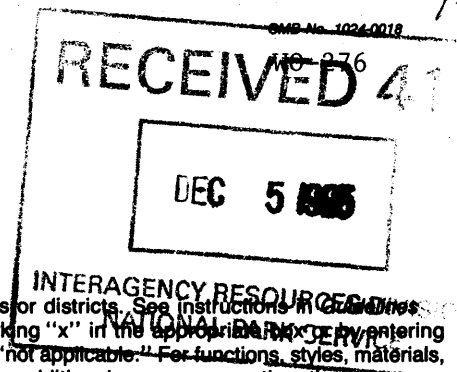


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Circular 15 for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name QUEPONCO RAILWAY STATION
other names/site number _____

2. Location

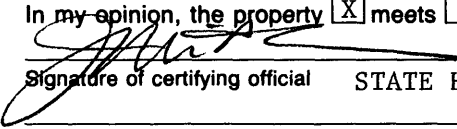
street & number 2378 Patey Woods Road N/A not for publication
city, town Newark N/A vicinity
state Maryland code MD county Worcester code 047 zip code 21841

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

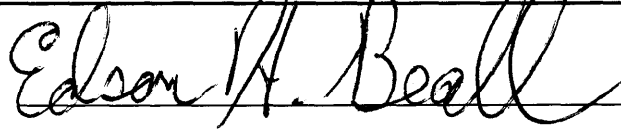
Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. 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. See continuation sheet.

Signature of certifying official STATE HISTORIC PRESERVATION OFFICER Date 11-27-95
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.  1.19.96
 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 of the Keeper _____ Date of Action _____

6. Function or Use

WO-276

Historic Functions (enter categories from instructions)

TRANSPORTATION/Rail-related

Current Functions (enter categories from instructions)

Work in Progress

7. Description

Architectural Classification

(enter categories from instructions)

OTHER/railroad station

Materials (enter categories from instructions)

foundation Concrete

walls Weatherboard

roof Slate

other Wood

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

The Queponco Railway Station, built in 1910-11, stands in the town of Newark, centrally located in Worcester County, Maryland. The station is a single-story, rectangular frame structure supported on a poured concrete foundation and sheathed with German siding. The broad hip roof, supported by large chamfered brackets, is covered with slate. The interior retains much of its early twentieth century woodwork including beaded board wainscoting, built-in desks, and a built-in bench in the south waiting room.

8. Statement of Significance

WO-276

Certifying official has considered the significance of this property in relation to other properties:

 nationally statewide locallyApplicable National Register Criteria A B C DCriteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

TRANSPORTATIONARCHITECTURE

Period of Significance

1910-c.1944

Significant Dates

1910-1911

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

The Queponco Railway Station is significant under Criterion C as an intact example of the type of rail depot which characterized rural towns on Maryland's lower Eastern Shore in the early twentieth century. The building retains a high degree of integrity, with the majority of its character-defining elements intact, including its rectangular form with a projecting bay on the track side, hipped roof with broad overhanging eaves supported on decorative brackets, interior finish of beaded wainscoting and plaster, and original built-in furniture. The Queponco Railway Station is distinctive in Worcester County as one of two rail depots of the period which retain integrity and remain in their original locations, and is the better-preserved of these two examples; the other station, located at Snow Hill, has lost most of its interior woodwork, diminishing its integrity. The Queponco Railway Station derives additional significance under Criterion A for its association with the development of rail transportation in the region. The Worcester Rail Road Company established service to the village of Newark in 1872; the Queponco Railway Station was constructed in 1910-11 by the Pennsylvania Railroad Company, following its purchase of the Worcester County line, as part of a systematic campaign to extend its control of rail transportation in the region. The present building this reflects an important stage in the consolidation of rail transportation on the lower Eastern Shore, as control of rail lines increasingly shifted from small independent operations to regional and later national companies. The period of significance, 1910-c.1944, begins with the date of construction of the building and ends with the World War II era, by which time rail transportation in the region had begun to be eclipsed by automobile and truck transport.

 See continuation sheet no. 4for Historic Context & Maryland
Comprehensive Historic Preservation
Plan data

Previous documentation on file (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 # _____

See continuation sheet no. 8

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Worcester Co. Library, Worcester Co. Courthouse

10. Geographical Data

Acreage of property .22 acre

UTM References

A

1	8
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4	7	4	3	8	0
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4	2	3	3	5	4	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

See continuation sheet no. 9

Boundary Justification

See continuation sheet no. 9

11. Form Prepared By

name/title Paul B. Touart, Architectural Historian

organization Private Consultant date 11/20/93

street & number P.O. Box 5 telephone (410) 651-1094

city or town Westover state Maryland zip code 21871

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

QUEPONCO RAILWAY STATION
Worcester County
Maryland

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GENERAL DESCRIPTION:

The Queponco Railway Station stands on the south side of Patey Woods Road along the right-of-way of the Penn Central Railroad line in the town of Newark, Worcester County, Maryland. The track side of the station faces northwest with the hip roof oriented on a northeast/southwest axis.

Built in 1910-11, the rectangular frame station is supported by a poured concrete foundation. The date "1910" was impressed into the northwest foundation wall when the concrete was poured. The rectangular frame structure is sheathed with German siding, and the building is covered by a medium pitched slate roof. Large chamfered braces support the broad overhanging hip roof. Protruding through the center of the roof is a narrow brick stove chimney.

The northwest side of the three-bay building is marked by a projecting bay filled with paired nine-over-one sash windows. To each side of the bay are partially glazed doors, covered with metal grille, and topped by three-light transoms. The German siding on the track side of the building retains a faint coat of the original olive drab color. The braces and corner boards were painted chocolate brown, while the sash windows were picked out in a brick red color.

The south end of the building is pierced by a tri-partite window of narrow six-over-one sash windows. The lower sash are protected by metal grilles. The north end of the station has been altered with the introduction of a garage door.

The southeast side of the station is marked by three openings, comprising a center window and flanking, partially glazed doors. Each opening is carefully centered in the bays, which are defined by the supporting roof braces.

The interior has remained largely intact aside from the removal of a partition in the north side of the station. A combination of beaded board wainscoting and plaster finish the walls. The doors and windows are finished with molded surrounds,

See Continuation Sheet No. 2

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QUEPONCO RAILWAY STATION
Worcester County
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and a crown molding stretches around the perimeter of each room. The concrete floors are scored to imitate square tiles. Remaining in the center of the station is the ticket office with a vertical pocket door at the ticket window. A wide board shelf is supported by scrolled brackets, and a drawer remains fixed underneath the shelf. Fitted in the projecting bay on the track side is another built-in board shelf supported by a chamfered bracket. A built-in seat remains in the south waiting room. Fixed in two corners of the interior are small wooden fire bucket holders painted in a red and black color scheme.

See Continuation Sheet No. 3

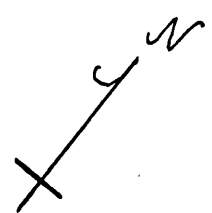
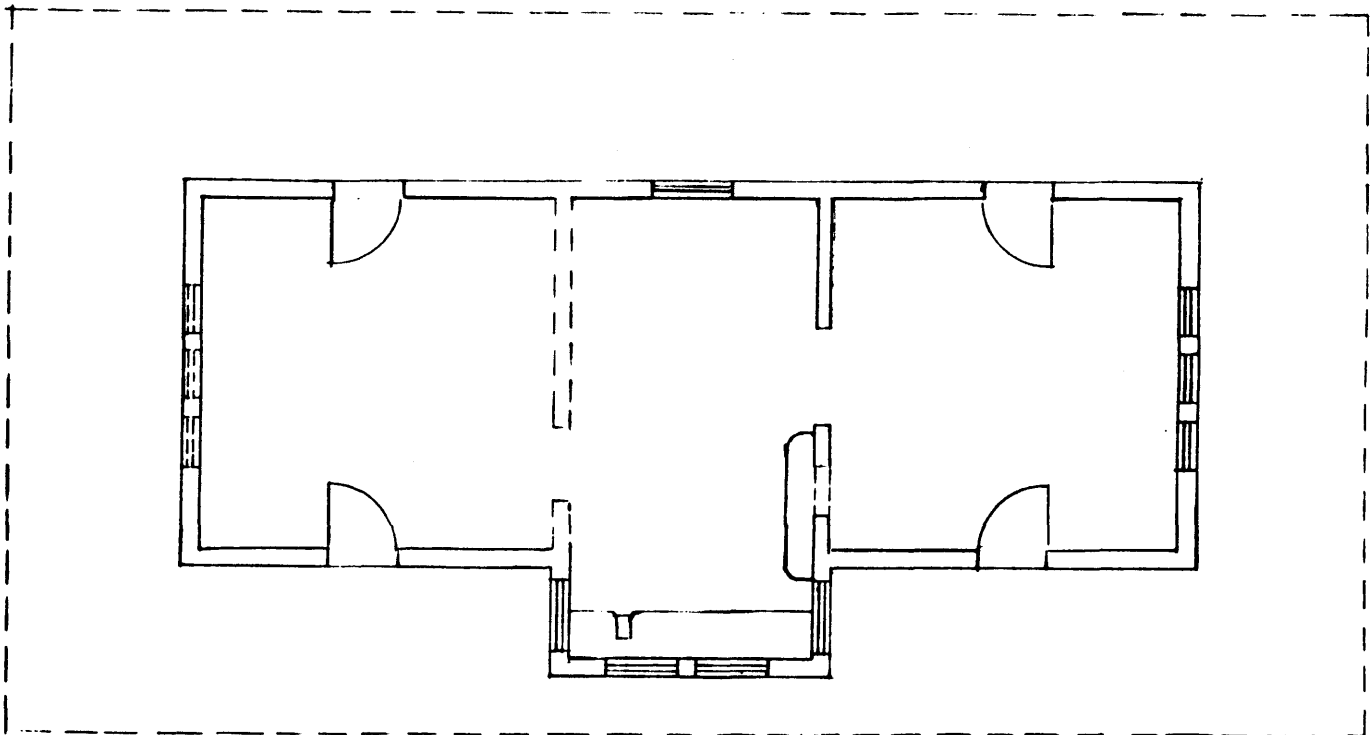
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QUEPONCO RAILWAY STATION
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FLOOR PLAN - NOT TO SCALE



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QUEPONCO RAILWAY STATION
Worcester County
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Section number 8 Page 4

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period(s):

Industrial/Urban Dominance - A.D. 1870-1930
Modern Period - A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Transportation

Resource Type:

Category: Building

Historic Environment: Rural

Historic Function(s) and Use(s):

TRANSPORTATION/Rail related

Known Design Source: Unknown

See Continuation Sheet No. 5

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**QUEPONCO RAILWAY STATION
Worcester County
MarylandSection number 8 Page 5**HISTORICAL BACKGROUND:**

The Queponco Station was one of eight stations positioned along the line of the Worcester Rail Road, which was assumed eventually into the later Pennsylvania Railroad system. Of these, four survive: the Queponco and Snow Hill (WO-348) stations are the only ones to remain on their original sites for this line, whereas the Ironshire (WO-275) and Girdletree (WO-319) stations have been relocated to different sites and used for storage or office space, respectively. On the east/west line connecting Salisbury and Ocean City, the original Wicomico and Pocomoke Railroad was served by four stations including a shared station in Berlin. Of these, the Whaleysville station has survived, but it has been moved and remodeled as a house to the extent that it is no longer a recognizable railroad building. The third line that served Worcester County was laid through the southern end of the county joining Somerset County and the Eastern Shore of Virginia. Although the Pocomoke City station (WO-277) survives on this line, it has suffered a damaging fire and the building remains in a deteriorated condition.

As much as can be determined from the extant buildings and historic images of demolished stations, the architecture of lower Eastern Shore passenger depots erected during the early twentieth century was similar to the Queponco Station with a broad hip roof supported by heavy timber braces. The smaller stations, such as the Whaleysville and Girdletree buildings, did not have such broad eaves and heavy bracket supports. The essential features of the floor plan, however, with a projecting ticket office in the center flanked by waiting rooms to each side, do appear consistent with medium and small-sized passenger stations.

Railroad service in Worcester County began in 1864 with the establishment of the Wicomico and Pocomoke Railroad running from Salisbury to Berlin. A fourteen mile extension of the W & P, running from Berlin to Snow Hill, was completed in 1872 and named the Worcester Rail Road. This was sold in 1874 to interests engaged in constructing a line south from Delaware to Virginia; links from Berlin to Selbyville, Delaware and from Snow Hill to Franklin City, Virginia on the Chincoteague Bay were completed by

See Continuation Sheet No. 6

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QUEPONCO RAILWAY STATION
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1876, extending the Worcester Rail Road to a total of 35 miles. Eight stations were established on the original fourteen mile portion, and another five were added later. The Worcester Rail Road was consolidated with the Junction & Breakwater and the Breakwater & Frankford lines in 1883, forming the Delaware, Maryland & Virginia Railroad Company, controlling 98 miles of track; this corporation functioned as the only independent rail company with right-of-way in all three states of the Delmarva Peninsula until 1885, when it was assumed by the Philadelphia, Wilmington & Baltimore. The Pennsylvania Railroad purchased a controlling interest in the Pennsylvania, Wilmington & Baltimore in 1881. By this time the Pennsylvania, Wilmington & Baltimore controlled most of the major rail lines in the region, and its acquisition gave the Pennsylvania Railroad a virtual monopoly. Over the next several decades, the Pennsylvania Railroad acted to extend its control over the remaining independent short lines, and also many associated steamboat lines; by the 1920s, its dominance of Eastern Shore rail transportation was complete.

The Queponco Railway Station was built in 1910-11 by the Pennsylvania Railroad Company.

A short newspaper notice in the Democratic Messenger about the new station commented on the slow progress of construction, which had begun in the fall of 1910. It was not until March 1911 that the station was ready for use. The Democratic Messenger mentioned,

The new Railroad Station is completed, and Mr. Arthur Smack, the agent, has moved into it. It is a very nice station, quite an improvement to the town, and greatly appreciated.

In an effort to distinguish the Newark station from the other stations with the same name in Delaware and New Jersey, the company named the depot, "Queponco Station", taken from the Indian name for the area, said to mean, "the land of the burnt pines".

During the World War II era, volumes of freight and passenger traffic increased tremendously. The preceding decade of the Depression had left the physical plant of the railroads ill

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QUEPONCO RAILWAY STATION
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prepared to handle the demand. After the war, passenger traffic shifted abruptly to automobiles. Government support was directed toward road construction and air transport development. Both branch and main line passenger service quickly proved unprofitable and were discontinued on the Eastern Shore within a few years of the war's end. Rail freight transportation also declined, with reductions in schedule and abandonment of trackage characterizing the postwar period.

By the late 1960s, Queponco Station was leased to a local businessman for an alternative use. In 1989, the non-profit group, the Queponco Railway Station, Inc., acquired a 99-year leasehold from the Snow Hill Shippers Association, and the group has begun a sensitive restoration of the building with a plan to create a small town museum that highlights local history.

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**National Register of Historic Places
Continuation Sheet**

QUEPONCO RAILWAY STATION
Worcester County
Maryland

Section number 9 Page 8

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

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Maryland Inventory of Historic Properties, Maryland Historical Trust, Crownsville, Maryland.

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WO-276

**National Register of Historic Places
Continuation Sheet**

QUEPONCO RAILWAY STATION
Worcester County
Maryland

Section number 10 Page 9

BOUNDARY JUSTIFICATION:

The nominated property, .22 acre, includes the immediate ground surrounding the Queponco Station which is the property named in the leasehold agreement between the Snow Hill Shippers Association and the Queponco Railway Station, Inc. The northeast and northwest lines follow the rights-of-way of Patey Woods Road and the Maryland & Delaware Railroad Company, respectively, reflecting the historic relationship between the railroad and county road that has provided access to the site for over one-hundred years. The other two boundaries are determined by existing property lines.

BOUNDARY DESCRIPTION:

All that certain rectangular piece or parcel of land in the Newark Tax District No. 4, Worcester County, containing approximately 9,780.59 square feet, or 0.22 acres, beginning from an iron pipe at the Southeast corner of Patey Woods Road and the property of Foreman Lockwood and running 162.64 feet southwest to an iron pipe behind the property of Robert Lee Smith, from there running Northwest 53.95 feet to a concrete wall on the east side of the Maryland and Delaware railway tracks, from there running Northeast 163.08 feet by and with a concrete wall on the east side of said railroad tracks to an iron pipe on the edge of Patey Woods Road and from there running Southeast 65.92 feet to the first iron pipe described.

See Continuation Sheet No. 10

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QUEPONCO RAILWAY STATION
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Boundary Map
Parcel 218
Worcester County Tax Map #44
Scale: 1" = 600'

