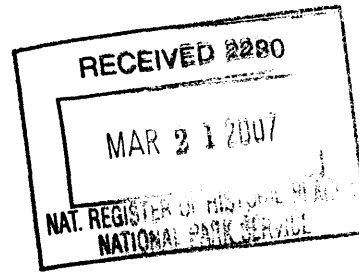


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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Union Station, WI-150  
other names New York, Philadelphia & Norfolk Railroad Station, Pennsylvania Railroad Station

2. Location

street & number 611 Railroad Avenue  not for publication  
city or town Salisbury  vicinity  
state Maryland code MD county Wicomico code 045 zip code 21801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments).

[Signature] 3-16-07  
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments).

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that this property is:
- entered in the National Register.  
 See continuation sheet.
  - determined eligible for the National Register.  
 See continuation sheet.
  - Determined not eligible for the National Register.
  - removed from the National Register.
  - other (explain): \_\_\_\_\_

[Signature] 5-2-07  
Signature of the Keeper Date of Action  
Elson H. Beall

Union Station, WI-150

Name of Property

Wicomico County, Maryland

County and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**

(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Non-contributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

N/A

**number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Rail-related/Train Depot

**Current Functions**

(Enter categories from instructions)

COMMERCE/TRADE/Restaurant

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

LATE 19<sup>th</sup> and 20<sup>th</sup> CENTURY REVIVALS/

Colonial Revival

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof STONE/Slate

other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)

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## National Register of Historic Places Continuation Sheet

Union Station, WI-150

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### Description Summary:

Union Station is located at 611 West Railroad Avenue along the right-of-way of the former Pennsylvania (now PennDel) Railroad in the center of Salisbury, Wicomico County, Maryland. Built in 1913-14 on a poured concrete foundation, the Flemish bond brick main block is covered by a medium pitched hip roof sheathed in slate, while the adjacent single story wings have low pitched gable roofs disguised by parapet walls. The yard around the station retains portions of its original brick paving. Converted from a passenger station into a freight facility around 1958, the building was sold by Consolidated Railroads of Pennsylvania in 1986, and it has been used for other commercial purposes since then. At the moment plans are underway to convert the station into a restaurant.

### General Description:

The story-and-a-half, five-bay by two-bay main block rests on a full cellar of poured concrete walls, and the excavated space continues under the south wing. The north wing was built without a cellar beneath it. The poured concrete foundation supports solid Flemish bond brick exterior walls highlighted by a glazed header checkerboard pattern. At the foundation level there is a cut granite stone base to the Flemish bond brick watertable accented with a cut stone-like cap executed in molded terra cotta or perhaps concrete. The surfaces of all of the stone-like accents have a decorative ridging that imitates tool marks as if the material was truly cut stone. The west elevation is a symmetrical five-bay façade featuring a projecting center bay surmounted by a gable-front roof. The original center, three-part window was converted into a garage bay when the passenger station was adapted to a freight facility after 1958. With the construction of an elevated delivery platform across the front of the projecting bay, a new floor level was established at the approximate level of the former window sill height. The wide opening retains a jack arch with a keystone of molded concrete. Stretching across the bay above the door opening is a shed roofed awning supported on heavy chamfered edge bracket supports. The original rafter blades of the shed roof have decorated ends. The wall surface above the shed roof is pierced by an original Palladian style window accented with jack arches and decorative brickwork. The edges of the projecting bay have plain brick pilasters that rise to a decorative modillion block cornice which enriches the edge of the gable front roof. To each side of the projecting bay are pairs of bricked up window openings topped by brick jack arches fitted with decorative stone-like keystones. The outside corners of the main block are defined by stone-like quoins. The shed roofed canopy stretches across the brick wall surface above the level of the first floor window openings. Above the roofline are half-round lunette windows accented with decorative stone sills and keystones fixed in semi-circular rowlock arches. The top of the wall features the modillion block cornice, which continues around the perimeter of the building.

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The north side of the main block is covered almost completely by the single story wing erected in the same Flemish bond brick patterning with glazed header accents. The corners of the wing are trimmed with shaped quoins and the top of the parapet wall is defined by a same modillion block cornice that accents the main station. The west side of the north wing is pierced by a three-part window with a center twelve-over-one sash flanked by nine-over-one sash. The window opening has a molded stone-like sill and a keystone is fitted in the center of a brick jack arch. Rising above the north wing and centered on the wall of the main block is a tall brick chimney stack finished with a corbelled cap. The north side of the north wing is marked by a wide center door opening flanked by a nine-over-one sash window opening to the west and a personnel door to the east. The eastern door opening was originally a window opening. Accenting each of these openings are the stone-like sills and keystones featured in the brick jack arches. The keystone to the center doorway arch has been broken to reveal a hollow core. The north wall retains remnants of the shed roofed awning, however the rafter blades are tapered and plainly cut unlike the decorated rafter end found on the south and west sides. The east side of the north wing is marked by a boarded-over tripartite window opening that retains its original sash and stone-like trims.

The east or track side of the main block is currently dominated by the raised freight platform that meets the brick passenger station at the window sill height. Centered on the east elevation is a projecting bay like that of the west façade. The first floor level has a retractable door that replaced the original tripartite window opening, and a Palladian style window marks the gable front wall surface above the platform roof. To each side of the projecting bay are bricked up window openings, which have had their stone-like sills removed. Each opening does retain a brick jack arch and shaped keystone. Bricked up pockets above the window openings indicate the former location of the first period shed rafters. The upper wall surfaces on each side of the projecting bay are marked by half-round lunette windows featuring molded stone-like sills and keystones in semi-circular brick rowlock arches.

Extending to the south of the main station is another single story wing defined by a parapet wall accented at the top with the same modillion block cornice. Fixed in the southeast corner of the Flemish bond brickwork is a molded datestone inscribed, "1913." The east side of the wing has bricked up window openings retaining brick jack arches with stone-like keystones. The south side of the south wing is marked by two openings; a window with pebble finished glass on the right (east) side and a door opening to the left (west) that was originally a window opening. The south end retains its original shed roofed awning supported by heavy chamfered edge brackets and decorated rafter blades. A standing seam metal roof covers the shed in part. The west side of the south wing is marked by a garage door bay converted from a window opening. The door opening has a poured concrete ramp that spans a short distance between the

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building and the original brick paving that survives on the south and west side of the station. There is as well a single width window opening marking the southwest corner that retains its original sash, stone-like sill and brick jack arch with keystone.

The interior of the station is divided into four principal spaces. The main hip roofed block encompassed the main waiting room or lobby. This large rectangular space has off-white painted brick walls that rise to a wooden cornice, and above it is a large plastered cove of a tray ceiling. According to a newspaper article written at the time of the station's construction, the ceiling was painted a reddish color to coordinate with the reddish brown color of the composition tile-like floor.<sup>1</sup> One original link chain and mount for a globe-shaped light fixture survives in the southeast section of the former waiting room, which has a raised heavy plank floor that dates from the freight station conversion of the building. At the north end of the waiting room space is a wooden staircase leading to the full cellar. The staircase dates from the freight station period as well. The north wing is accessed by a single door opening that is associated with the cellar stair platform, and this opening was reworked during the freight station conversion as well.

The north wing was the location of the baggage room, and unlike the rest of the building, was constructed without a full cellar. Instead the sleepers for the floor system were imbedded in concrete for support. The room is finished with narrow board wainscoting that rises to the window sill height, whereas plaster finishes the balance of the wall and ceiling. Unfortunately, this section of the station was not utilized much during the period after the railroad sold the property and the roof was not repaired, which allowed water to pour through this section of the wing; the unchecked moisture rotted parts of the roof system, plaster and woodwork.

To the south of the main waiting room were private spaces for men and women. According to the period description of the station in 1913, a "smoking room" for the men measured 16' by 17 ¾', and the room for women was slightly larger at 20 ½' x 16'.<sup>2</sup> These two spaces were consolidated into one room during the mid twentieth century and the former location of the center partition is evident in the floor. The room does retain original tongue-and-groove board wainscoting, plaster walls, and a plastered cove ceiling. The two partially glazed doors that open into this space are original as well and retain early twentieth century locks and hinges. The doors are topped by movable transom windows that feature original hardware as well. Centered on the inner wall between the main waiting room and this consolidated space are two original door openings trimmed with early twentieth-century surrounds. The private waiting

<sup>1</sup> *The Wicomico News*, 26 June 1913.

<sup>2</sup> *The Wicomico News*, 26 June 1913.

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room spaces are finished with a tray ceiling with a large plastered cove extending around the perimeter of the space. The south end of the south wing is divided into two spaces that originally served as lavatories for men and women. The two spaces have remnant marble wainscoting and plastered coves around the perimeter of the ceiling. Originally the lavatories were served by skylights that leaked severely during the mid to late twentieth century and have been removed.

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- B** Property associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets)

**Area of Significance**

(Enter categories from instructions)

ARCHITECTURE  
TRANSPORTATION

**Period of Significance**

1913-1958

**Significant Dates**

1913-14

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**Previous documentation on files (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

\_\_\_\_\_

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## Summary Statement of Significance:

Salisbury's Union Station is eligible under Criterion C for its embodiment of the characteristics of the Colonial Revival style. Built in 1913-14 near the junction where the New York, Philadelphia, and Norfolk Railroad intersected with the Baltimore, Chesapeake and Atlantic Railroad, this Colonial Revival building stands out as the most elaborate passenger facility to survive on the Eastern Shore of Maryland. Superbly crafted of Flemish bond brick walls with glazed header accents and trimmed with stone-like terra cotta cornices, corner quoins, keystones, and window sills, Union Station is dramatically emblematic of the early twentieth-century resurgence of neoclassicism following the World Columbian Exposition held in Chicago in 1893. The new wave of neoclassicism included reinterpretations of colonial American designs and construction practices that contrasted sharply with the eclecticism and romanticism of Victorian aesthetics that had dominated American architectural designs since the third quarter of the nineteenth century. Less ambitious and less elaborate stations were built in nearby Princess Anne (1907) and Pocomoke City (1912); the design and construction of Union Station outdistanced by far these and other facilities in size, function and serviceability due to its location at the junction of the two principal rail lines that served the peninsula during the late nineteenth and early twentieth centuries.

Union Station is also eligible under Criterion A for its association with the development of railroad transportation on the Eastern Shore. Due to its location and elaborate construction, Union Station is one of the major transportation landmarks of railroad history on the Eastern Shore, built during the period when the peninsular rail system had achieved its full maturity and influence for the region. Important as well is the aspect of cooperation and coordination inherent in the construction of Union Station by two independent railroad companies for the common good of the public traveling north/south or east/west with one of the principal local destinations being Maryland's sole Atlantic coast resort of Ocean City.

## Resource History and Historic Context:

The construction of Union Station in 1913-14 followed a long history of railroad company investments on the Delmarva peninsula that began with the initial construction of the Delaware and Eastern Shore Railroads during the years leading up to and following the Civil War. The construction of the Delaware Railroad from Wilmington south was accomplished between 1854 and 1859, and it was stretched to the banks of the Wicomico River at Salisbury under the



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auspices of the Eastern Shore railroad by 1860.<sup>3</sup> The Civil War interrupted construction further south, and it was not until 1866 that the Eastern Shore Railroad reached Tangier Sound at the village of Somer's Cove, which was renamed Crisfield. The north/south line was extended down the tail of the peninsula through Accomack and Northampton counties under the auspices of the newly established New York, Philadelphia, and Norfolk Railroad company, which had acquired the older rail lines in a consolidation effort in 1882. The principal goals were to extend passenger and freight service to Cape Charles, and in addition, to connect by way of ferry transportation, to the city of Norfolk, Virginia. Two years later, in November 1884, the *Salisbury Advertiser and Eastern Shoreman* announced,

*On Monday last, the N.Y.P. & N. R.R. was formally opened. This road begins at Delmar, Del. and extends to Cape Charles City, a distance of ninety-five miles. At this latter point passengers are ferried over to Norfolk, a distance of 36 miles. This line has given the people of Salisbury the long dreamed of and oft asked for New York and Phila. Express. A citizen of Salisbury may now leave home at 12:43 at night and arrive in New York at 7 in the morning; Philadelphia about 2 hours and 30 minutes earlier. On the same day he many leave New York and get home at 2:46 in the morning. This train will be furnished with Pullman Sleepers. We are no longer in the far off regions of the "Eastern Shore," but simply on the suburbs of all great cities. "A day in the city" will be a common thing now.*<sup>4</sup>

The final principal leg in the lower Shore railroad system surfaced in an effort to stretch a line from Claiborne, in Talbot County, to Salisbury in 1886, thereby providing a gateway to Ocean City for beach-bound travelers from across the state. The Baltimore & Eastern Shore Railroad was chartered in April 1886, and surveys for the new route followed soon after. While surveys and early stages of construction were underway in Talbot County by late 1888, the new railroad company acquired the Wicomico & Pocomoke Railroad, a line that had been built between Salisbury and Ocean City during the mid 1870s. By September 1890, the Baltimore & Eastern Shore Railroad sponsored the launch of an excursion train from Claiborne to the Atlantic coast. The Baltimore & Eastern Shore Railroad, however, lasted in name only a short while; its holdings were acquired by the Baltimore, Chesapeake & Atlantic Railroad Company in 1894.<sup>5</sup>

With the construction of new train facilities along the corridor of the Baltimore & Eastern Shore, and later B. C. & A., rail lines, criticism surfaced in Salisbury about the condition

<sup>3</sup> John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers, 1979.

<sup>4</sup> *Salisbury Advertiser and Eastern Shoreman*, 22 November 1884.

<sup>5</sup> Hayman, p. 95.

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and nature of the buildings that served the N. Y. P. & N. line. In an 1890 article printed in the *Salisbury Advertiser*, the paper stated:

*...we would like to say a word concerning the miserable shed-like building which passes for a station house at the depot of the N. Y. P. & N. railroad at Salisbury. So important a place as Salisbury is entitled to a good, convenient station house where passengers can wait comfortably, and on boarding the train or alighting, do so without being obliged to climb over boxes and barrels on a high crowded platform. The capacity of the building is entirely inadequate to the business and office, and despite the efforts of the agent to keep things in order at times, the whole building, platforms, waiting rooms, and all, are crowded with an indiscriminate mass of humanity and freight. This is particularly the case with the fruit shipping season.<sup>6</sup>*

Despite the constant urging of the public for improvements, over twenty years lapsed before solid progress was made on providing new railroad accommodations. In a joint effort to solve inadequacies on both the N.Y.P. & N. as well as the B.C. & A. lines, a combined facility known as Union Station was conceived for a site at the intersection of the two railroads. On April 8, 1911 the *Salisbury Advertiser* announced the construction plans:

*After years of deliberation and discussion it begins to look as though Salisbury is at last to have a union station. According to reports given out it has finally been decided to build an up-to-date union station at the present site of the B.C. & A. Junction. Salisbury has long been a sufferer on account of the disreputable station on both the railroads here, stations that would be a disgrace to any village from one to two hundred inhabitants, and the people will generally rejoice when both are torn down, and one put up more in keeping with the size and importance of this city....Work will probably begin on the new station in the early fall, if the present plans are carried out.<sup>7</sup>*

In spite of the great optimism expressed in this article, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* reported:

<sup>6</sup> *Salisbury Advertiser*, 20 September 1890.

<sup>7</sup> *Salisbury Advertiser*, 8 April 1911.

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*The contractors for the erection of the new union (sic) station in Salisbury expect to complete the brickwork this week, and if good weather continues the roof will be on by the middle of this month. The sheds are completed.*<sup>8</sup>

Ironically, in light of the years of complaint and anticipation, the new station opened later that year with little celebration. According to the station's first ticket agent, Rollie W. Hastings, he unceremoniously walked over to the new facility with a cash box and sold the first ticket for a trip to Princess Anne. Union Station served the residents of Salisbury and the peninsula as a passenger facility for a little over forty years when the Pennsylvania Railroad discontinued service in 1958. The building remained in use as a freight facility. Union Station was at first leased to other tenants, and then sold by Consolidated Rail Corporation to Kent and Robin English in 1986, after which the building was used for a commercial sign business.<sup>9</sup> In March 2006,<sup>10</sup> the property was sold by Robin T. English to the owners of Railroad Avenue Investments, LLC, Thomas and John Knorr, who plan to convert the structure into a restaurant.

<sup>8</sup> *The Wicomico News*, 2 April 1914.

<sup>9</sup> Wicomico County Land Record, 1094/384, 3 November 1986.

<sup>10</sup> Wicomico County Land Record, 2581/710, 31 March 2006.

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## Major Bibliographical References:

Hayman, John C., *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*, Marvadel Publishers, 1979.

Personal Interviews with Tom Knorr and Rick Dwyer, October 2006.

*Salisbury Advertiser and Eastern Shoreman*, various issues, Wicomico County Free Library, Salisbury.

Touart, Paul Baker. *At the Crossroads: The Architectural History of Wicomico County, Maryland*, Unpublished manuscript, 2005.

Wicomico County Land Records, various volumes, Wicomico County Courthouse.

*Wicomico News*, various issues. Wicomico County Free Library, Salisbury.

Union Station, WI-150

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10. Geographical Data

Acreage of Property .7282 acres

UTM References

(Place additional UTM references on a continuation sheet)

UTM grid 1: Zone 18, Easting 448, Northing 1824246963

UTM grid 3: Zone, Easting, Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Paul Baker Touart, Architectural Historian

Organization Private Consultant

date 10.25.06

street & number Cedar Hill Box 5

telephone 410-651-1094

city or town Westover

state Maryland

zip code 21871

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name Railroad Investments, LLC (Thomas and John Knorr) Address correspondence to Mr. Richard Dwyer

street & number P. O. Box 83

telephone 443-783-8745

city or town Hebron

state Maryland

zip code 21830

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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## Verbal Boundary Description:

All that lot or property designated as Parcel 3A on a plat drawn by John H. Plummer & Associates and entitled Lands of Consolidated Rails Incorporated, dated June 16, 1985 and recorded in Wicomico County Land Record 2570/30.

## Boundary Justification:

The property included in this nomination is the current land associated with Union Station and it borders two railroad rights-of-way, one on the east and a second on the northwest. The third boundary follows the course of the adjacent city roads, known as West Railroad Avenue and Wilson Street.

