

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

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

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

7. Description

Inventory No. SM-923

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary Description

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

Location

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

Detailed Description

The Roadway

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

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

The Right-of-Way

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

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

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The Setting

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

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

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

8. Significance

Inventory No. SM-923

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" 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. 1881 **Architect/Builder** Unknown

Construction dates Late-17th Century-Twentieth Century

Evaluation for:

National Register Maryland Register not evaluated

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

Historical Summary

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

Historical Narrative¹

Summary of Road Building in St. Mary's County

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

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

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

² History Matters, LLC 2006: 7

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

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

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

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

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

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

³ History Matters, LLC 2006: 13-14

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 20

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

⁷ History Matters, LLC 2006: 15-25

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

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

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

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

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

Development of Lockes Hill Road

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

⁸ Hammett 1991: 287

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

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

²¹ Hammett 1991: 277-278

²² Hammett 1991: 278

²³ Hammett 1991: 279-280

9. Major Bibliographical References

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See Continuation Sheets.

10. Geographical Data

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

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

Verbal boundary description and justification

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

11. Form Prepared by

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

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

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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St. Mary's County

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

State Roads Commission

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

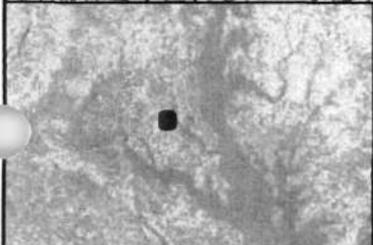
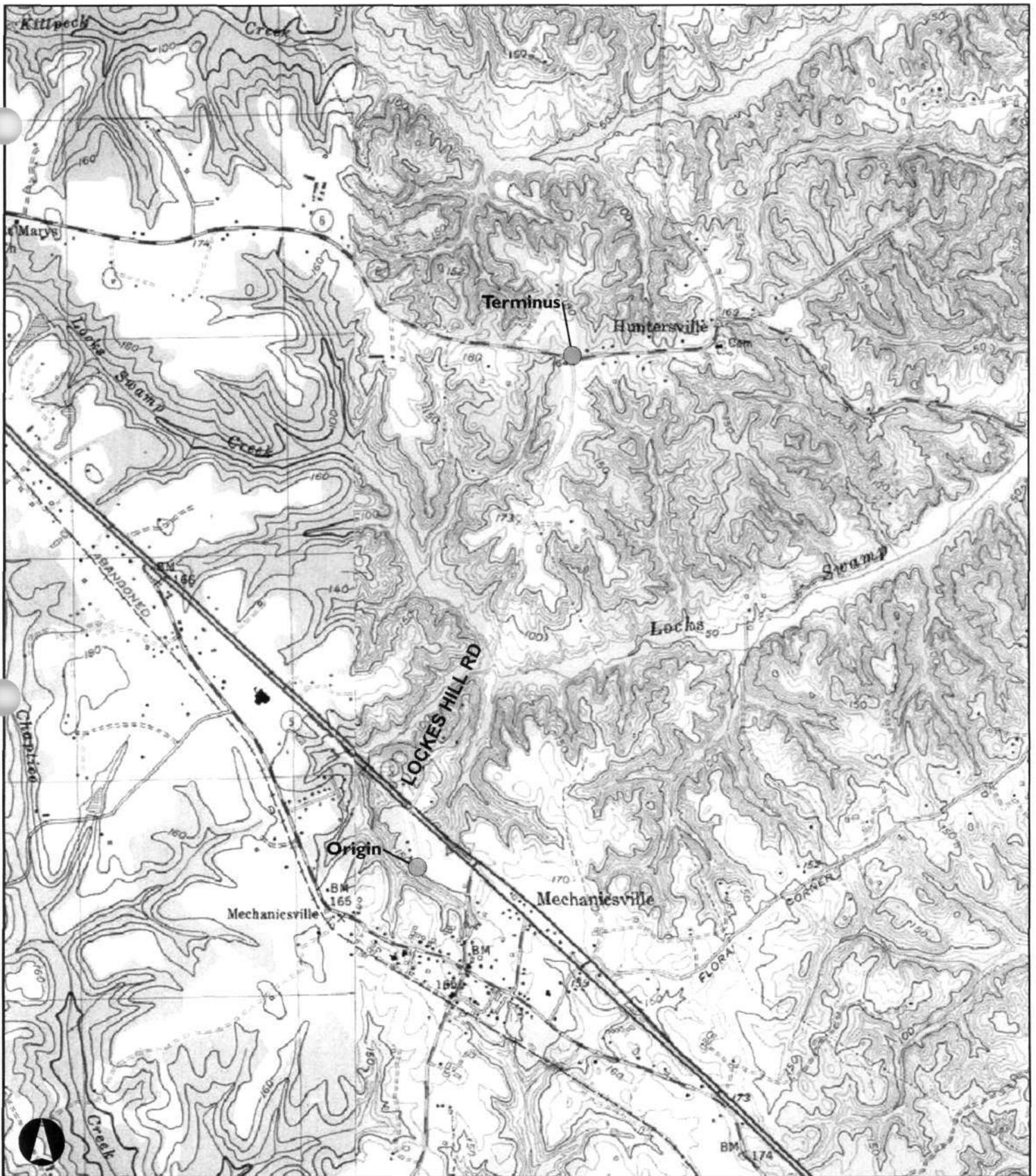
United States Geological Survey.

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

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

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

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



— Road Alignment 2005

2,000

Feet

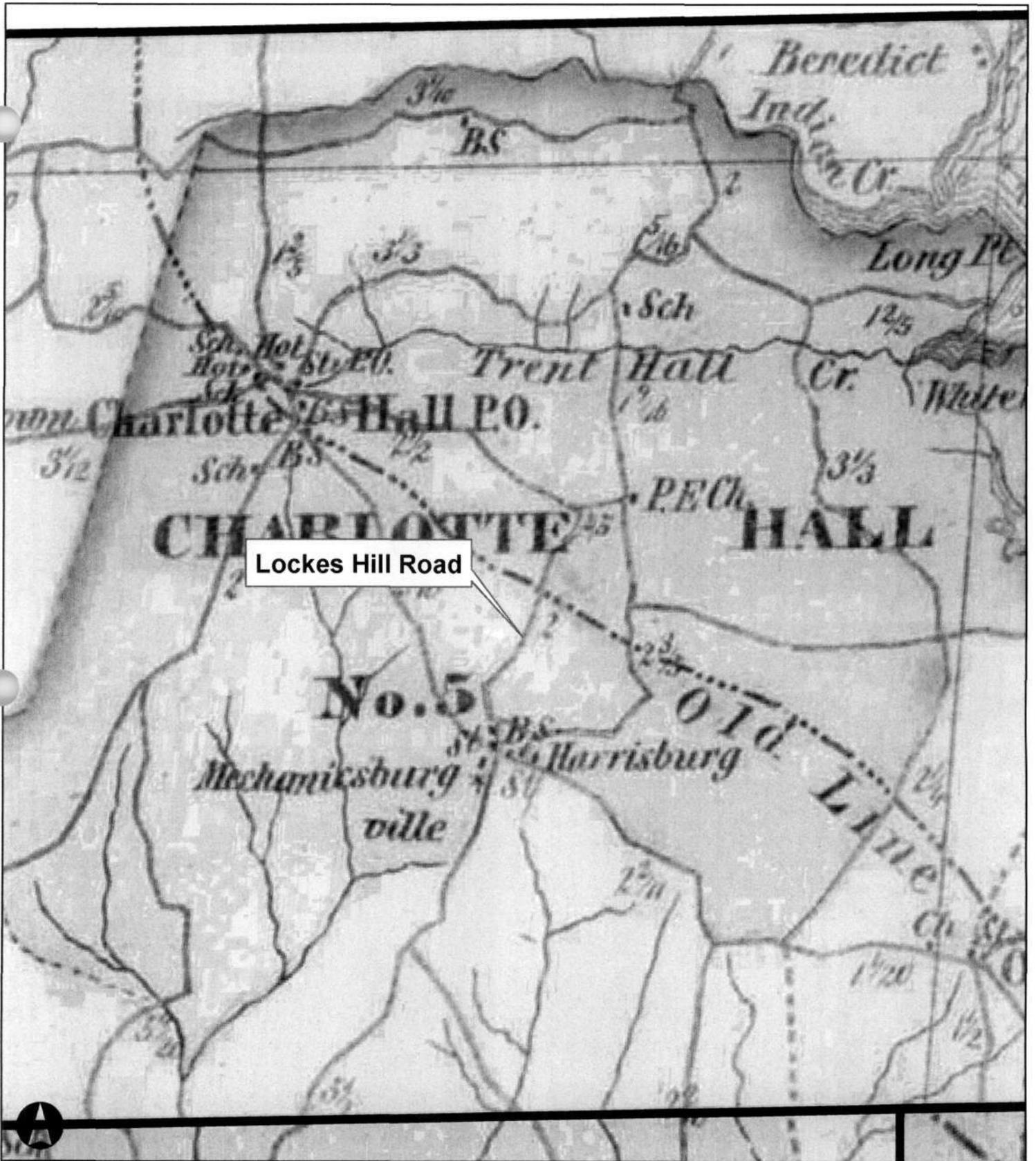
Lockes Hill Road

SM-923

Mechanicsville Vicinity

St. Mary's County, MD

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



Lockes Hill Road

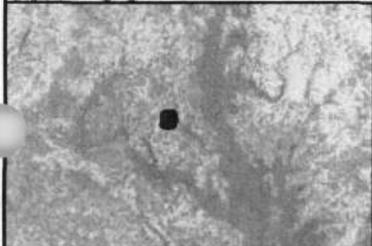
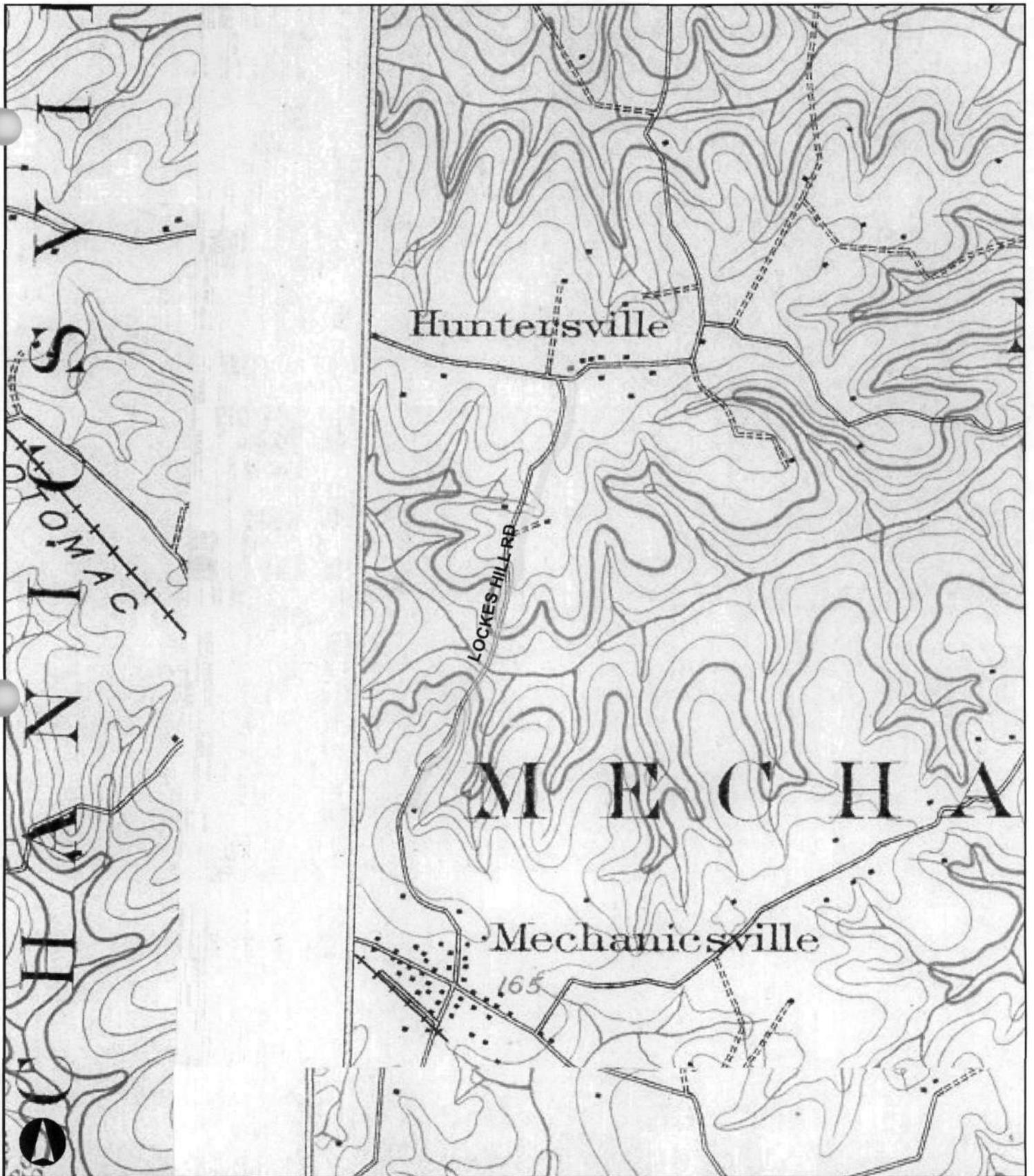
Lockes Hill Road

SM-923

Mechanicsville Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000
— Feet

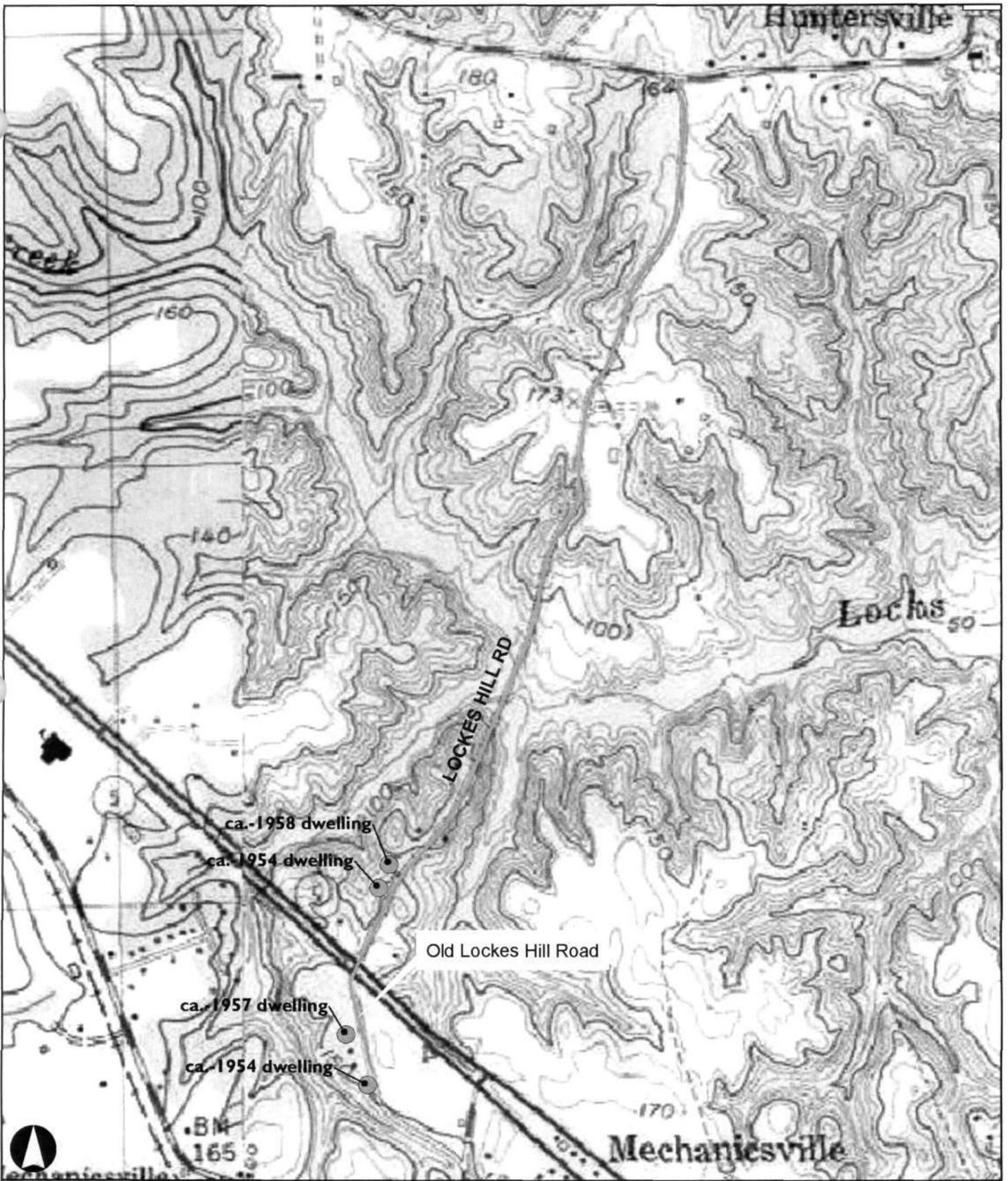
Lockes Hill Road

SM-923

Mechanicsville Vicinity

St. Mary's County, MD

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



Map Document: I:\GIS\1068\mapping\Map\Exports\Lockes Hill\Res\Lockes Hill.mxd
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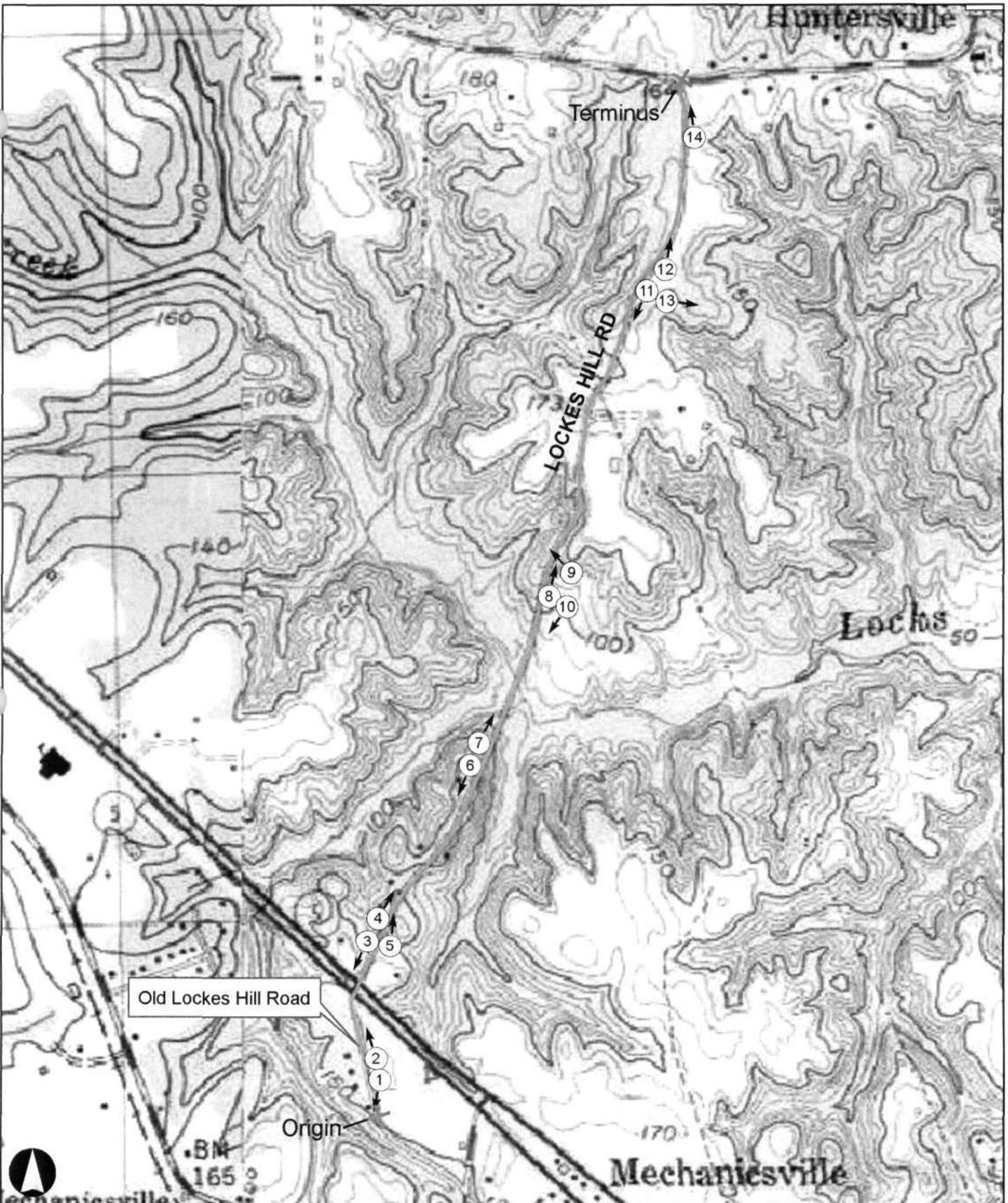


500
 Feet

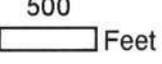
-  Extant Resources
-  Lockes Hill Road

Lockes Hill Road
Resource ID Map
 SM-923
 Mechanicsville Vicinity
 St. Mary's County, MD

Map Source: USGS 7.5' DRG: Mechanicsville, MD.



Map Document: C:\Users\10658\mapping\PhotoLocations\LockesHill.mxd; 6/26/2008 -- 11:11

 500 Feet	  Photo Locations	 Lockes Hill Road	<p>Lockes Hill Road Photograph Location Map SM-923 Mechanicsville Vicinity St. Mary's County, MD</p>
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Map Source: USGS 7.5' DRG: Mechanicsville, MD.

Lockes Hill Road (SM-923)

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-923_200804_01	SM-923	Lockes Hill Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking south to origin of Lockes Hill Road	1 of 14
SM-923_200804_02	"	"	"	"	"	Mile Point 0.0, looking northwest	2 of 14
SM-923_200804_03	"	"	"	"	"	Mile Point 0.3, looking southwest to intersection with MD 5	3 of 14
SM-923_200804_04	"	"	"	"	"	Mile Point 0.3, looking northeast	4 of 14
SM-923_200804_05	"	"	"	"	"	Mile Point 0.3, looking northwest	5 of 14
SM-923_200804_06	"	"	"	"	"	Mile Point 0.8, looking south	6 of 14
SM-923_200804_07	"	"	"	"	"	Mile Point 0.8, looking north	7 of 14
SM-923_200804_08	"	"	"	"	"	Mile Point 1.1, looking north	8 of 14
SM-923_200804_09	"	"	"	"	"	Mile Point 1.1, looking northwest	9 of 14
SM-923_200804_10	"	"	"	"	"	Mile Point 1.1, looking southwest	10 of 14
SM-923_200804_11	"	"	"	"	"	Mile Point 1.3, looking southwest	11 of 14
SM-923_200804_12	"	"	"	"	"	Mile Point 1.3, looking northeast	12 of 14
SM-923_200804_13	"	"	"	"	"	Mile Point 1.3, looking east down Stockett Run Lane	13 of 14
SM-923_200804_14	"	"	"	"	"	Mile Point 1.6, looking north to intersection with MD 6	14 of 14

SM-923



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



Mile Point 0.0, looking northwest
Photo 2 of 14

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

Photographer: E. Young
April 2008
MD SHPO



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



Mile Point 0.3, looking northeast
Photo 4 of 14

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

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking northwest
Photo 5 of 14



Mile Point 0.8, looking south
Photo 6 of 14

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

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.8, looking north
Photo 7 of 14



Mile Point 1.1, looking north
Photo 8 of 14

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

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.1, looking northwest
Photo 9 of 14



Mile Point 1.1, looking southwest
Photo 10 of 14

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

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.3, looking southwest
Photo 11 of 14



Mile Point 1.3, looking northeast
Photo 12 of 14

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

Photographer: E. Young
April 2008
MD SHPO



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



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

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

Photographer: E. Young
April 2008
MD SHPO



SM-923

Lockes Hill ROAD

St. Mary's county, MD

E. YOUNG

04.2008

MD SHPO

mile point 0,0, looking S to origin of Lockes Hill ROAD

Photo # 1 of 4



SM-923

Lockes Hill ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.3, looking SW to intersection with MD 5

Photo # 2 of 4



SM-923

Lockes Hill ROAD

St. Mary's county, MD

E. YOUNG

04, 2008

MD SHPO

mile point 1.1, Looking N

Photo # 3 of 4



SM-923

Lockes Hill ROAD

St. Mary's county, MD

E. YOUNG

04.2008

MD SHPO

mile point 1.1, Looking N

Photo # 3 of 4



STOP

77

SM-923

LOCKES HILL ROAD
ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

XLD SHPO

Mile point 1.6, looking N to intersection with MD 6

Photo # 4 of 4