

**Whites Neck Road (MD 520)**  
**SM-916**  
**St. Mary's County**  
**Bushwood Vicinity**  
**19th Century**  
**Public**

Whites Neck Road (MD 520) extends between Bushwood Wharf Road (MD 239) and Whites Neck Creek, a tributary of the Potomac River, near the western border of St. Mary's County. Whites Neck Road (MD 520) traverses a peninsula bordered by the Wicomico River to the west, Potomac River to the south, and Whites Neck Creek to the east. The road consists of a 16- to 22-foot-wide, asphalt-paved route separated by a yellow-painted double line throughout its 2.6-mile length. Mature evergreen and deciduous trees give way to open vistas that include late-nineteenth-century dwellings, early to mid-twentieth-century dwellings, and late-nineteenth- and early twentieth-century farms and associated outbuildings. Other historic resources include a circa-1930 concrete culvert and a small grouping of early to mid-twentieth-century dwellings adjacent to the north and south sides of the road near its origin.

Whites Neck Road (MD 520) illustrates the significant changes in the condition, character, and use of the roads in St. Mary's County that occurred in the early twentieth century to accommodate the growing use of automobiles. Whites Neck Road (MD 520) most likely began as a water-inland path that was later widened and improved as part of the government-sponsored programs of the early twentieth century. The road facilitated traffic inland from the landing at Whites Neck Creek providing a more direct route for travelers who crossed the creek from the River Springs landing. The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities in northwestern St. Mary's County that occurred as a result of the widespread use of automobiles.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-916

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

historic Whites Neck Road

other MD 520

## 2. Location

street and number Election District No. 7, Runs NE from the Potomac River to Bushwood Wharf Road (MD 239)

city, town Bushwood X vicinity

county St. Mary's County

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

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-841-5450

city, town Baltimore state MD zip code 21202

## 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	<u>0</u> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<u>0</u> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<u>1</u> structures
		<input type="checkbox"/> funerary	<u>0</u> objects
		<input type="checkbox"/> government	<u>1</u> 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:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			<u>0</u>

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## 7. Description

Inventory No. SM-916

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### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

### Summary Description

Whites Neck Road (MD 520) extends between Bushwood Wharf Road (MD 239) and Whites Neck Creek, a tributary of the Potomac River, near the western border of St. Mary's County. Whites Neck Road (MD 520) traverses a peninsula bordered by the Wicomico River to the west, Potomac River to the south, and Whites Neck Creek to the east. The road remains relatively at-grade, with two notable sharp curves at mile point 0.4 and mile point 1.5 throughout the road's 2.6-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route separated by a yellow-painted double line. Mature evergreen and deciduous trees give way to open vistas that include late-nineteenth-century dwellings, early to mid-twentieth-century dwellings, and late-nineteenth- and early twentieth-century farms and associated outbuildings. Other historic resources include a circa-1930 concrete culvert and a small grouping of early to mid-twentieth-century dwellings adjacent to the north and south sides of the road near its origin.

### Location

Whites Neck Road (MD 520) is located in the northwestern portion of St. Mary's County in the county's Seventh Election District. The road extends west from its starting point at a sand and gravel area adjacent to Whites Neck Creek and continues northwest until it curves sharply to the north at mile point 0.4. The road continues in a northwesterly direction until it curves sharply to the northeast at mile point 1.5 and continues northeast to its end point at Bushwood Wharf Road (MD 239). The road crosses a small stream at mile point 2.2. The entire length of the road is approximately 2.6 miles in length.

### Detailed Description

#### *The Roadway*

Whites Neck Road (MD 520) is an asphalt-paved state road that varies from 16 to 22 feet in width. The travelway contains two divided lanes—one in each direction, divided by a yellow-painted, double line, and white-painted lines frame the outer edges. 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 two notable curves at mile points 0.4 and 1.5. Its vertical alignment is level with the route at-grade. The roadway features a low-pitched crown and narrow grassy shoulders on both sides.

The roadway crosses one tributary that runs south to Whites Neck Creek. The tributary passes through a concrete culvert beneath the road at mile point 2.2.

#### *The Right-of-Way*

Informal narrow grass shoulders appear on both sides of the Whites Neck Road (MD 520) right-of-way. The shoulders give way to deep swales that provide basic drainage for the road and adjacent land. Concrete culverts are located at the ends of each driveway to facilitate traffic over the swales. 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 stop sign located at the terminus of Whites Neck Road (MD 520) is mounted on 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.

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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 north side of the road and then along both the east and west sides of the road and continue on both sides of the road until ending on the east side at the roadway's terminus at Bushwood Wharf Road (MD 239).

### *The Setting*

Whites Neck Road (MD 520) traverses a rural area of northwestern 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 parking area adjacent to Whites Neck Creek where a pier extends southwest from the parking area into the creek. The majority of structures along the roadway consist of early to mid-twentieth-century dwellings, most of which are one- to one-and-one-half-story, frame types that sit adjacent to 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 or gravel farm lanes that extend east and west from Whites Neck Road (MD 520). The roadway originates at the pier area with open views of Whites Neck Creek. 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.

One previously recorded property is located along Whites Neck Road (MD 520). Small Structure 18049X0 (SM-509) was determined eligible for listing in the National Register under Criterion C by the Maryland Historical Trust in 1997. The circa-1930 concrete culvert with concrete abutments, wing walls, and parapet with balustrade was determined eligible for listing as a representative example of a concrete slab structure from the Inter-War period.

Previously unidentified historic resources along Whites Neck Road (MD 520) include a late-nineteenth-century, I-house adjacent to the road's origin; the grouping of early to mid-twentieth-century dwellings on the north and south sides of the road near its origin, and late-nineteenth-century and early twentieth-century residential and agricultural buildings. Several late-twentieth and early twenty-first century dwellings were erected near mile point 0.5 on the west side of the road.

## 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input 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** ca. 1920 **Architect/Builder** Unknown

**Construction dates** Early nineteenth century; ca. 1920; late 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

Whites Neck Road (MD 520) illustrates the significant changes in the condition, character, and use of the roads in St. Mary's County that occurred in the early twentieth century to accommodate the growing use of automobiles. Whites Neck Road (MD 520) most likely began as a water-inland path that was later widened and improved as part of the government-sponsored programs of the early twentieth century. The growth in automobile use prompted road improvements and transformed the roads of St. Mary's County into the primary travel routes not only for local travel but for also transporting goods and people into and out of the county. The road facilitated traffic inland from the landing at Whites Neck Creek providing a more direct route for travelers who crossed the creek from the River Springs landing.

Whites Neck Road (MD 520) and its setting reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County in the twentieth century. The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities in northwestern St. Mary's County that occurred as a result of the widespread use of automobiles.

### Historical Narrative<sup>1</sup>

#### *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.<sup>2</sup>

<sup>1</sup> The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Whites 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.

<sup>2</sup> History Matters, LLC 2006: 7

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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.<sup>3</sup>

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.<sup>4</sup>

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.<sup>5</sup>

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.<sup>6</sup>

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

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<sup>3</sup> History Matters, LLC 2006: 11-15

<sup>4</sup> History Matters, LLC 2006: 20

<sup>5</sup> Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 283-285.

<sup>6</sup> History Matters, LLC 2006: 15-25

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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.<sup>7</sup> 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.<sup>8</sup> 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.<sup>9</sup>

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.<sup>10</sup> 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.<sup>11</sup>

### *Development of Whites Neck Road (MD 520)*

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<sup>7</sup> Hammett 1991: 287

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

<sup>9</sup> History Matters, LLC 2006: 33

<sup>10</sup> History Matters, LLC 2006: 40

<sup>11</sup> History Matters, LLC 2006: 41

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The area of St. Mary's County within which Whites Neck Road (MD 520) is situated is referred to as "B. Neck" on Dennis Griffith's 1794 *Map of the State of Maryland* and as "Bedlam Neck" on an 1841 Map of Maryland.<sup>12</sup> The Bedlam Neck area was also referred to as Yellow Bank. The area at the origin of Whites Neck Road (MD 520) is still known as Yellow Bank in 2008.

Whites Neck Road (MD 520) most likely originated as a dirt path connecting the inland portions of Bedlam Neck/Yellow Bank to the southern waterways of the area historically known as St. Clements Manor. As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. The 1802 St. Mary's County Road Book references a "new road running between the lands of Blakistone, Plowden, and Blair," in the Second Division of Lower St. Clements Hundred, which assumingly was the predecessor of the current Whites Neck Road (MD 520).<sup>13</sup> Early nineteenth-century legislation designated a road from "St. Mary's Church to Yellow Bank" to be added to the public road system; most likely a portion of this road follows the alignment of the current Whites Neck Road (MD 520).<sup>14</sup>

Simon J. Martenet's 1865 *Atlas of Maryland* illustrates a road that follows the alignment of portions of the current Whites Neck Road (MD 520); the late-nineteenth-century alignment began at Bushwood Road and continued slightly southwest with only one gradual curve to end at the eastern shore of the Wicomico River.<sup>15</sup> According to Pogue's 1968 history of St. Mary's County, Whites Neck is believed to have been named for Father Andrew White, who sailed from England on the Ark in the early seventeenth century. According to local accounts, Father White established a mission near the current origin of Whites Neck Creek.<sup>16</sup> However, according to Martenet's 1865 Atlas, the creek associated with Whites Neck is

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<sup>12</sup> Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland; Fielding Lucas, *A Map of the State of Maryland*, 1841, available at the Geography and Map Division, Library of Congress.

<sup>13</sup> St. Mary's County, 1802 County Road Book, available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

<sup>14</sup> Hammett 1991: 283

<sup>15</sup> Simon J. Martenet, *Atlas of the State 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.

<sup>16</sup> Robert E.T. Pogue, *Yesterday in Old St. Mary's County*, Carlton Press, Inc: New York, New York, 1968, 378.

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labeled as White Snake Creek, although the name had changed to Whites Neck Creek by its 1901 recordation by the United States Geological Survey.<sup>17</sup>

The current alignment of Whites Neck Road (MD 520) was laid in the 1920s as a result of the road improvement projects initiated by the State Roads Commission based on the early to mid-twentieth-century resources located adjacent to the current alignment. By 1927, Whites Neck Road (MD 520) is now shown on the 1927 State Road System Map of Maryland; therefore, assumingly, the road remained dirt paved on its historic alignment until 1939 when it is illustrated as being a bituminous-surfaced, state road.<sup>18</sup> The sharp curve at mile point 0.4 illustrates the early twentieth century realignment of the roadway. Based on the presence of a late-nineteenth-century I-house at the current roadway's origin, most likely the road was realigned on a former private lane that accessed the dwelling. Whites Neck Road (MD 520) was paved in asphalt around 1959 when road improvements occurred in this area and included adjacent Bushwood Wharf Road (MD 239).

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<sup>17</sup> United States Geological Survey, *Wicomico, MD Quadrangle (15 Minute Series)*, 1902.

<sup>18</sup> *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park

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## 9. Major Bibliographical References

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*See Continuation Sheets.*

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## 10. Geographical Data

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Acreage of surveyed property 2.6 miles  
Acreage of historical setting Approximately 3 miles  
Quadrangle name Rock Point, MD      Quadrangle scale: 1:24,000 (7.5 Minute)

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### Verbal boundary description and justification

The surveyed area of Whites Neck 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.

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## 11. Form Prepared by

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name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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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**  
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Maryland Geological Survey

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Pogue, Robert E. T.

1973 *Yesterday in Old St. Mary's County*. Bushwood, Maryland: Robert E. T. Pogue.

Ranzetta, Kirk.

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2000 *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form.

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

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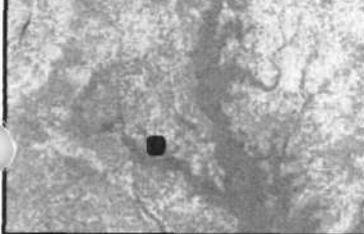
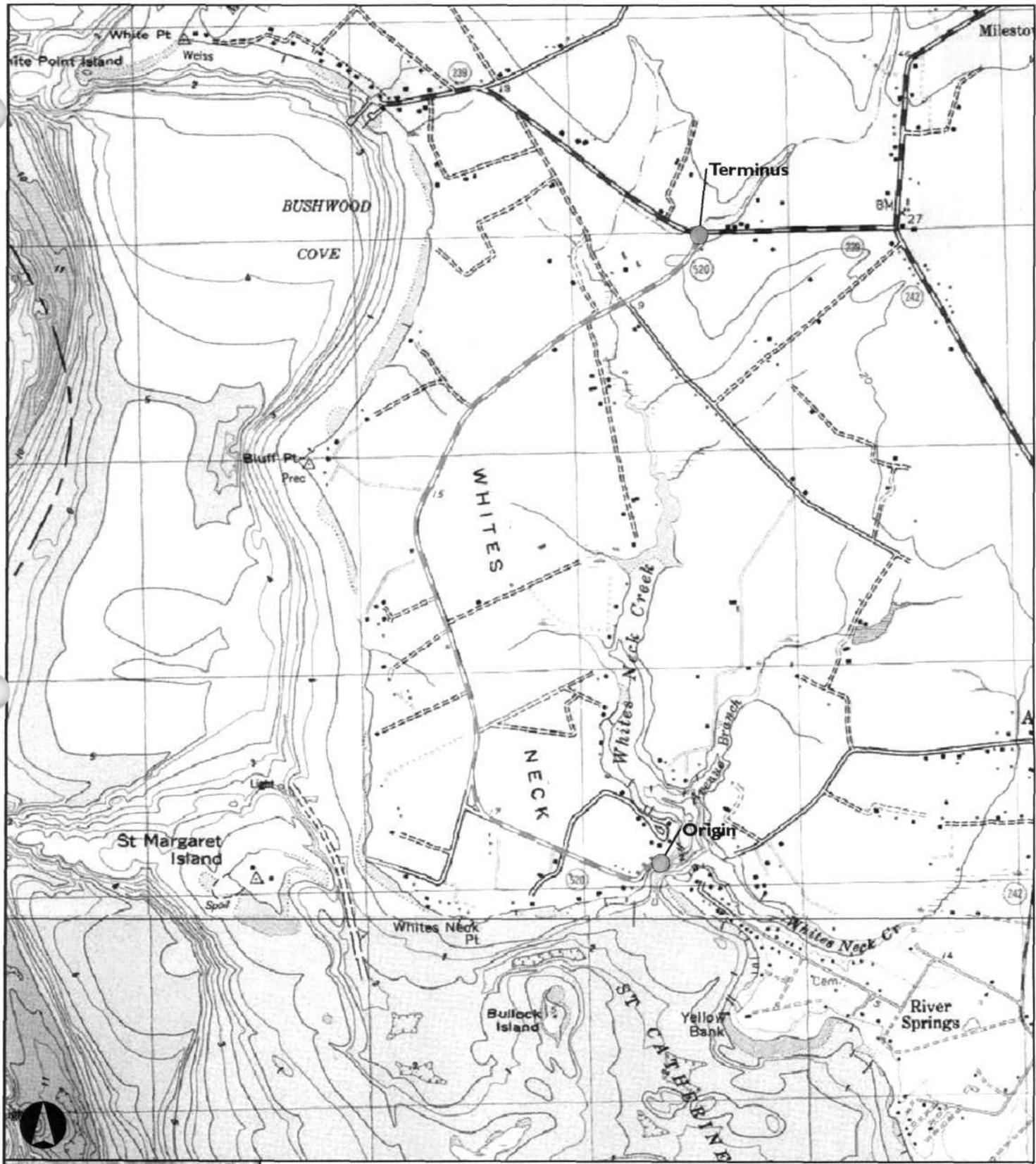
1943 *Rock Point, MD Quadrangle (7.5 Minute Series)*, 1943; photo revised 1974.

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

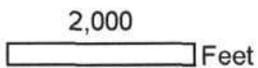
1902 *Wicomico, MD Quadrangle (15 Minute Series)*

1914 *Wicomico, MD Quadrangle (15 Minute Series)*

1941 *Wicomico, MD Quadrangle (15 Minute Series)*



--- Road Alignment 2005



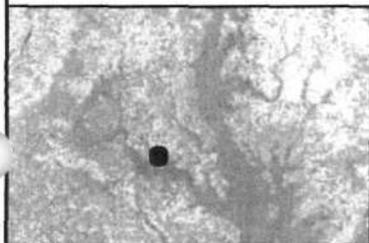
**Whites Neck Road**

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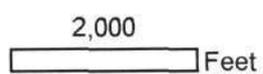
Bushwood Vicinity

St. Marys County, MD

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



Road Alignment 2005



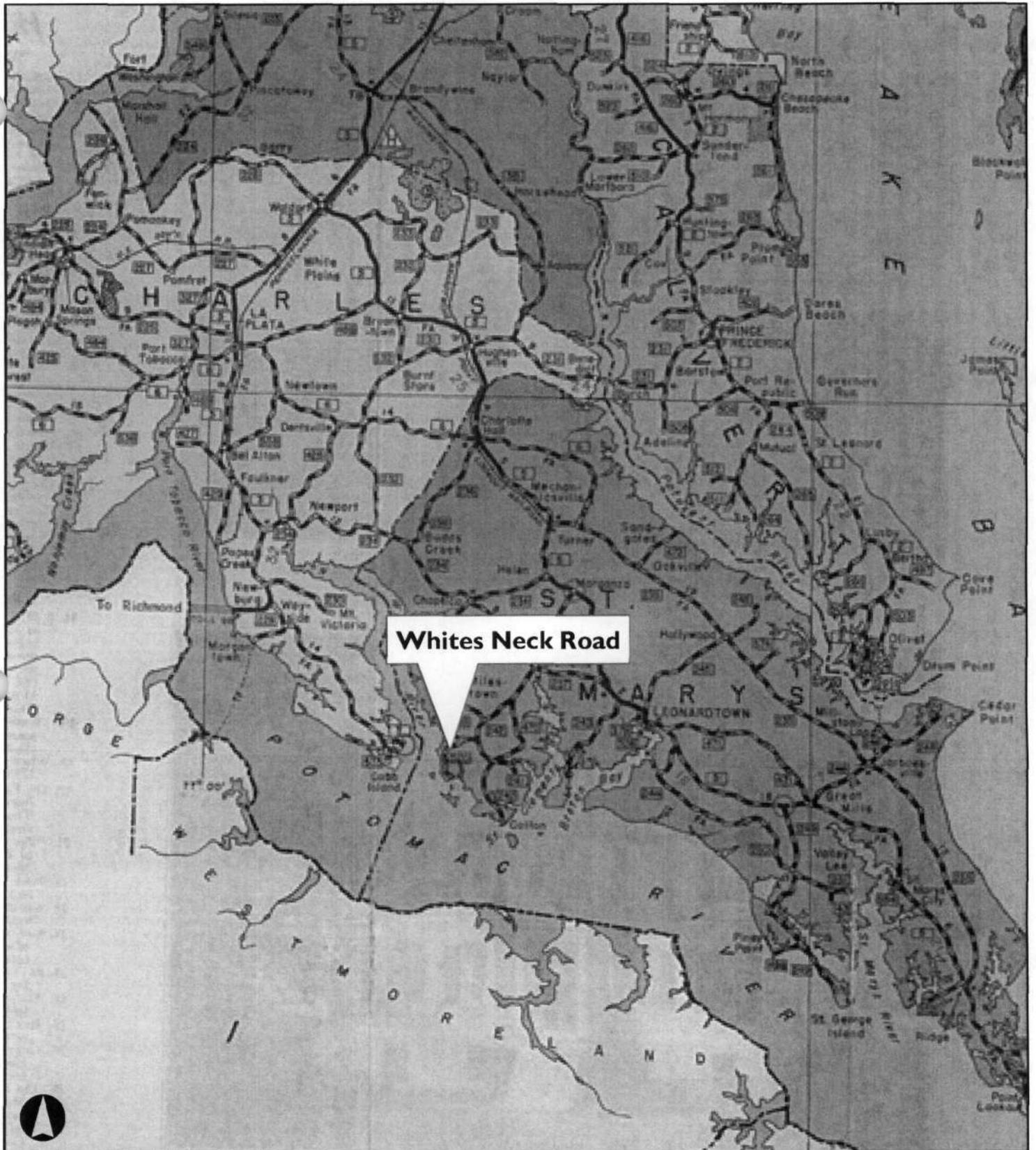
**Whites Neck Road (MD 520)**

**Bushwood Vicinity**

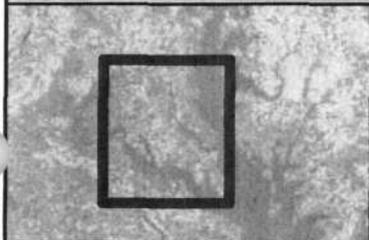
SM-916

St. Marys County, MD

Source: 1892 Wicomico, MD USGS Quadrangle (15 Minute Series)



**Whites Neck Road**



20,000  
 Feet

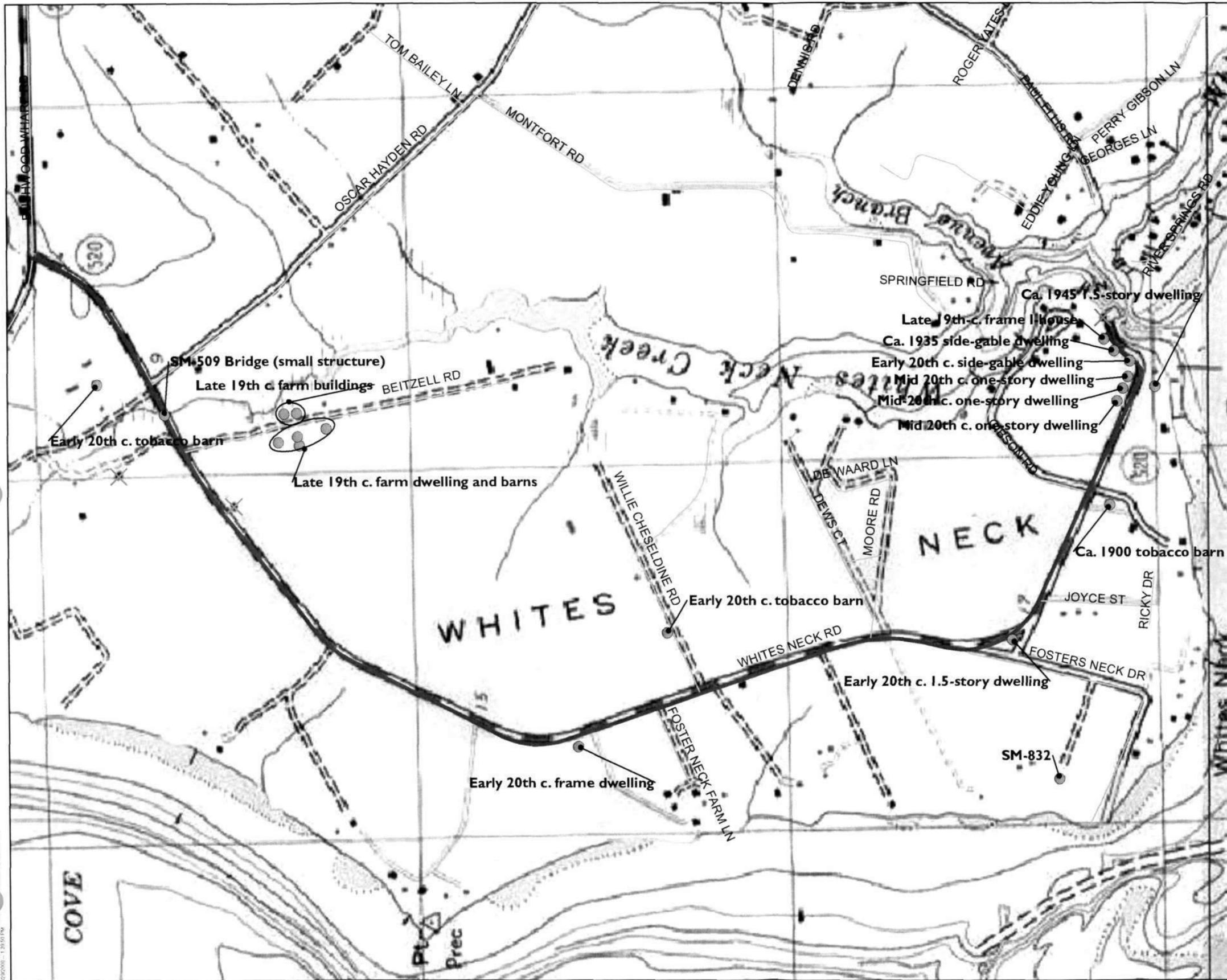
**Whites Neck Road (MD 520)**

**Bushwood Vicinity**

SM-916

St. Marys County, MD

Source: 1940 Map of Maryland



**Whites Neck Road (MD 520)  
SM-916  
Resource ID Map**



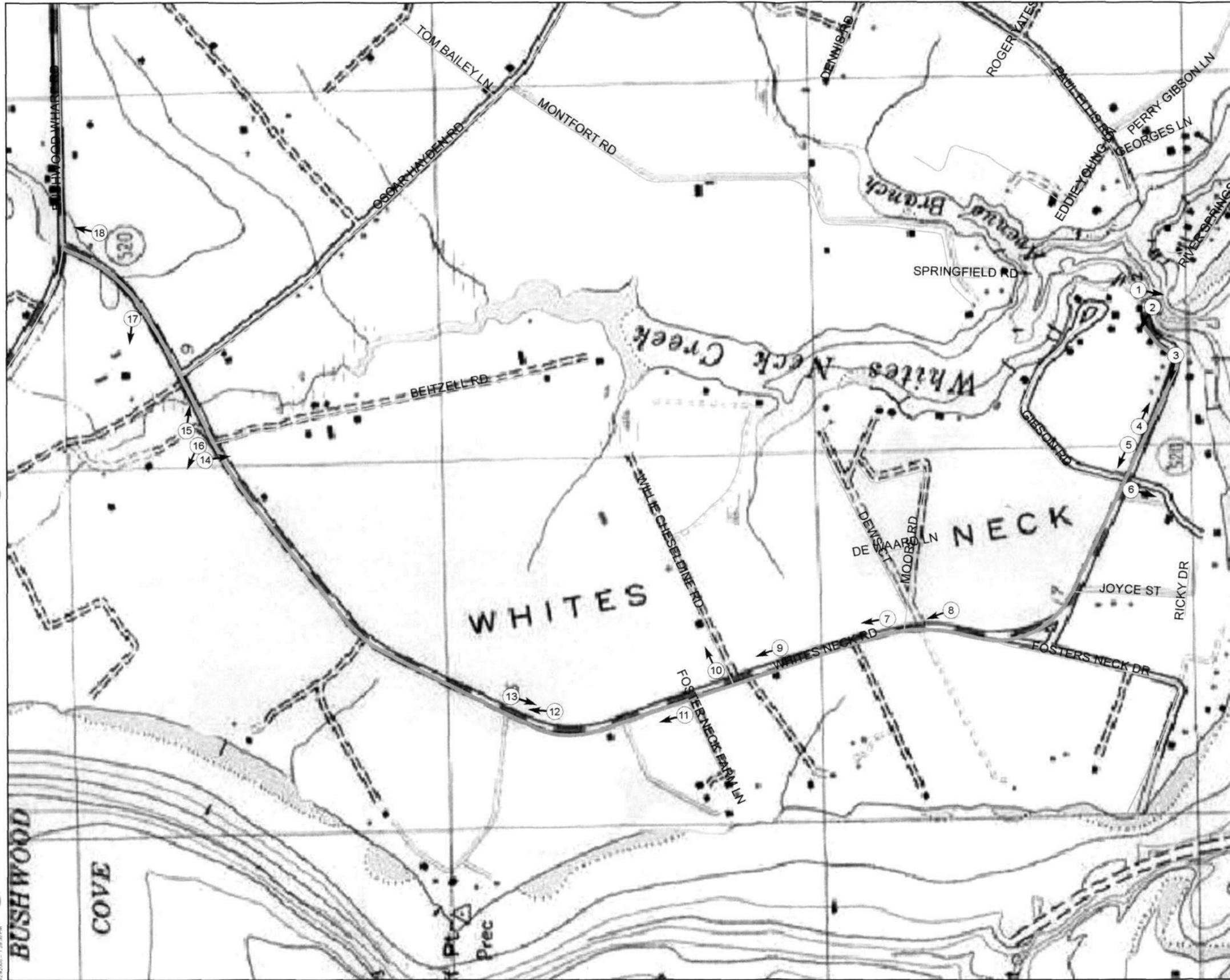
- ✕ Resource Not Extant
- Extant Resource
- Whites Neck Road

Source: USGS 7.5' Topo Quad

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



May 2008



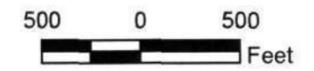
**Whites Neck Road (MD 520)  
SM-916  
Photograph Location Map**



-  Photo Locations
-  Whites Neck Road

Source: USGS 7.5' Topo Quad, Rock Point, MD

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



May 2008

## Whites Neck Road (SM-916)

## Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-916_200804_01	SM-916	Whites Neck Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking south to Whites Neck Creek/Potomac River	1 of 18
SM-916_200804_02	"	"	"	"	"	Mile Point 0.0, looking northwest to dwelling at 21198 Whites Neck Road	2 of 18
SM-916_200804_03	"	"	"	"	"	Mile Point 0.1, looking west	3 of 18
SM-916_200804_04	"	"	"	"	"	Mile Point 0.3, looking southwest to Potomac River	4 of 18
SM-916_200804_05	"	"	"	"	"	Mile Point 0.3, looking northwest	5 of 18
SM-916_200804_06	"	"	"	"	"	Mile Point 0.3, looking south at early 20 <sup>th</sup> -century tobacco barn at 21269 Whites Neck Road	6 of 18
SM-916_200804_07	"	"	"	"	"	Mile Point 0.6, looking north	7 of 18
SM-916_200804_08	"	"	"	"	"	Mile Point 0.55, looking northeast to Potomac River shoreline	8 of 18
SM-916_200804_09	"	"	"	"	"	Mile Point 1.1, looking north	9 of 18
SM-916_200804_10	"	"	"	"	"	Mile Point 1.1, looking east to farm off Willie Chelesdine Road	10 of 18
SM-916_200804_11	"	"	"	"	"	Mile Point 1.1, looking north to early 20 <sup>th</sup> -century dwelling at 36805 Whites Neck Road	11 of 18
SM-916_200804_12	"	"	"	"	"	Mile Point 1.5, looking north	12 of 18
SM-916_200804_13	"	"	"	"	"	Mile Point 1.8, looking southwest	13 of 18
SM-916_200804_14	"	"	"	"	"	Mile Point 2.2, looking south to late-19 <sup>th</sup> -century farm complex on Bietzell Road	14 of 18
SM-916_200804_15	"	"	"	"	"	Mile Point 2.2, looking southeast to small structure (SM-509) over minor tributary	15 of 18

SM-916_200804_16	“	“	“	“	“	Mile Point 2.2, looking northwest	16 of 18
SM-916_200804_17	“	“	“	“	“	Mile Point 2.4, looking northwest to early 20 <sup>th</sup> -century tobacco barn	17 of 18
SM-916_200804_18	“	“	“	“	“	Mile Point 2.5, looking north to terminus of Whites Neck Road (MD 520) at Bushwood Wharf Road (MD 239/SM-915)	18 of 18

SM-916



Mile Point 0.0, looking south to Whites Neck Creek/Potomac River  
1 of 18



Mile Point 0.0, looking northwest to dwelling at 21198 Whites Neck Road  
2 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 0.1, looking west  
3 of 18



Mile Point 0.3, looking southwest to Potomac River  
4 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 0.3, looking northwest  
5 of 18



Mile Point 0.3, looking south at early twentieth-century tobacco barn at 21269 Whites Neck Road  
6 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 0.6, looking north  
7 of 18



Mile Point 0.55, looking northeast to Potomac River shoreline  
8 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 1.1, looking north  
9 of 18



Mile Point 1.1, looking east to farm off Willie Chelesdine Road  
10 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 1.1, looking north to early twentieth-century dwelling at 36805 Whites Neck Road  
11 of 18



Mile Point 1.5, looking north  
12 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 1.8, looking to southwest  
13 of 18



Mile Point 2.2, looking to south towards late-nineteenth-century farm complex on Bietzell Road  
14 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 2.2, looking southeast to small structure (SM-509) over minor tributary  
15 of 18



Mile Point 2.2, looking to northwest  
16 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



Mile Point 2.4, looking to northwest to early twentieth-century tobacco barn  
17 of 18



Mile Point 2.5, looking north to terminus of Whites Neck Road (MD 520) at Bushwood Wharf  
Road (MD 239)  
18 of 18

**SM-916**  
**Whites Neck Road**  
**St. Mary's County, MD**

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



SM-916

WHITES NECK ROAD (MD SZD)

ST. MARY'S COUNTY, MD

E. YOUNG

04. 2008

MD SHPO

Mile point 0.0, looking S to Whites Neck creek /

Potomac River

Photo # 1 of 5



SM-916

Whites Neck Road (MD 520)

St. Mary's County, MD

E. Young

09.2008

MD SHPO

mile point 0.1, looking W

Photo # 2 of 5



SM-916

Whites NECK ROAD (MD 520)

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 1.1, Looking N

Photo # 3 of 5



SM-916

Whites Neck ROAD (~~SM~~-520)

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

Mile point 2.2, looking SE to small structure (SM-509)  
over minor tributary

Photo # 4 of 5



SM-916

WHITES NECK ROAD (MD 520)

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

MILE POINT 2.5, Looking N to terminus of WHITES NECK  
ROAD (MD 520) at BUSHWOOD WHARF ROAD (MD 239)

Photo # 5 of 5