

D-639

East New Market Passenger Depot  
East New Market  
private

c. 1890-1900

Located on the eastern fringe of town at the end of Railroad Avenue is the late nineteenth-century passenger station that serviced the residents of East New Market. The single-story frame station is not unlike others on the Eastern Shore with its steeply pitched gable roof supported by a common rafter, through-purlin roof system with c-shaped wall brackets. The building exterior is sheathed with a combination of wood shingles and plain weatherboards, another common finish for Victorian era structures. The interior is divided into three rooms each sheathed with narrow beaded boards.

# Maryland Historical Trust

## State Historic Sites Inventory Form

### 1. Name (indicate preferred name)

historic EAST NEW MARKET TRAIN DEPOT

and/or common

### 2. Location

street & number East side of MD 392  not for publication

city, town East New Market  vicinity of congressional district First

state Maryland county Dorchester

### 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name

street & number telephone no.:

city, town state and zip code

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester Clerk of Court liber

street & number Dorchester County Courthouse folio

city, town Cambridge state MD 21613

### 6. Representation in Existing Historical Surveys

title Maryland Historic Sites Inventory

date 1983  federal  state  county  local

pository for survey records Maryland Historical Trust

city, town Annapolis state MD 21401

# 7. Description

Survey No. D-639

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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

The East New Market passenger depot stands on the east side of MD Route 392 and south of MD Route 14 on the eastern edge of East New Market, Dorchester County, Maryland. The single-story frame train station faces northwest with the gable oriented on a northeast/southwest axis.

Built during the years surrounding the turn of the twentieth century, the East New Market depot is supported by a minimal brick foundation and covered by a combination of wood shingles and plain weatherboard siding. The steeply pitched, asphalt shingle gable roof overhangs the rectangular depot structure and is supported by large c-shaped brackets. A narrow brick chimney rises through the center of the roof.

The northwest (main) elevation is a symmetrical five-bay facade with a projecting center bay. The lower half of the wall surface is covered with plain weatherboards, while the wall surface above the level of the window sills is sheathed with painted wood shingles. The center bay is pierced by a six-over-six sash window, and to each side are narrow sash windows. To the right and left of the center bay are partially glazed doors and adjacent six-over-six sash windows. Under the extended eaves, the roof structure is exposed with large purlins, common rafters, and c-shaped brackets.

The northeast gable end is marked by a single six-over-six sash window on the first floor and a round four-pane window within the upper gable. The eaves are extended on each end as well. The southwest end, on the other hand, is essentially the same except a partially glazed door fills the first floor bay.

The southeast side of the depot has been extended within the past ten years with a shed-roof one-room addition.

Inside, the depot is divided into three rooms with the walls and ceilings covered with narrow beaded board sheathing. Turn of the century hardware remains on some of the doors.

# 8. Significance

Survey No. D-639

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

### Specific dates

### Builder/Architect

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

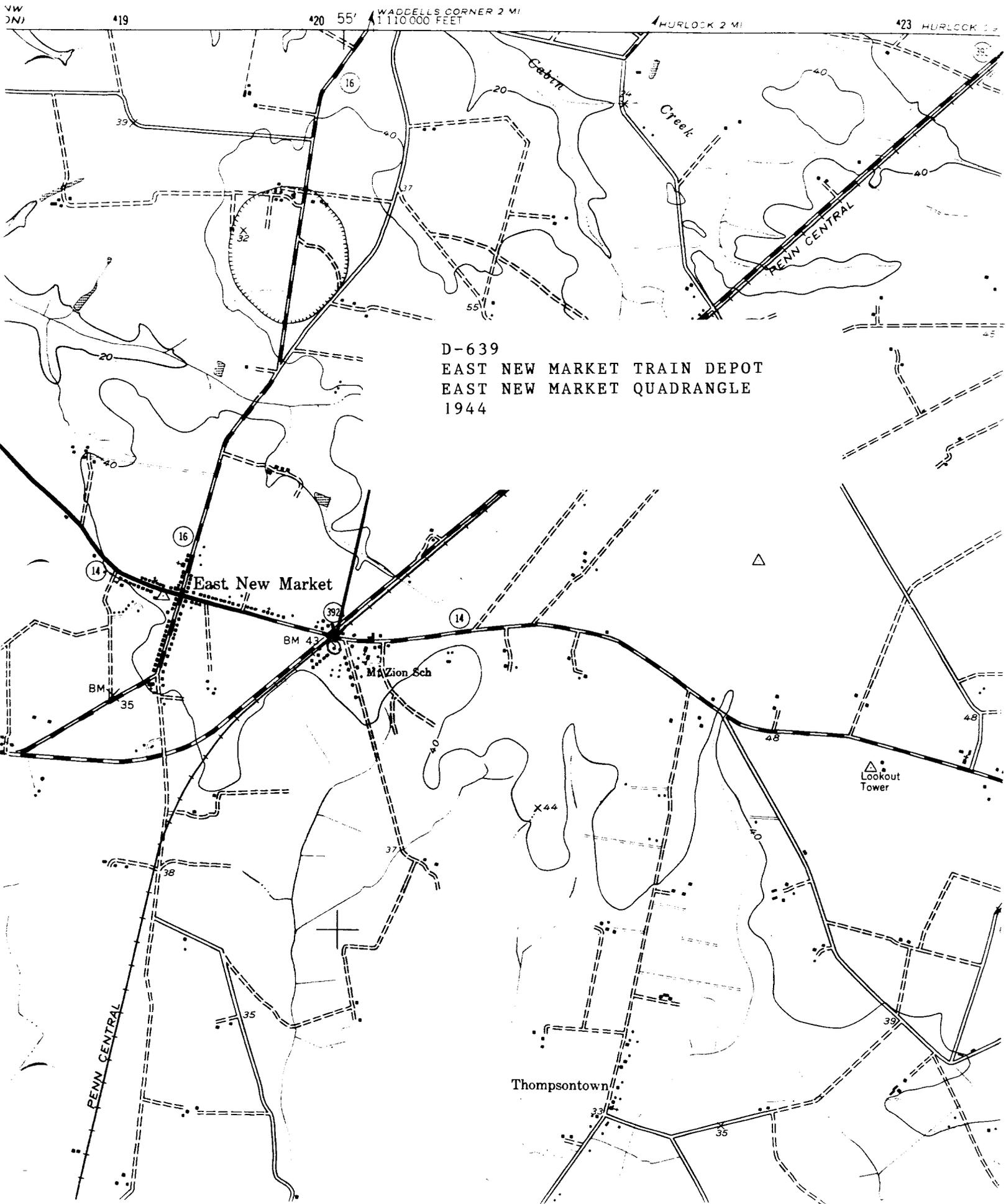
Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The East New Market train depot is a well-preserved turn of the century railroad building with its steeply pitched gable roof supported by an exposed, common rafter, through-purlin roof system. Large c-shaped brackets assist in supporting the extended eaves. The building is also distinctive for its combination weatherboard and wood shingle sheathing, typical of turn of the century structures. An attempt has been made to transform the depot into a dwelling, but the interior beaded board sheathing remains intact.



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D-639  
EAST NEW MARKET TRAIN DEPOT  
EAST NEW MARKET QUADRANGLE  
1944



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East New Market Train Depot

East New Market, Dorchester Co., MD

Northwest elevation

12/87 Paul Touart photographer

Negative/Md Historical Trust



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EAST NEW MARKET TRAIN DEPOT

East New Market, Dorchester Co., MD

Southwest elevation

12/87 Paul Touart photographer

Negative/Md Historical Trust



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East New Market RR Depot

55%