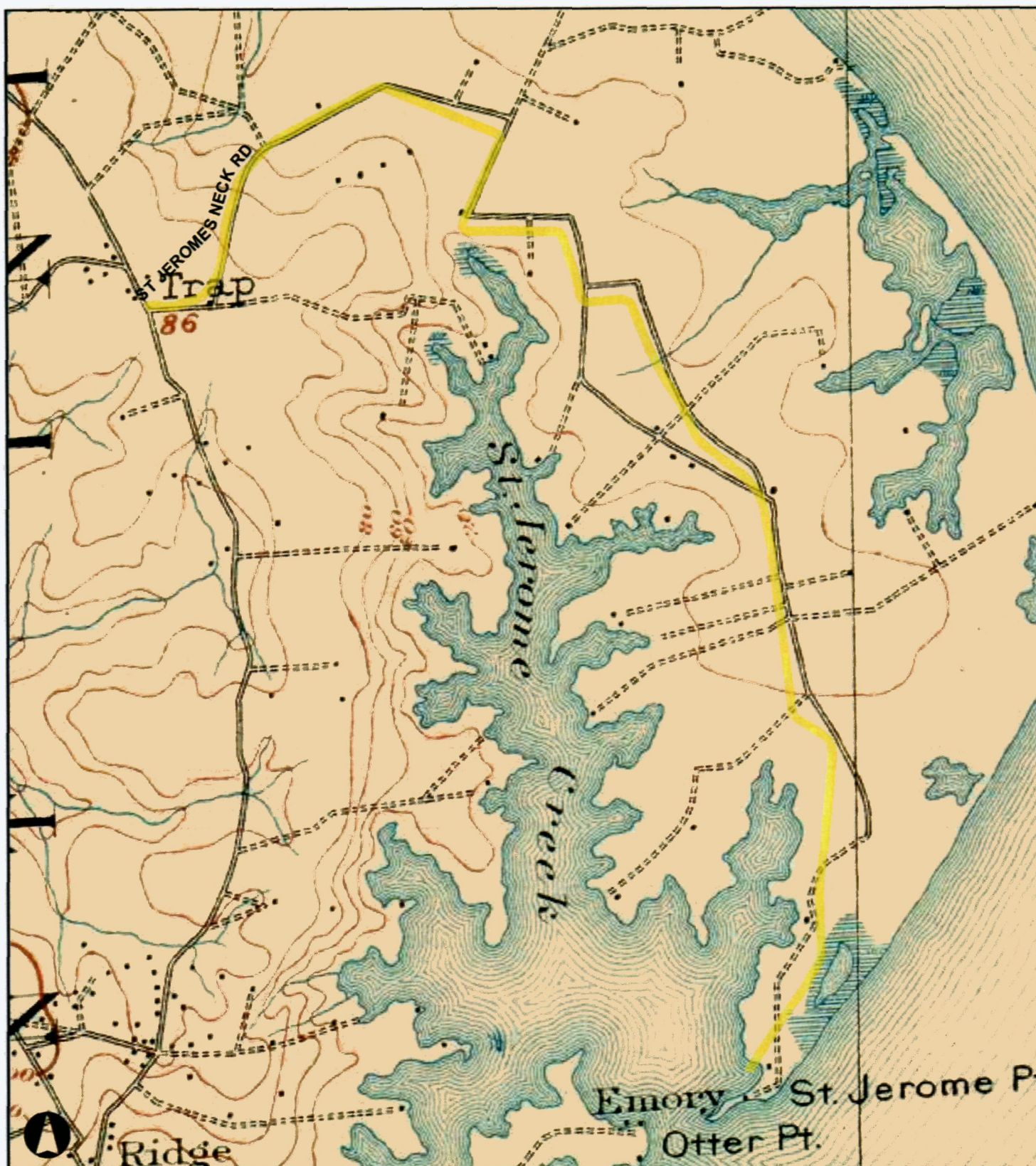
St. Jeromes Neck Road

SM-926

Dameron Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000

 Feet

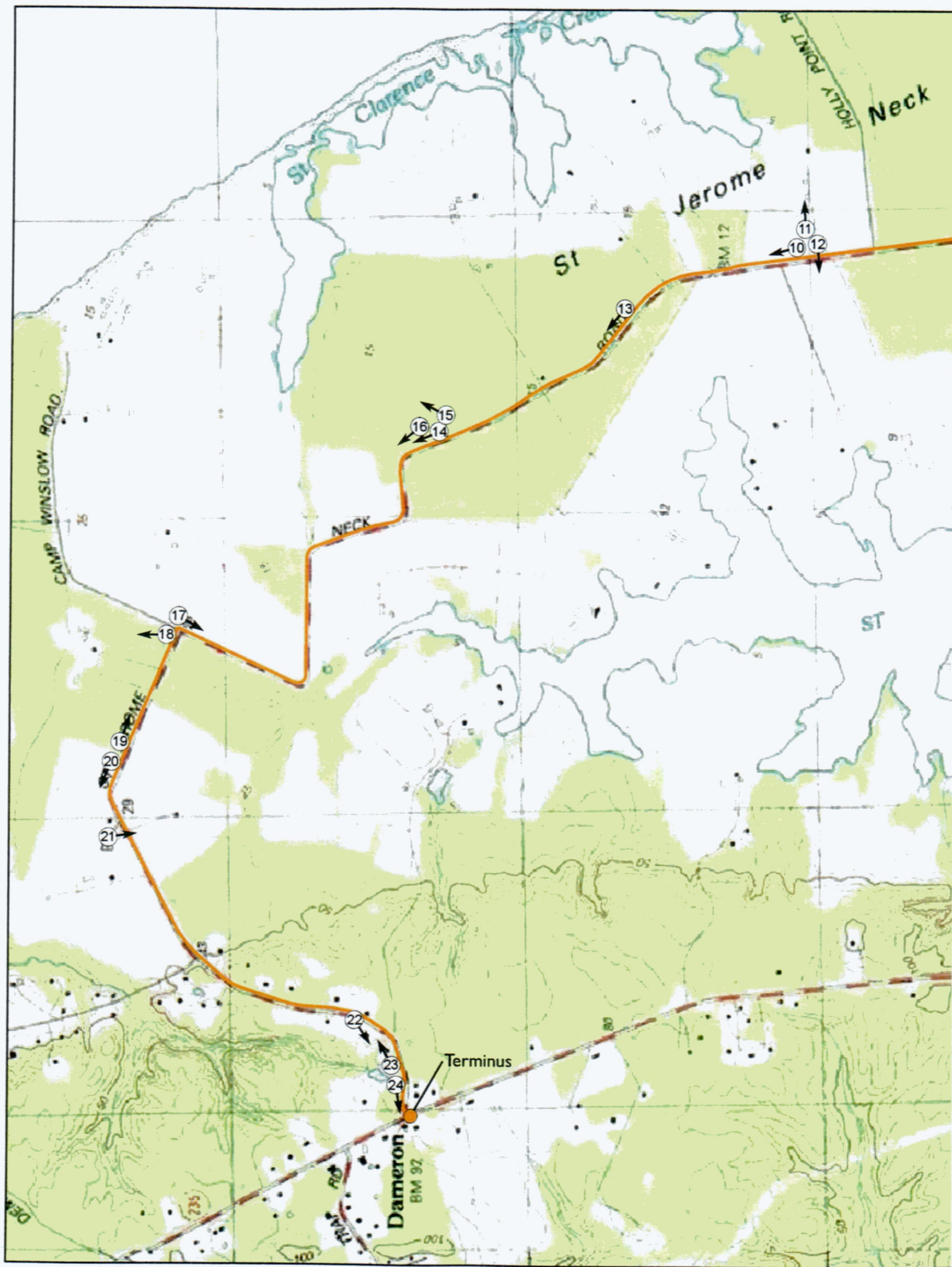
St Jeromes Neck Road

SM-926

Dameron Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Point Lookout, MD (1902)



St. Jeromes Neck Road SM-926 Photograph Location Map



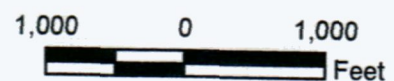
Photo Locations



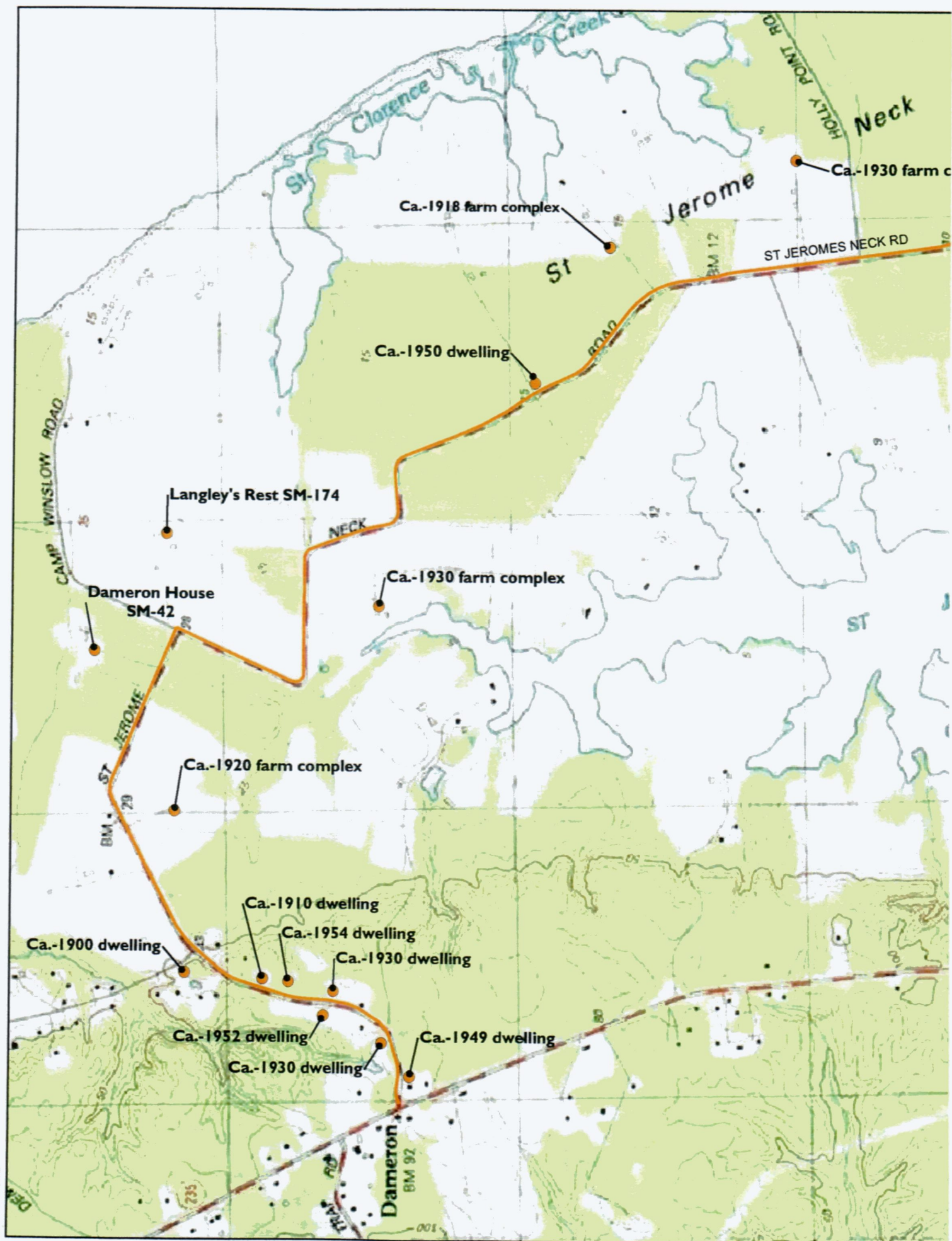
St. Jeromes Neck Road

Source: USGS 7.5' Topo Quad, Point No Point, MD.

Dameron Vicinity
St. Mary's County, Maryland






June 2008



**St. Jeromes Neck Road
SM-926
Resource ID Map**



-  Resource Not Extant
-  Extant Resource
-  St. Jeromes Neck Road

Source: USGS 7.5' Topo Quad, Point No Point, MD.

**Dameron Vicinity
St. Mary's County, Maryland**

1,000 0 1,000
Feet

June 2008





Mile Point 0.0, looking southwest
Photo 1 of 24



Mile Point 0.0, looking northeast
Photo 2 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, view shed looking east to Chesapeake Bay
Photo 3 of 24



Mile Point 0.1, looking northeast to property at 16659 St. Jeromes Neck Road
Photo 4 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.1, looking northwest to St. Jerome Creek
Photo 5 of 24



Mile Point 0.4, looking south
Photo 6 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.4, looking north
Photo 7 of 24



Mile Point 0.8, looking northwest
Photo 8 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 0.8, looking east down Easley Road from St. Jeromes Neck Road
Photo 9 of 24



Mile Point 1.2, looking north
Photo 10 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile 1.2, looking east to ca.-1930 farm complex
Photo 11 of 24



Mile Point 1.2, looking west
Photo 12 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
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Mile Point 1.9, looking to northwest
Photo 13 of 24



Mile Point 2.4, looking north
Photo 14 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 2.4, view shed looking northeast
Photo 15 of 24



Mile Point 2.5, looking north
Photo 16 of 24

**SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 3.1, looking southwest from intersection of St. Jeromes Neck and Camp Winslow roads; note modern development on right
Photo 17 of 24



Mile Point 3.1, looking north to late-eighteenth-century dwelling and late-nineteenth-century barn

Photo 18 of 24

SM-926

St. Jeromes Neck Road

St. Mary's County, Maryland

Photographer: E. Young

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Mile Point 3.5, looking southeast
Photo 19 of 24



Mile Point 3.5, looking northwest
Photo 20 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 3.6, looking southeast to early twentieth-century farm complex
Photo 21 of 24



Mile Point 4.4, looking west to ca.1930-dwelling at 18758 St. Jeromes Neck Road
Photo 22 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 4.4, looking east
Photo 23 of 24



Mile Point 4.5, looking west to MD 235
Photo 24 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

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MD SHPO