WO-414

Newark Survey District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 04-04-2013

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Newark Survey District
Inventory Number: WO-414

Address: Includes properties along Newark, Langmaid, and Patey Woods Roads and Mill Street
Historic district: X yes ___ no

City: Newark
Zip Code: 21841
County: Worcester

USGS Quadrangle(s): Ninepin Branch, Public Landing

Property Owner: Multiple
Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple
Tax Map Number: Multiple

Project: Historic Structures Survey along US-113
Agency: Maryland SHA

Agency Prepared By: Hardlines Design Company

Preparer's Name: Roy Hampton
Date Prepared: 6/21/2007

Documentation is presented in: Compliance Report and Historic Context for Proposed Highway Improvements-U.S. 113: Five Mile Branch Road to Massey Branch

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

The district description and significance statement will be found in the attached MIHP form.

NRHP Recommendation: Not eligible

Criterion A: Newark represents the economic expansion of Worcester County from the period of about 1872 to 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 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 Queponco Railroad Station, modest commercial and light industrial

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments: Lacks cohesiveness per 6/08 site visit.

John Tudrume / 5/13/08
Reviewer, Office of Preservation Services **Date**

R Kintz 6/9/08
Reviewer, National Register Program **Date**

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.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

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 _X_ Private

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.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. WO-414

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.	__ not for publication
city, town	Newark	__ vicinity
county	Worcester	

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

name	Multiple owners		
street and number			telephone
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
__X__ Other: Compliance Report and Historic Context for Proposed Highway Improvements-US 113: Five Mile Branch Road to Massey Branch

6. Classification

Category
_____ district
__X__ building(s)
_____ structure
_____ site
_____ object

Ownership
_____ public
_____ private
__X__ both

Current Function
__X__ agriculture
_____ commerce/trade
_____ defense
__X__ domestic
_____ education
_____ funerary
__X__ government
_____ health care
_____ industry
_____ landscape
_____ recreation/culture
_____ religion
__X__ social
_____ transportation
_____ work in progress
_____ unknown
__X__ vacant/not in use
_____ other:

Resource Count

Contributing	Noncontributing	
53	24	buildings
1	0	sites
0	0	structures
0	0	objects
53	24	Total

Number of Contributing Resources previously listed in the Inventory
7

7. Description

Inventory No. WO-414

Condition

___ excellent ___ deteriorated
___ good ___ ruins
X fair X altered

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

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 (8337Newark 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

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 building included in Maryland Inventory Newark Survey District

Address	Buildings with Individual Maryland Inventory Numbers	Contributing / Non-Contributing to the Maryland Inventory Newark Survey District	Approximate Construction Date	Photograph
7101 Daffodil Road		Contributing	1923	11
7109 Daffodil Road		Contributing	1920	
8304 Langmaid Road		Contributing	1900	
8305 Langmaid Road	Home Bank WO-564	Contributing	1919	18
8308 Langmaid Road		Non-contributing	1898	
8309 Langmaid Road		Contributing	1925	
8313 Langmaid Road		Contributing	1920	
8315 Langmaid Road		Non-contributing	1900	
8318 Langmaid Road		Contributing	1920	
8325 Langmaid Road		Contributing	1920	
8326 Langmaid Road		Contributing	1930	9
Barn, 8326 Langmaid Road		Contributing	Ca. 1930	
8335 langmaid Road		Non-contributing	1880	
8341 Langmaid Road		Non-contributing	1920	
8354 Langmaid Road		Contributing	1903	
8358 Langmaid Road		Contributing	1900	
8361 Langmaid Road		Contributing	1940	
8412 Langmaid Road		Non-contributing	1920	
8414 Langmaid Road		Non-contributing	Ca. 1915	
8415 Langmaid Road		Contributing	1920	
7203 Mill Street	Bowen United Methodist Church WO-566	Contributing	1899	19
7204 Mill Street		Contributing	1920	
7210 Mill Street		Non-contributing	1945	
8201 Newark Road		Non-contributing	1920	4
8205 Newark Road		Non-contributing	1920	4
8213 Newark Road		Contributing	1900	5
8301 Newark Road	Whyte House WO-520	Contributing	1920	
8303 Newark Road	Turner House WO-496	Contributing	Ca. 1900	
8305 Newark Road	E. Powell House WO-497	Contributing	1904	10
8310 Newark Road		Non-contributing	Ca. 1910	
8316 Newark Road		Contributing	1900	
8321 Newark Road		Contributing	1900	
8337 Newark Road		Non-contributing	1928	

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

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Name Newark Survey District
Continuation Sheet

Number 7 Page 2

8339 Newark Road	Trinity United Methodist Church WO-568	Contributing	1911	
8340 Newark Road		Contributing	1920	
8342 Newark Road		Non-contributing	1898	
8348 Newark Road	Bowen House WO-273	Contributing	Ca. 1780	
8352 Newark Road		Contributing	1940	2
8354 Newark Road		Contributing	1900	2
8355 Newark Road		Contributing	1930	
8359 Newark Road		Contributing	1900	1
8401 Newark Road		Contributing	1900	1, 3
8404 Newark Road		Non-contributing	1920	
8405 Newark Road		Contributing	Ca. 1900	
8415 Newark Road		Contributing	1914	8
8420 Newark Road		Non-contributing	1940	
8422 Newark Road		Contributing	1920	
8424 Newark Road	Conner-Collins House WO-32	Contributing	1800	
8425 Newark Road		Contributing	1900	
8430 Newark Road		Contributing	1940	
8431 Newark Road		Non-contributing	1900	
8432 Newark Road		Non-contributing	1930	
8400 Bl. Newark Road, s. side (cemetery)	Bowen Cemetery WO-565	Contributing	Ca. 1865	16
8441 Newark Road		Contributing	1930	
8451 Newark Road		Contributing	1918	7
8506 Newark Road		Contributing	1900	
8513 Newark Road		Contributing	1927	
8515 Newark Road		Non-contributing	1900	
8519 Newark Road		Non-contributing	1940	
8520 Newark Road		Contributing	1911	6
Barn, 8520 Newark Road		Contributing	Ca. 1911	12
8531 Newark Road	Powell-Trader House WO-569	Contributing	1900	13
8545 Newark Road		Contributing	1930	17
8549 Newark Road		Contributing	1937	
8552 Newark Road		Contributing	1931	15
Barn, 8552 Newark Road		Contributing	1931	
8553 Newark Road		Contributing	1941	
8557 Newark Road		Non-contributing	1955	
8604 Newark Road	Barbely Farm WO-466	Contributing	1900	14
8270 Patey Woods Road		Non-contributing	Ca. 1945	
8276 Patey Woods Road		Non-contributing	1900	
8306 Patey Woods Road		Non-contributing	Ca. 1930	

8344 Patey Woods Road		Non-contributing	1920	
8373 Patey Woods Road		Contributing	1920	
8378 Patey Woods Road	Queponco Railroad Station WO-276 NRHP Listed	Contributing	1910-1911	20
8386 Patey Woods Road		Non-contributing	1900	
8401 Patey Woods Road		Contributing	1950	

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.[1] 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

[1] Board of Education of Worcester County, *Worcester County: Past and Present, part VII, Communities of Worcester County*, (Worcester County Board of Education: 1956), 26-27.

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

Inventory No. WO-414

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

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]

[2] Paul B. Touart, *Along the Seaboard Side: The Architectural History of Worcester County, Maryland,* (Snow Hill: Worcester County Library, 1992), 298.

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.[3] 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.[4] 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.[5]

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.[6]

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[3] Ibid.
[4] Ibid.
[5] Truitt and Les Callette, *Worcester County, Maryland's Arcadia*, 96.
[6] J. Frank Lewis, *The Maryland Directory* (Baltimore: J. Frank Lewis and Company, 1878).

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 Mercatile 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

[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.
[11] Board of Education, *Worcester County*, 26-27.
[12] Touart, *Along the Seaboard Side,* 167.
[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.[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.[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.

[14] Ibid, 339.
[15] Ibid, 96.

9. Major Bibliographical References

Inventory No. ~~WO-572~~ WO-414

Board of Education of Worcester County. *Worcester County: Past and Present, part VII, Communities of Worcester County*. 1956, on file at Worcester County Room, Snow Hill Public Library.

Lewis, J. Frank. *The Maryland Directory*. Baltimore: J. Frank Lewis and Company, 1878.

Touart, Paul B. *Along the Seaboard Side: The Architectural History of Worcester County, Maryland*. Snow Hill: Worcester County Library, 1992.

Truitt, Reginald and Millard Les Callette. *Worcester County, Maryland's Arcadia*. Snow Hill, Maryland: Worcester County Historical Society, 1977.

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

10. Geographical Data

Acreage of surveyed property	Approximately 169 acres		
Acreage of historical setting	N/A		
Quadrangle name	Ninepin Branch /Public Landing	Quadrangle scale:	1:24,000

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.

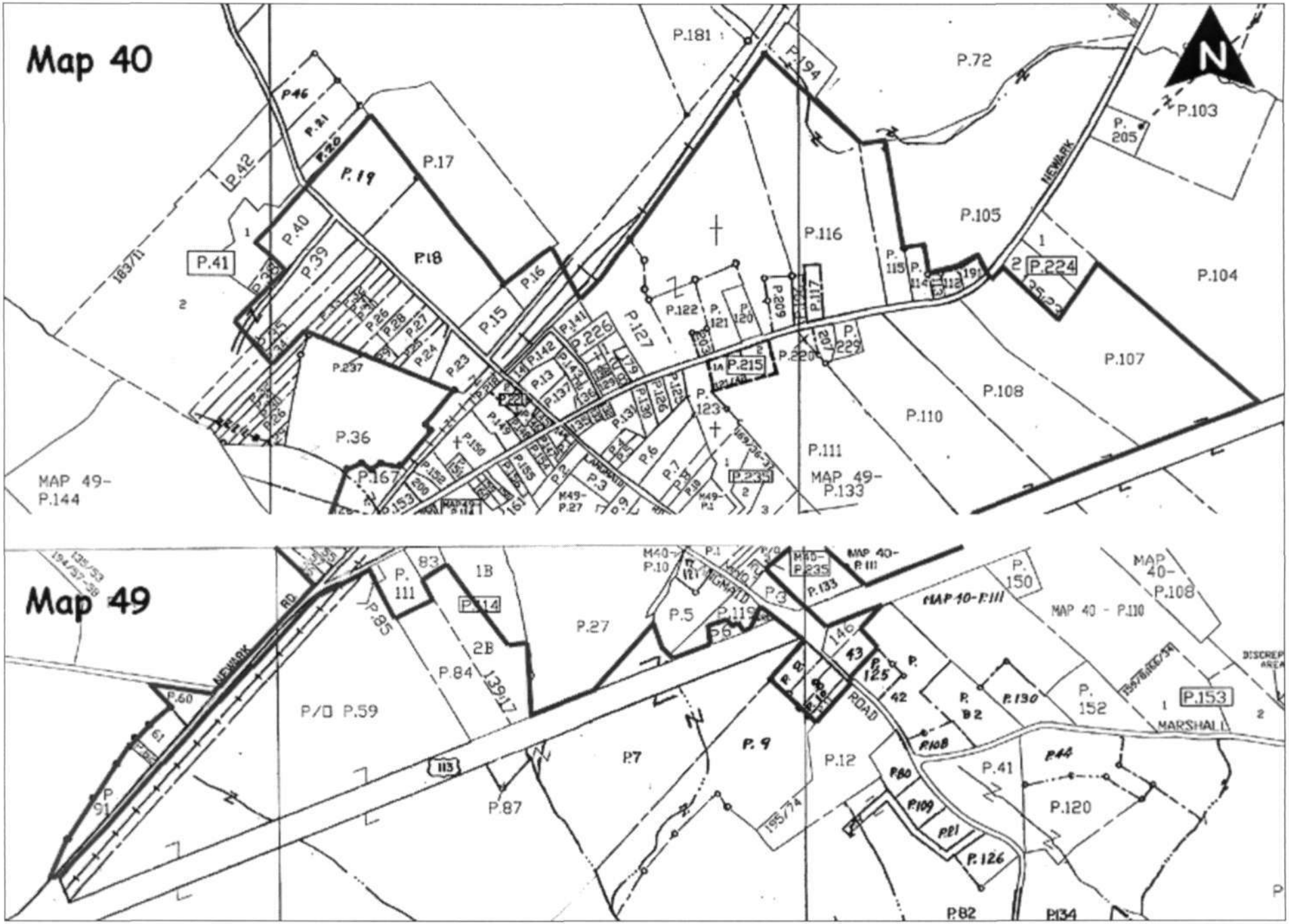
11. Form Prepared by

name/title	Roy Hampton, Senior Architectural Historian and Heather Kenney, Architectural Historian		
organization	Hardlines Design Company	date	06/08/2007
street & number	4608 Indianola Ave.	telephone	614-784-8733
city or town	Columbus	state	OH

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



~~WO-572~~, Newark Survey District, Newark, Worcester County, Resource Sketch Map-Tax Maps 40 and 49

WO-414

~~WO-572,~~ Newark Survey District, Newark, Worcester County, Ninepin Branch Quad and Public Landing Quad
WO-414

Inventory No. WO-414
8359 and 8401 Newark Rd, Newark Historic District
Worcester County, Maryland
Heather Kennedy
May 29, 2007
MD SHPO
Streetscape, north side of Newark Rd. looking northeast.
1 of 20

Inventory No. WO-414
8354 and 8352 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Streetscape: South side of Newark Rd. looking southwest.
2 of 20

Inventory No. WO-414
Commercial building and 8401 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 24, 2007
MD SHPO
Streetscape, North side of Newark Rd looking northwest.
3 of 20

Inventory No. WO-414
8201 and 8209 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Streetscape, 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 29, 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. WO-414
8451 Newark Rd; Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southeast corner of house looking northwest.
7 of 20

Inventory No. WO-414
6415 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southwest corner of house looking northeast.
8 of 20

Inventory No. WO-414
8326 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. WO-414
8305 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southwest corner of house looking northeast.
#10 of 20

Inventory No. WO-414
7101 Daffodil Ln. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 2d, 2007
MD SHPO

Southwest corner of house looking northeast.
#11 of 20

Inventory No. WO-419
8520 Newark Rd. barn, Newark Historic District
Worcester County, Maryland
Heather Kenney
MD SHPO
May 29, 2007
Southeast corner of barn looking northwest.
12 of 20

Inventory No. WO-414
8531 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
Southeast corner of house looking northwest.
13 of 20

Inventory No. WO-414
6604 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
Northeast corner of house looking southwest.
#14 of 20

2552

Inventory No. WO-414
8552 Newark Rd., Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
Northwest corner of house looking southeast.
#15 of 20

MARSHALL

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

WORCESTER COUNTY
DEVELOPMENTAL CENTER

Inventory No. WO-414
8545 Newark Rd. Newark Historic District
Worcester County, Maryland
Heather Kenney
May 24, 2007
Southeast corner of building looking northwest.
#17 of 20

Inventory No. WO-414 8305 Langmaid Rd.
Home Bank- ~~6420 Worth Rd.~~ Newark Historic District
Worcester County, Maryland
Heather Kenney
May 29, 2007
MD SHPO
North west corner of building looking southeast.
18 of 20

Inventory No. WO-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

QUEPONCO
8578

Inventory No. WO-414
Queponco Station - Patey Woods Rd, Newark Historic District
Worcester County, Maryland
Heather Kinney
May 29, 2007
Northeast corner of building looking southwest.
#20 of 20