NR Eligible: yes ___ no ___

Property Name: Newark Survey District
Address: Includes properties along Newark, Langmaid, and Patey Woods Roads and Mill Street
City: Newark Zip Code: 21841
County: Worcester

NR Eligibility Recommendation: Eligibility recommended X Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Major remaining components of railroad-era Newark include the original road layout, the former Penn Central railroad tracks (now owned by Norfolk Southern), the NRHP-listed 1910 Queponco Railroad Station, modest commercial and light industrial

MARYLAND HISTORICAL TRUST REVIEW
Eligibility recommended X Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
MHT Comments: Lacks cohesiveness per 6/08 site visit.

Reviewed, Office of Preservation Services
Reviewer, National Register Program

Date: 5/13/08
Date: 6/9/08

200800591
development near the Norfolk Southern tracks and in the town center, and extensive residential development.

Based on Maryland Department of Assessments construction dates for Newark, the town’s existing housing dates mainly from ca. 1900 to 1920, so the town mostly represents development dating to the latter portion (ca. 1900 to 1945) of the railroad era.

However, the town has fairly poor overall integrity in regards to design, materials, workmanship, feeling and association. Key commercial buildings in the town center have been lost, and large numbers of the remaining pre-1957 housing has been altered via the application of synthetic exterior finishes, additions, and obtrusive porch modifications. Extensive post-1957 housing construction has also taken place, especially along the town’s outer fringes. Newark is recommended not eligible for the NRHP under Criterion A.

Criterion B: Newark does not have strong town-wide associations with persons significant in history, so under Criterion B it is recommended as not eligible.

Criterion C: Newark’s housing stock represents common twentieth-century housing types for Worcester County, including vernacular side-gabled dwellings with two stories, fairly modest hipped-roof American Foursquares, and common post-1930 housing types such as Cape Cod and ranch. Of the pre-1930 housing, most of the buildings are vernacular in design, while a few are modest examples of dominant architectural styles such as Queen Anne, Prairie, and Craftsman. Most of the extant pre-1930 housing in the town was constructed from 1900 to 1920, according to the Maryland Department of Assessments and Taxation’s Real Property Database. The database showed only three houses in Newark as built before 1895.

Other Worcester County towns have better examples of early twentieth-century residential architecture, including Snow Hill and Berlin. Snow Hill and Berlin also contain larger numbers of high-style examples of domestic architectural styles, and they contain larger numbers of pre-1945 dwellings that have not lost integrity because of heavy exterior remodeling. Therefore, HDC recommends Newark as not eligible for the NRHP under Criterion C.

Criterion D: The town of Newark as a whole does not appear to offer potential for additional historical information. The town’s buildings collectively do not appear capable of revealing any additional information about early architecture or specific Worcester County industries that could not be obtained at other Worcester County sites.
Name of Property: Newark Historic District  
MIHP Number: WO-414  
Location: Newark Rd., Mill St., Langmaid Rd., and Patey Woods Rd.  
Town / Vicinity: Newark  
Date of Construction: ca. 1830-1955  
Access: X Public  

Newark is a small town of about 90 buildings, including single-family residences, three barns, a bank, a post office, and two churches. The community is just northwest of US 113, midway between the towns of Berlin and Snow Hill. The town’s center is at a crossroads between Newark Road and a second road known as Langmaid Road on the south/east side of the intersection and Patey Woods Road on the north/west side. Local histories indicate that the intersection had a cluster of development as early as the 1790s. Newark begins to appear as a town on local maps in the late 1830s and was well established but small by 1877.

The survey district is recommended not eligible for the NRHP. Under Criterion A the town has fairly poor overall integrity in the aspects of design, setting, materials, workmanship, feeling, and association. Key commercial buildings in the town center have been lost, and large numbers of the remaining pre-1957 housing has been altered. Under Criterion B Newark does not have strong town-wide associations with persons significant in history. Under Criterion C Newark’s housing stock represents common twentieth-century housing types for Worcester County. Other Worcester County towns have better examples of early twentieth-century residential architecture. Under Criterion D Newark as a whole does not appear to offer potential for additional historical information.

The beginnings of Newark can be traced to 1793, when the site was part of a land tract known as Yorkshire. The Newark name may have originated from an early name for the town’s Methodist Episcopal Church that was named New Ark of the Covenant Church. Another account states that the name had came from a large wood frame building in town nicknamed “the new ark” because of its resemblance to the biblical Noah’s ark. In 1877, commercial buildings were located around the town crossroads and with single family residences extending outward.
1. Name of Property  
(indicate preferred name)
- historic  
  Newark, Maryland
- other  
  Newark Survey District (preferred name)

2. Location
- street and number  
  Newark Rd., Mill St., Langmaid Rd., and Patey Woods Rd.
- city, town  
  Newark
- county  
  Worcester

3. Owner of Property  
(give names and mailing addresses of all owners)
- name  
  Multiple owners
- street and number
- city, town
- state
- zip code

4. Location of Legal Description
- courthouse, registry of deeds, etc.  
  Worcester County Courthouse
- liber
- folio
- city, town  
  Snow Hill
- 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: Compliance Report and Historic Context for Proposed Highway Improvements-US 113: Five Mile Branch Road to Massey Branch

6. Classification

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Number of Contributing Resources previously listed in the Inventory 7
Newark is a small town of about 90 buildings, including single-family residences, a few barns, a bank, post office, and two churches. The community is located just north of U.S. 113, and is roughly midway between Berlin and Snow Hill, the Worcester County seat. The center of the town is at a crossroads between Newark Road and a second road that is known as Langmaid road on the south/east side of the intersection, and Patey Woods Road on the intersection’s north/west side. Local histories indicate that the intersection had a cluster of development as early as the 1790s. Newark begins to appear on local maps in the late 1830s and was a well-established but small town by the time of the publication of the 1877 Lake and Griffing Atlas. The area surrounding the town is dominated by flat terrain, chicken farms, and agricultural fields.

The Newark town center is marked by the crossroads of Newark, Langmaid, and Patey Woods Roads. The only remnants of the commercial buildings that once lined the intersection are the Peninsula Bank and an abandoned frame commercial building. The town post office is located next to the bank, and while it is new construction its location in the center of town contributes to the intersection’s history as a commercial center. Radiating out from this intersection in all directions are single family houses. Early residential development in Newark was concentrated to the southeast along Langmaid Road, to the southwest east of the railroad tracks along Newark Road, and to the northwest south of the railroad tracks along Patey Woods Road. The buildings in these areas of town tend to be older than the building to the northeast along Newark Road which was largely farmland until the 1920s and 1930s when residential development began in the area. North of the town center are the Pennsylvania Central Railroad tracks which travel in a southwest to northeast direction. In the late nineteenth and early twentieth centuries a few industrial buildings including a cannery were constructed along Patey Woods Road near the railroad tracks which made shipping goods easy. Residential development expanded north of the tracks along Patey Woods Road, but unlike the houses closer to the center of town these houses are of more recent construction and there are several vacant lots between the houses.

Newark is fairly intact although there have been significant losses. Some commercial buildings have been taken to develop a parking lot for the town bank, and a hotel at the town’s main intersection is no longer standing and an empty grass lot remains. Most of the town’s original pre-World War II housing is still in place, with almost all of it wood-frame in construction. Because of the prevalence of wood frame construction in Newark, most pre-1957 housing has been altered by the application of asbestos, aluminum or vinyl siding, and in many cases installation of synthetic windows and trim. Many houses have also undergone more obtrusive modifications, with the most common being enclosure of the front porch with windows and vinyl or aluminum siding, to provide additional living space. But overall the layout and density of the town has survived largely intact, except for losses at the central intersection.

The town of Newark displays a variety of architectural styles and building types. Building styles and types found in Newark include: Carpenter Gothic (7203 Mill St.), Gothic Revival (8339 Newark Rd.), Bungalow (8337 Newark Rd. and 8552 Newark Rd. Photograph 15), Cape Cod (8213 Newark Rd. Photograph 5), Greek Revival (8318 Langmaid Rd.), ranch (8340 and 8355 Langmaid Rd.), American Foursquare (8326 Langmaid
Maryland Historical Trust
Maryland Inventory of Historic Properties Form

Name Newark Survey District
Continuation Sheet

Number 7 Page 1

Rd. Photograph 9 and 8451 Newark Rd. Photograph 7), Saltbox (8348 Newark Rd.), Queen-Anne (8354 Newark Rd. and 8520 Newark Rd. Photograph 6), and Colonial Revival (8361 Langmaid Rd.)

**List of buildings included in Maryland Inventory Newark Survey District**

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Representative Buildings

Home Bank, 8305 Langmaid Road, WO-564
The Home Bank (Photograph 18) is a one-story red brick bank building on the southeast corner of Langmaid Road and Newark Road. The building has a hipped asphalt shingle roof and arched windows with leaded glass transoms. The central entrance is round-arched with wood double replacement doors and an arched, leaded glass transom. A squat tower over the entrance has a hipped roof and is clad entirely in asphalt shingles. The building is oriented on the grid of the Newark-Langmaid roads intersection, but the main entrance is oriented at a diagonal angle. A series of large additions have been made, including a rear addition to expand the building, and a north addition with a drive-through window. Both of the additions are architecturally compatible with the original building, being clad in brick with a traditional cornice that imitates the original building. A plaque on the front of the building indicates that it was built in 1919. After going many years without a banking facility, the Home Bank was founded in 1918 to provide banking service for Newark, and was housed in a small wood frame building on the opposite side of Newark road from the existing building. The current bank building was completed in 1919. The building is now owned by the Peninsula Mercantile Bank, one of the more prominent banks on the eastern shore.

Bowen Methodist Episcopal Church, 7203 Mill Street WO-566
This church (Photograph 19) is in the Carpenter Gothic style with an aluminum-sided wood frame structure with a gabled nave and gabled transept. The roof is clad in asphalt shingles and all trim is covered in aluminum cladding. The windows have pointed tops, which appears to be an effort to create an effect similar to the Gothic pointed arch, without using curved shapes. The windows themselves have wood mullions and fairly simple colored glass. The focal point of the building is a fairly short tower with an open belfry with traceried openings, and a short hipped-roof spire. The main entrance is in the tower, and is a pointed arch opening with double doors and a tympanum that has been covered in aluminum.

Trinity United Methodist Church, 8339 Newark Road, WO-568

This church is a Gothic Revival wood frame building with a gabled nave and transept. The building features pointed arch windows with simple leaded glass, and a small tower with open belfry and a squat pyramidal spire. The window openings are all pointed arch in form. All trim is covered in aluminum and the cladding is wide-lap aluminum siding. The foundation is masonry, and appears to be textured concrete block or possibly cast stone. The Trinity congregation is one of the area’s oldest, founded in 1835. The church was originally located at Basket Switch, at a location that is still marked by the Old Trinity Cemetery. The current church building in Newark dates to 1911, according to Maryland real property database records, and this date appears consistent with the style and materials of the building. The Worcester County preservation plan lists eighteen churches dating from 1900-1930 period, including ten wood frame examples.

8531 Newark Road, Powell-Trader House and Farm, WO-569
This property is an 18-acre tract on the edge of Newark, on the northern portion of Newark Road. The buildings consist of a two-story vernacular house (Photograph 13) with sparse Queen Anne and Neoclassical Revival features. The house has a wood wrap-around porch with wood Tuscan columns, asbestos siding, one-over-one wood windows, and wood fishscale shingles and a Palladian window in the front roof gable.

The property also features a series of six wood flat-roof open-air buildings at the rear of the property, and three wooden sheds that support the other buildings. The five larger buildings have metal hoppers mounted at one end of each building. These buildings appear to be mid-twentieth century chicken coops for a chicken farm. Each building has a series of small walled-off spaces enclosed in the front with chicken wire or screens. The buildings appear to be fairly intact, but are somewhat deteriorated, and have obviously not been in use or received any maintenance in many years.

Bowen Cemetery, WO-565
The Bowen Cemetery (Photograph 16) is located in Newark on the south side of Newark Road between 8432 and 8450 Newark Road. The cemetery is on an irregular tract of land and encompasses 2.316 acres. An asphalt road follows a U-shaped course through the main portion of the cemetery, which has no notable trees or other landscape features. A second loop or asphalt road loops around the rear portion of the cemetery, which does not appear to have been used. The cemetery is surrounded by farmland and single family residences associated with the town of Newark.

The cemetery’s burials are arranged in a system of straight rows. The earliest marker observed dated to 1869, and burials have continued up to the present. The largest number of burials date to the late nineteenth century and from about 1900-1930. Most of the markers were relatively modest granite and marble headstones, with a few examples of small obelisks and crosses also present. A few stones had modest floral carvings but overall, no outstanding examples of cemetery art were found. The cemetery is currently owned by the trustees of the Bowen Methodist Episcopal Church.
8. Significance

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Specific dates: 1872-1945

Architect/Builder: Unknown

Construction dates: Multiple properties

Evaluation for:

_ X _ National Register

_ X _ Maryland Register

not evaluated

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

**Summary of Significance**

Historical themes for Newark would be early twentieth century town, commercial, and residential development, light industrial development, and development of transportation, especially railroads. Of these themes, the ones most strongly represented by the existing building stock in Newark is early twentieth century residential development.

Under Criterion A Newark represents the economic expansion of Worcester County from the period of about 1872–1945. The 1872 beginning date marks the year that a railroad line reached Newark and a station was established to handle passengers and freight. The end date, 1945, represents the point at which automobiles and trucks began to overtake the railroad as the area’s dominant mode of transportation. The town has little integrity of design, materials, workmanship, feeling or association for the pre-railroad period although two buildings—the Conner Collins House (WO-32) and the Bowen House (WO-273)—remain from the pre-railroad period and contribute to the town’s overall historical significance.

Major remaining components of railroad-era Newark include the original road layout, the former Penn Central railroad tracks (now owned by Norfolk Southern), the NRHP-listed 1910–1911 Queponco Railroad Station (Photograph 20), modest commercial and light industrial development near the Norfolk Southern tracks and in the town center, and extensive residential development. Based on Maryland Department of Assessments record, the town’s existing housing dates mainly from ca. 1900–1920, so the town mostly represents development dating to the latter portion (ca. 1900–1945) of the railroad era.

However, the town has fairly poor overall integrity in the aspects of design, setting, materials, workmanship, feeling, and association. Key commercial buildings in the town center have been lost, and large numbers of the remaining pre-1957 housing has been altered via the application of synthetic exterior finishes, additions, and obtrusive porch modifications. Extensive post-1957 housing construction has also taken place, especially along the town’s outer fringes. Newark is recommended not eligible for the NRHP under Criterion A.
Under Criterion B Newark does not have strong town-wide associations with persons significant in history, so Criterion B significance does not appear to be appropriate for the town.

Under Criterion C Newark’s housing stock represents common twentieth-century housing types for Worcester County, including vernacular side-gabled dwellings with two stories, fairly modest hipped-roof American Foursquares, and common post-1930 housing types such as Cape Cod and ranch. Of the pre-1930 housing, most of the buildings are vernacular in design, while a few are modest examples of dominant architectural styles such as Queen Anne and Craftsman. Most of the extant pre-1930 housing in the town was constructed from 1900–1920, according to the Maryland Department of Assessments and Taxation’s Real Property Database. The database showed only three houses in Newark as built before 1895.

Other Worcester County towns have better examples of early twentieth-century residential architecture, including Snow Hill and Berlin. Snow Hill and Berlin also contain larger numbers of high-style examples of domestic architectural styles, and they contain larger numbers of pre-1945 dwellings that have not lost integrity because of heavy exterior remodeling. Newark is not eligible for the NRHP under Criterion C.

Under Criterion D Newark as a whole does not appear to offer potential for additional historical information. The town’s buildings collectively do not appear capable of revealing any additional information about early architecture or specific Worcester County industries that could not be obtained at other Worcester County sites.

The town has historical associations under Criterion A related to the economic expansion of Worcester County that occurred with the establishment of a railroad through the area. However, the collective integrity of the town’s buildings is too poor for the town to be considered a good example of railroad-era town development of the period from 1872 to 1945. Due to the heavy alteration of properties in Newark, and the presence of a significant number of houses under fifty years old, the survey district is recommended as not eligible for the NRHP.

**Historic Context**

Newark began as a cluster of development at the crossing of two roads, Newark Road, which once connected the town to Snow Hill and Berlin, and a second road that is now known on the south side of Newark Road as Langmaid Road, and on the north side as Patey Woods Road. The beginnings of a village at the intersection can be traced to the late eighteenth century, with Langmaid Road providing access to commercial landings on Chincoteague Bay. The Bowen Meeting House (Quaker), was relocated to the Newark intersection in 1793, at a time when the site was part of a land tract known as Yorkshire.²

A map of the State of Maryland dating to 1794 shows two meetinghouses in the vicinity of present-day Newark, although it seems to show both of them on the south/east side of what is now Newark Road. The State of Maryland real estate record for the Bowen House at 8348 Newark Road gives the building's original construction date as 1780. If the state's construction date is correct, the Bowen House may have been one of the early buildings at this location, and could have served as a tavern along Newark Road in its early years. It is thought that by 1800, the intersection probably contained the meeting house, a few dwellings, a blacksmith shop, and a tavern. Although the representation of Worcester County on an 1801 Map of Delaware and the Eastern Shore of Maryland is somewhat abstract, it appears that the map shows a meeting house on the north/west side of Newark Road in the vicinity of what is now Newark.

On pre-1835 maps of Worcester County, Newark is not labeled. The earliest map found that names the town is an 1839 anonymous map of Maryland, which labels the settlement as “Newark.” The 1866 Martenet eastern Shore Maryland map shows the settlement as “New Ark”, and features a post office and meeting house. The Newark name may have originated from an early name for the town's Methodist Episcopal church that was named New Ark of the Covenant Church. Another account states that resident A.P. Bowen claimed, in the early twentieth century, that the name had come from a large wood frame building constructed at the town center that was nicknamed “the new ark” because of its resemblance to the biblical Noah’s ark.

The 1877 Lake, Griffing, and Stevenson Atlas features a Newark inset map, showing the town center at the Newark and Langmaid roads intersection. The town center contained one hotel, three retail stores, and three buildings marked G.S. Richardson and Company. Single family residences extended southwest on Newark Road, to the tracks of the Breakwater, Frankford and Worcester Railroad. On Patey Woods Road, single-family house development also extends up to the railroad tracks. The town is shown with about 20 houses, the one-room Schoolhouse No. 3 on Newark Road, and a Methodist Episcopal church. A railroad depot is shown, close to the location of the current 1910-1911 Queponco Station, and a building labeled S.S. Mill was located along the tracks south of the depot building.

In *The Maryland Directory* of 1878, Lewis reports that Newark’s population was 250, and that adjacent farmland was of clay soil and could be obtained for about $5 per acre. This price is fairly low, considering that Lewis reported overall land prices for the county to be $10 to $80 per acre. Lewis lists a blacksmith, four carpenters, a constable, a shoemaker, and three lumber dealers at Newark. Lewis also listed four Newark general merchandise proprietors, Bowen and Brother, Whittington Jones, Stephen Purnell, and John Richards.
Due to the large number of lumber dealers, Truitt and Les Calette maintain that the town’s economy in the late nineteenth century was largely dependent on the lumber business.7

When Newark received a railroad depot in 1872, the railroad did not want to call the station Newark for fear of confusion with cities of the same name in New Jersey and Delaware. The station was instead named Queponco, a Native American name for the area that meant land of the burnt pines. By 1890, Newark had a population of about 200.8 The town remained primarily residential, but some commercial and institutional development did take place, including construction of two Methodist church buildings, one in 1899, and one in 1911. By 1895, the town also featured a steam-powered grist mill, operated by Asa Bowen.9

The center of the town features few pre-1900 buildings. This is due to a severe fire in 1905 which destroyed the town’s millinery shop, Odd Fellows’ Hall, and several houses. A cannery that had been started in 1904 by Hartford County’s John Archer, survived the fire and was purchased by the Mason family in 1912.10

Initially, Newark did not have a bank, but in 1918, the Home Bank of Newark was organized, and operated out of a one-room wood frame building on the west side of Newark Road, near the current bank site. In 1919, the bank constructed a brick building on the southeast corner of Langmaid and Newark roads, in the center of the town. This building is still in place, although several additions have been built onto it and a drive through has been added.11 The building now houses a branch of the Peninsula Mercantile Bank. Ralph L. Mason’s canning company was also founded in 1920, and local history sources indicate that company headquarters were in Newark.12 A fairly large wood frame industrial building on Langmaid Road near the railroad tracks is held by local residents to have a basket factory that manufactured containers to hold fruit grown by area farmers. The Maryland Department of Assessments and Taxation gives the building’s construction date as 1950. But overall, industrial development in twentieth century Newark remained very limited in comparison to development in the Worcester County communities of Snow Hill, Pocomoke City, and Berlin.

Most of the existing single-family houses in Newark today were built from about 1900-1930, according to Maryland Department of Assessments and Taxation records. A volunteer fire department with 24 members was established in the town in 1929.13 Construction in the town slowed during the 1930s depression and World War

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7 Truitt and Les Callette, *Worcester County, Maryland’s Arcadia*, 96.
8 Touart, *Along the Seaboard Side*, 298.
9 Truitt and Les Callette, *Worcester County, Maryland’s Arcadia*, 291.
10 Ibid, 96.
13 Truitt and Les Callette, *Worcester County, Maryland’s Arcadia*, 96.
II. The village did receive a new brick elementary school in 1930 as part of a countywide school construction and consolidation plan.\textsuperscript{14}

In the post-World War II economic expansion of the 1950s and 1960s, several Cape Cod, Minimal Traditional, and Ranch style houses were built on vacant lots in the developed section of Newark, or on the town's outer fringes. The brick elementary school built in 1930 was closed around 1965 and students bused to larger schools in nearby towns. The school building now serves as a developmental center operated by the Worcester County government. In 1956, work began on a bypass road that took US 113 around the south side of Newark, and routed highway traffic away from Newark's central intersection. In 1977, Newark featured a grocery store, a farm machinery dealer, a local bank, and a modern sewer and water system. The Mason family's cannery was also still in operation in 1975, and was the only remaining cannery in Worcester County. Newark's population in 1976 was about 300.\textsuperscript{15} The 1976 population was only 50 people more than the town's 1878 population, as reported in the 1878 Maryland Directory.

Today, Newark is mostly residential, with the post office and Mercantile Peninsula Bank buildings being the main non-residential buildings at the town center. Newark also features an RV sales and repair business and a lumber firm, located near the railroad tracks on Patey Woods Road. In 1995, the town's 1910-1911 Arts and Crafts style Queponco Railroad Station was listed in the National Register of Historic Places, and the building has now been restored and serves as a small museum commemorating the town's history and the history of railroads in the area.

\textsuperscript{14} Ibid, 339.
\textsuperscript{15} Ibid, 96.
9. Major Bibliographical References


Worcester County Courthouse, Deed Book FWH 301, Page 552.

10. Geographical Data

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Verbal boundary description and justification

The Maryland Inventory Newark Survey District encompasses all houses and structures fronting Newark Road between and including 8169 Newark Road at the far western edge and 8605 Newark Road at the far eastern edge. The boundary also includes all houses and structures fronting Langmaid Road and Patey Wood Road between and including 8270 Patey Woods Road to the far north and 8416 Langmaid Road to the far south. Refer to attached boundary map.

11. Form Prepared by

<table>
<thead>
<tr>
<th>Name/Title</th>
<th>Roy Hampton, Senior Architectural Historian and Heather Kenney, Architectural Historian</th>
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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
Inventory No. WO-414
8359 and 8401 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD 54 PD
Streetcape, north side of Newark Rd, looking northeast.
# 1 of 20
Inventory No. WD-414
8354 and 8352 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kinney
May 29, 2007
MD SHPO

Street scape: south side of Newark Rd. looking southwest.

# 2 of 20
Commercial building and 8401 Newark Rd; Newark Historic District
Worcester County, Maryland
Heather Keeney
May 24, 2007
MD SHPO
Streetscape, North side of Newark Rd looking northwest.

# 3 of 20
Inventory No. WD-414
3201 and 3205 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MO SHPO
Street scape, north side of Newark Rd, looking northeast.
# 4 of 20
Inventory No. WO-414
8213 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 24, 2007
MD SHPO

Southwest corner of house looking northeast.

#5 of 20
Inventory No. WO-414
8520 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Northeast corner of house looking southwest.
#6 of 20
Inventory No. WD-414
6451 Newark Rd in Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southeast corner of house looking northwest.
#7 of 20
Inventory No. WD-414
6415 Newark Rd; Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southwest corner of house looking northeast.
# 80 of 20
Inventory No. W0-4114
3326 Longmaid Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southeast corner of house looking northwest.
#9 of 20
Inventory No: WD-414
8305 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD 5HPO
South west corner of house looking northeast.
# 10 of 20
Inventory No. WC-414
7101 Daffodil Ln, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 30, 2007
MD SHPO

Southwest corner of house looking northeast.

# 11 of 30
Inventory No. WD-414
8520 Newark Rd. barn in Newark Historic District
Worcester County, Maryland
Heather Kenney
MD SHPO
May 29, 2007
Southeast corner of barn looking northwest.
# 12 of 20
Southeast corner of house looking northwest.

# 13 of 20
Inventory No. NO-414
6604 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
Northeast corner of house looking southwest.
# 14 of 20
Inventory No. WD-414
8552 Newark Rd; Newark Historic District
Worcester County, Maryland
Heather Kenney
May 20, 2007
Northwest corner of house looking southeast.
#15 of 20
Inventory No. WO-414
Bowen Cemetery, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Northwest corner of cemetery looking southeast.
# 16 of 20
Inventory No. WC-414
85-95 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 24, 2007
Southeast corner of building looking northwest,
#17 of 20
Inventory No. 110-414 8305 Langmaid Rd.
Home Bank- 6420 Market Rd. Niwot Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO

North west corner of building, looking southeast.

# 18 of 20
Inventory No. WD-414
Bowen United Methodist Church- 7203 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southwest corner of church looking northeast.
#19 of 20
Inventory No: WO-414
Quepance Station - Pathey Woods Rd - Newark Historic District
Worcester County - Maryland
Heather Kenney
May 29, 2007
Northeast corner of building looking southwest.
#20 of 20