

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Hurlock Freight Station Inventory Number: D-646

S side of Broad Street (St. Route 307) nr. int.

Address: w/Railroad Avenue City: Hurlock Zip Code: 21240

County: Dorchester USGS Topographic Map: Federalsburg

Owner: Maryland State Railroad Administration

Tax Parcel Number: 280 Tax Map Number: 400 Tax Account ID Number: 15011688

Project: Hurlock Freight Station Agency: Maryland State Railroad Administration

Site visit by MHT Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The c. 1890-1910 Hurlock Freight Station is a one-story, four bay building with gable roof and rectangular plan consisting of three main rooms. Originally sheathed with board-and-batten siding, the building is currently covered with asbestos shingles but does retain remnants of the original sash as well as several distinctive "peaked" window hoods.

The building is considered eligible for the National Register of Historic Places under Criterion C of the Register's Criteria for Evaluation. Although lying just outside of the Hurlock Historic District (D-653, DOE, internal map provided to KCI), the Hurlock Freight Station remains individually eligible for the National Register. Previously identified as the Hurlock Railroad Station (D-646), historic photographs, a comparison with other area stations, and the building's architectural finishes and interior room arrangements all suggest that the building was primarily built for the storage, loading, and unloading of freight. As one of an increasingly few buildings associated with nineteenth and early twentieth century railroad development in the Eastern Shore of Maryland, the station maintains the integrity of its location, design, setting, materials, workmanship, and feeling. Although vandalized and altered over time, the building retains enough historic fabric that can either be uncovered or repaired to warrant eligibility.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
_____ Reviewer, Office of Preservation Services	_____ Date 10/16/01
_____ Reviewer, NR program	_____ Date 10/24/01

✓-entered

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

D-646

Continuation Sheet No. 1

More modestly appointed than other stations along the old Dorchester & Delaware and the Baltimore, Chesapeake, & Atlantic railroad lines, the station is indicative of the railroad buildings that played a critical role in the development of the local, state, and regional economies.

Prepared by: KCI Technologies

Date Prepared: May 29, 2001

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. D-646

1. Name of Property (indicate preferred name)

historic Hurlock Freight Station (preferred), Hurlock Railroad Station (previous)

other _____

2. Location

street and number S side of Broad Street (St. Route 307) nr. int. w/Railroad Avenue not for publication

city, town Hurlock vicinity

county Dorchester

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

name State of Maryland, State Railroad Administration

street and number PO Box 8755 telephone

city, town Baltimore state Md zip code 21240

4. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester County Courthouse liber PLC 222 folio 769

city, town Cambridge tax map 400 tax parcel 280 tax ID number 15011688

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: D-646 no form

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>1</u> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	_____ sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____ structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____ objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	<u>1</u> Total
		<input type="checkbox"/> health care	<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				Number of Contributing Resources previously listed in the Inventory
				<u>1</u>

7. Description

Inventory No. D-646

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.

Description Summary

The Hurlock Freight Station is located just south of Broad Street (Maryland Route 307) near its intersection with Railroad Avenue in the small crossroads community of Hurlock, Maryland. Situated on a flat parcel of land consisting of roughly two acres on the western outskirts of town, the building is oriented on an east/west axis with the primary elevation facing west. Constructed between 1890 and 1910, the one-story, frame building communicates its function through its modest decorative finishes and largely practical floor plan and fenestration pattern. Diagnostic period architectural details include surviving board-and-batten sheathing, two-over-two, double-hung sash windows, as well as triangular-shaped or "peaked" window and door hoods. Lacking a long overhanging eave, a sheltered passenger waiting area, and a ticketing room, the building differentiates itself from passenger stations in the region through its relatively utilitarian appearance. Overall, the building is representative of late-nineteenth or early twentieth century freight stations that once lined Eastern Shore railroads.

Comprehensive Description

(Note: The description was written with the aid of field notes compiled by Orlando Ridout V on February 9, 1983 in addition to a site visit conducted in May 27, 2001.)

Strategically situated just northeast of the junction of the old Dorchester & Delaware and Baltimore, Chesapeake & Atlantic Railroad lines, the Hurlock Freight Station lies approximately thirty feet from either railroad line. A rail spur, once leading from the north/south rail line, presently leads to the building's northern most doorway. The environment surrounding the building is characterized by sparsely placed, early twentieth century frame dwellings to the southwest, a rusticated concrete block commercial building to the southwest, a one-story, brick industrial building to the northeast owned by Valpac, Inc., a metal clad industrial building that was formerly owned by the Continental Can Company to the west, and Broad Street to the north. Although bounded by a number of modern buildings to the east, the station probably will eventually be considered a contributing resource for a proposed historic district for Hurlock. (Tom Rinehart, personal communication)

The Freight Station building is a one-story, four bay, frame building with a gable roof. The building exhibits a rectangular massing with a small original ell that projects from the east side. While the foundation is obscured by a board that rings the building's bottom, the exterior walls of the building are covered with asbestos shingles. Beneath this mid-twentieth century sheathing, however, the original board-and-batten siding is still visible. While the boards survive, the battens have been removed. Some of the window and door surrounds are accented by triangular-shaped or "peaked" hoods and plain architraves. Other details include a modest crown molding that eases the transition between the exterior walls and the overhanging eaves, enclosed eaves sheathed with "matchstick" tongue-and-groove boards, and a stove flue projects from both the east and west sides of the building's gable roof. Overall, the building is in fair to poor condition as many of the windows have been broken and boarded over, and the roof has begun to sag.

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Inventory No. D-646

Name Hurlock Freight Station
Continuation Sheet

Number 7 Page 1

Facing west, the primary elevation immediately relates the building's multiple functions by the nature of the fenestration. This elevation, which faces the old BC & A line, features a window and door opening on the south side, a sliding wood door raised above grade in the central portion, and another sliding door on the north end. The southern section exhibits a six-panel door with a two-pane transom. The window opening, meanwhile, contains a two-over-two, double-hung sash window. Both openings are accentuated through peaked hoods and plain architraves. The central sliding door, sturdily constructed of vertical tongue-and-groove boards, at one time featured a small loading dock as evidenced by the removal of building materials and siding below the bay. It lies approximately three-and-a-half feet above grade. The northernmost bay consists of a pair of heavy sliding door doors each exhibiting two panels. A rail spur leads directly to this door and extends west from the station for approximately 20 feet rail line. Both of these openings exhibit plain architraves.

The north elevation is pierced by a single two-over-two window with a peaked hood. The opening, however, has been boarded over. There are no other details of note on this elevation.

An ell projects from the east elevation of the building. Although apparently original to the building, the ell is not centrally placed between the windows that lie on either side of it. The ell is pierced by a small square-shaped window that provides light to an interior bathroom, and a rectangular shaped bay that was pierced by a paired set of square windows. Due to vandalism, the sash type for these windows could not be determined. They are also boarded over. One two-over-two window lies on either side of the ell. Each of these bays are emphasized by peaked window hoods.

A paired set of two-over-two windows with a peaked hood pierces the south elevation. Aside from the windows, no other openings appear on this elevation.

The interior of the building is divided into three distinct parts. The southernmost room appears to have served as the station manager's office space. This is suggested by the room's finishes. Below a chair-rail, the walls are covered with vertical tongue-and-groove wainscoting. Above the chair-rail is modern fiber board. The room is heated by a large oil-fired stove located on the east side of the room. Just to the north of the stove is a door to a small bathroom that features a toilet and sink.

A set of stairs entered via a door on the north wall of the manager's office leads to a storage space. The walls here are totally sheathed with small dimension horizontal, tongue-and-groove boards. A large dimensioned plank floor signals the storage function of the space. A small cabinet lies just to east of the rising stairs. It backs onto a wall created by the bathroom which actually intrudes into the space. This room, however, does not provide access into the northernmost space.

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Name Hurlock Freight Station
Continuation Sheet

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The north storage room/workshop room features a chair-rail with vertical wainscoting below and horizontal tongue-and-groove boards above. A sink as well as a shelf lies on the east wall of the room.

8. Significance

Inventory No. D-646

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 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 checked="" 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 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 Unknown **Architect/Builder** Unknown

Construction dates c. 1890-1910

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.)

Statement of Significance

The Hurlock Freight Station is considered eligible for the National Register of Historic Places under Criterion C of the Register's Criteria for Evaluation. Although lying just outside of the Hurlock Historic District (D-653, DOE, internal map provided to KCI), the Hurlock Freight Station remains individually eligible for the National Register. Previously identified as the Hurlock Railroad Station (D-646), the building's architectural finishes and interior rooms arrangements suggest that the building was primarily built for the storage, loading, and unloading of freight (See also State of Maryland, Department of General Services Appraisal). As one of an increasingly few buildings associated with nineteenth and early twentieth century railroad development in the Eastern Shore of Maryland, the station maintains the integrity of its location, design, setting, materials, workmanship, and feeling. Although vandalized and altered over time, the building retains enough historic fabric that can either be uncovered or repaired to warrant eligibility. More modestly appointed than other stations along the old Dorchester & Delaware and the Baltimore, Chesapeake, & Atlantic railroad lines, the one-story, frame station is indicative of the railroad buildings that played a critical role in the development of the local, regional, and state economies.

Narrative Discussion

By the mid-nineteenth century, the benefits of the agricultural reform movement began to be seen across the Delmarva Peninsula. Increased agricultural yields generated by the widespread use of fertilizers, soil conservation measures and crop rotation, as well as improvements in farming implements gave rise to a rural elite ever so conscious of the benefits of technology and the principles of scientific management.(Herman, 118) Until the 1850s, however, farmers relied heavily upon waterborne transportation as a means of getting crops quickly to market. The Chesapeake Bay largely satisfied this need by offering a virtual highway of inland rivers, bays, and navigable streams. During this period, however, proximity to water was still a necessity.(Herman, 125-126)

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Name Hurlock Freight Station
Continuation Sheet

Number 8 Page 1

With the introduction of the railroad on the Delmarva Peninsula in the 1850s, the broad flat hinterlands of the region encountered an agricultural transformation. While grain represented the mainstay for many farmers, others diversified their agricultural interests. Decreased shipment times permitted many farmers to start raising a wide variety of perishable produce. Tomatoes, strawberries, spinach, kale, peas, string beans, and lima beans started to be produced. Orchard products such as peaches, pears, plums, apples, and cherries were also popular. While refrigerated rail cars and trucks did not appear until the late nineteenth and twentieth century respectively, the development of the canning process permitted many of these products to be preserved and shipped to waiting consumers. (Hurlock Chamber of Commerce, 4, 11). In order to appease the voracious urban appetites for canned and fresh agricultural products, railroad companies laid tracks criss-crossing the Delmarva so that these products could quickly come to market. Also serving an urban populace increasingly in search of recreational activities, the various railroads met a wide variety of needs that many small crossroads communities began to exploit for commercial exchange.

It was precisely this set of circumstances that made Hurlock a promising location for a town. Situated at the northern end of Dorchester County, Hurlock in the mid-nineteenth century was a relatively isolated crossroads community that sprang up as a station stop along the Dorchester and Delaware Railroad. This critical line served as an east/west conduit that linked the northern Delmarva Peninsula with Cambridge, the county seat of Dorchester County located on the banks of the Choptank River. Featuring a steamboat wharf on the banks of a tributary of the Chesapeake Bay, Cambridge served as an important western terminus for the Dorchester & Delaware. Here a wide variety of agricultural products could be loaded aboard steamboats and shipped to Baltimore, Annapolis, and Washington, DC.

Hurlock's role in the local and regional economy was much more modest. By 1877, the community featured a store, dwelling, a camp meeting ground and a railroad station – all owned by the town's namesake John Martin Hurlock. (Lake, Griffith, & Stevenson Map, 67 & 82) Hurlock soon grew to include a Methodist Parsonage, a hotel, a church, and several dwellings. ("Hurlock," 16). It was not until 1890, however, that the community rose to prominence. During that year, Hurlock garnered a second railroad line laid by the Baltimore, Chesapeake, and Atlantic Railroad. Carrying passengers and freight, the line connected Baltimore to the seaside resort of Ocean City, Maryland. Realizing the strategic implications of this railroad junction, the town's leaders petitioned the Maryland State Assembly and made Hurlock an incorporated municipality in 1892. This appears to have added momentum to the town's growth as proprietors of many new businesses were soon attracted to the railroad community as were hundreds of new residents. By the dawn of the twentieth century, the community hailed a newspaper, library, post office, undertaker, blacksmith, hardware store, high school, garage, sawmill, box factory, and fire company. ("Hurlock," 16-19) Perhaps the most important local industry, however, was canning. Begun in the early twentieth century as a small operation, the

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Continuation Sheet

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Eastern Shore Can Company flourished to become the second largest can making company on the Eastern Shore. A promotional brochure published by the Hurlock Chamber of Commerce circa 1926, boasted that the company supplied about seventy five Delmarva canners with sanitary tin cans. (*Gateway*, 5) Noting that the plant could meet the "demand of the packers for cans at short notice," the brochure certainly intimates that the railroad made those kinds of guarantees possible. (*Gateway*, 5)

As the late nineteenth to early-twentieth century history of Hurlock reveals, the railroads played a large role in the town's commercial, religious, recreational, and agricultural development. It drew residents and businesses to the area and became a conduit for information, farming supplies, agricultural products, and people. In order to manage railroad activities in Hurlock, a number of support buildings were erected to facilitate this activity. As early as 1867, a passenger station appeared at Hurlock. ("Hurlock," 16) This station was probably joined by the Hurlock Freight Station soon after the BC & A junction was established in the town between 1890 and 1891. While the railroad station represented the primary place for passengers to buy tickets, catch trains, and for baggage to be transferred, the freight station served other more utilitarian purposes. (Alexander, Introduction to Part I, np) A passenger station, recently moved and renovated is now two blocks to the south of the freight station and currently stands near the intersection of Wrights, Poplar, and Mill Streets. (No SM available for this resource, yet.) The building originally stood in the town of Williamsburg.

Unfortunately, due to the lack of local and railroad company records associated with the building, the exact date of the station is somewhat vague. The building itself, as well as others like it in the area, however, provide a historical context from which a general understanding of the building's age and function is reached. Judging from architectural details, the Hurlock Freight Station was probably erected between 1890 and 1910. Diagnostic decorative treatments, such as the original board-and-batten siding, the triangular-shaped or "peaked" hoods over the various windows and doors, as well as the two-over-two windows, certainly date from this period.

The building's exterior and interior arrangements, namely the fenestration patterns and interior layout, communicate how the building performed its various duties. Divided into three rooms, the building featured separate exterior entries for each space. The presumed station manager's office, located on the south portion of the building, featured the only regularly dimensioned doorway into the building. The interior, now heated by a large oil-fired stove, is paneled with vertical beaded wainscoting, interrupted by a chair-rail. Above the chair-rail the walls are covered with modern fiberboard. While various office duties were performed in this space, the middle and north rooms were reserved for other work. A workshop/storeroom appears to have been located in the north room while another storage space was located in the middle room. Both of these spaces featured provisions for loading and unloading from trains, carts, and/or trucks. This is indicated by the presence of a rail spur that once led from the doors of the north room to the main railroad line and a loading dock immediately in front of the above grade

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Name Hurlock Freight Station
Continuation Sheet

Number 8 Page 3

sliding doors of the middle room. The interior of the middle and north rooms were utilitarian in nature. The middle room was floored with heavy planks while the north room featured a concrete slab. The walls of each space were sheathed with horizontal beaded boards, lacking a chair-rail as found in the manager's office. Unlike other passenger and freight stations in the area, a wide overhang is not present on the building. As all of this evidence suggests, the building's primary role was that of a freight rather than passenger station.

Aside from the building's architectural evidence, historic photographs of the Hurlock Train Station and several surviving train stations in the area provide a point of reference to compare and contrast how freight and passenger stations often differed in their appearance and function. While freight stations were primarily concerned with the storage, loading, and unloading of freight as well as providing office space for the depot manager, passenger stations made more specific provisions for the accommodations of travelers. Appearing in a booklet published for the North Dorchester Heritage Festival, a photograph of the Hurlock Train Station reveals how these buildings often afforded overhangs, sitting rooms, baggage storage, as well as ticket booths for waiting customers. ("Hurlock," 16) Lying just to the north of Hurlock along the old BC & A line, the Preston Railroad Station (CAR-162) appears profoundly similar to the old Hurlock Station. Although elevated above the tracks, the station provided a sheltered platform for waiting passengers in addition to an indoor waiting area and presumably ticket booths. Much more architecturally elaborate is the Federalsburg Railroad Station (CAR-163). Dominated by a hipped roof with sweeping eaves that gracefully create a broad overhang, the one-story building reveals how communities often placed an architectural emphasis on stations in order to attract visitors. Although situated at grade, the building effectively provided the necessary amenities for travelers.

Unlike these other two stations, the Hurlock Freight Station was more specialized in nature. Lacking the characteristic sheltered waiting areas and standing off from the main rail line, the Hurlock Freight Station nonetheless provides a candid view of how freight and passengers were handled in the late-nineteenth to early twentieth centuries. Opportunities for observing relationships such as this are growing increasingly rare.

The importance of the railroad as a means of passenger and freight transportation gradually declined beginning in the early twentieth century with the invention and subsequent widespread use of the automobile. With the opening of the Governor William Preston Lane, Jr. Memorial Bridge across the Chesapeake Bay in November of 1949, train as a means of passenger transportation to Ocean City and other small stations along the way fell to a trickle, eventually dying out. Railroad freight was also cut when farmers, canneries, and other suppliers began to prefer the use of diesel trucks. Manual switching of rail lines, often conducted by station managers, was replaced with a centralized, automated electronic switching system. All of these events conspired to give the railroads along the Delmarva Peninsula little need to stop at small stations which could no longer provide the necessary passengers or freight.

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Name Hurlock Freight Station
Continuation Sheet

Number 8 Page 4

As a result, many stations up and down the Eastern Shore of Maryland, Delaware, and Virginia were abandoned and subsequently fell into disrepair.

The Hurlock Freight Station fared no better. Owned by myriad railroad companies throughout the twentieth century, the station was purchased in January of 1982 by the Penn Central Corporation. Later that same year, the property was purchased by the Maryland State Railroad Administration. Even before these transactions occurred, however, several changes occurred to the building. Sometime in the mid-twentieth century, asbestos shingles were added to the exterior walls and asphalt shingles were placed on the gable roof. According to a 1982 state sponsored, real estate appraisal the building had stood abandoned for several years and was ultimately considered in fair to poor condition by the state sponsored real estate appraisal. (Appraisal, 5) The building's condition has not improved since then, as all the windows of the building have been boarded over and the roof has begun to slightly sag. Despite the building's condition and architectural changes, much of the building's original interior and exterior fabric remains to communicate its original function and use. The building's industrial ties still remain as the surrounding area contains several large metal clad and brick buildings; the former was still owned by a cannery up until the late 1990s. It also maintains its physical relationship to the main NR-eligible commercial district of Hurlock that lies just to the west and south.

9. Major Bibliographical References

Inventory No. D-646

See Continuation Sheet.

10. Geographical Data

Acreage of surveyed property 1 acre immediately around building
Acreage of historical setting ""
Quadrangle name Federalsburg Quadrangle scale: 1:24 000

Verbal boundary description and justification

The Hurlock Freight Station is located within the municipal boundaries of Hurlock, Maryland. Although the property is part of a larger 30+ acre parcel (TM-400, P-280) owned by the Maryland State Railroad Administration, the property surveyed only included the 1 acre immediately surrounding the building. This property is bounded by Broad Street to the north, railroad tracks to the west and south, and by a large industrial brick building to the east.

11. Form Prepared by

name/title			
organization	KCI Technologies	date	5-29-00
street & number	10 North Park Drive	telephone	410-316-7953
city or town	Hunt Valley	state	Maryland

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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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Name Hurlock Freight Station
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Number 9 Page 1

Alexander, Edwin P. *Down at the Depot: American Railroad Stations from 1831 to 1920*. New York: Crown Publishers, 1970.

Bowers, Richard L. "Maryland Department of General Services, Hurlock Freight Station, Dorchester County, Maryland, Appraisal Report." December 2, 1982.

Lake, Griffing, and Stevenson. *1877 Atlas of Dorchester County*.

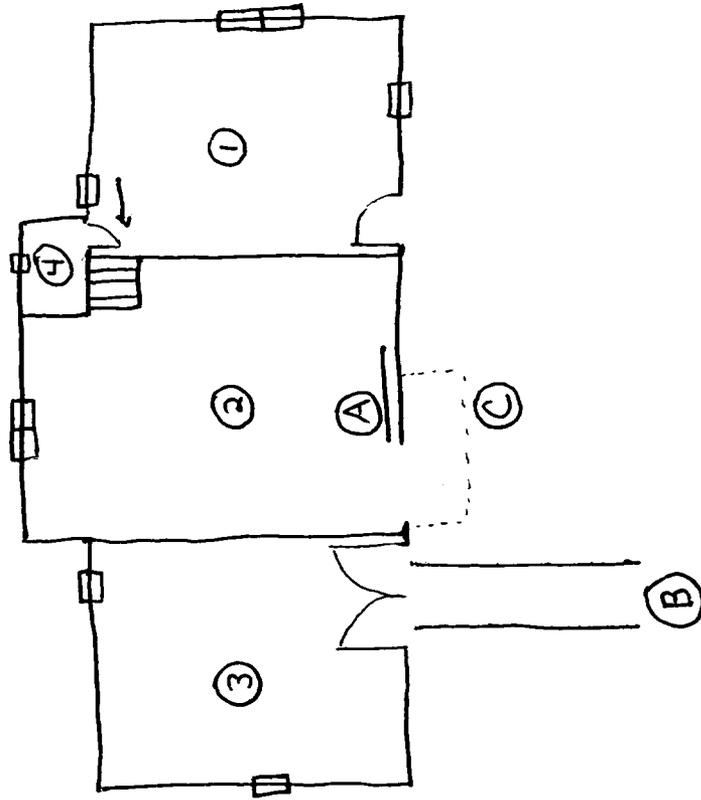
Herman, Bernard L. *Architecture and Rural Life in Central Delaware, 1700-1900*. Knoxville, TN: University of Tennessee Press, 1987.

Hurlock Chamber of Commerce. *Hurlock: The Gateway to Dorchester County, The Pride of Delmarva's Prosperous Properties*. Undated, circa 1926.

Maryland Historical Trust. Maryland Inventory of Historic Properties Forms Hurlock Historic District (D-553), Preston Railroad Station (CAR-162), Federalsburg Railroad Station (CAR-163). Crownsville, Maryland.

North Dorchester Heritage Festival Brochure, June 5-11, 1955. "Hurlock" p. 15-19.

Ridout, Orlando V. "Field Notes for D-646, Hurlock Railroad Station." Maryland Historical Trust files.



N ←

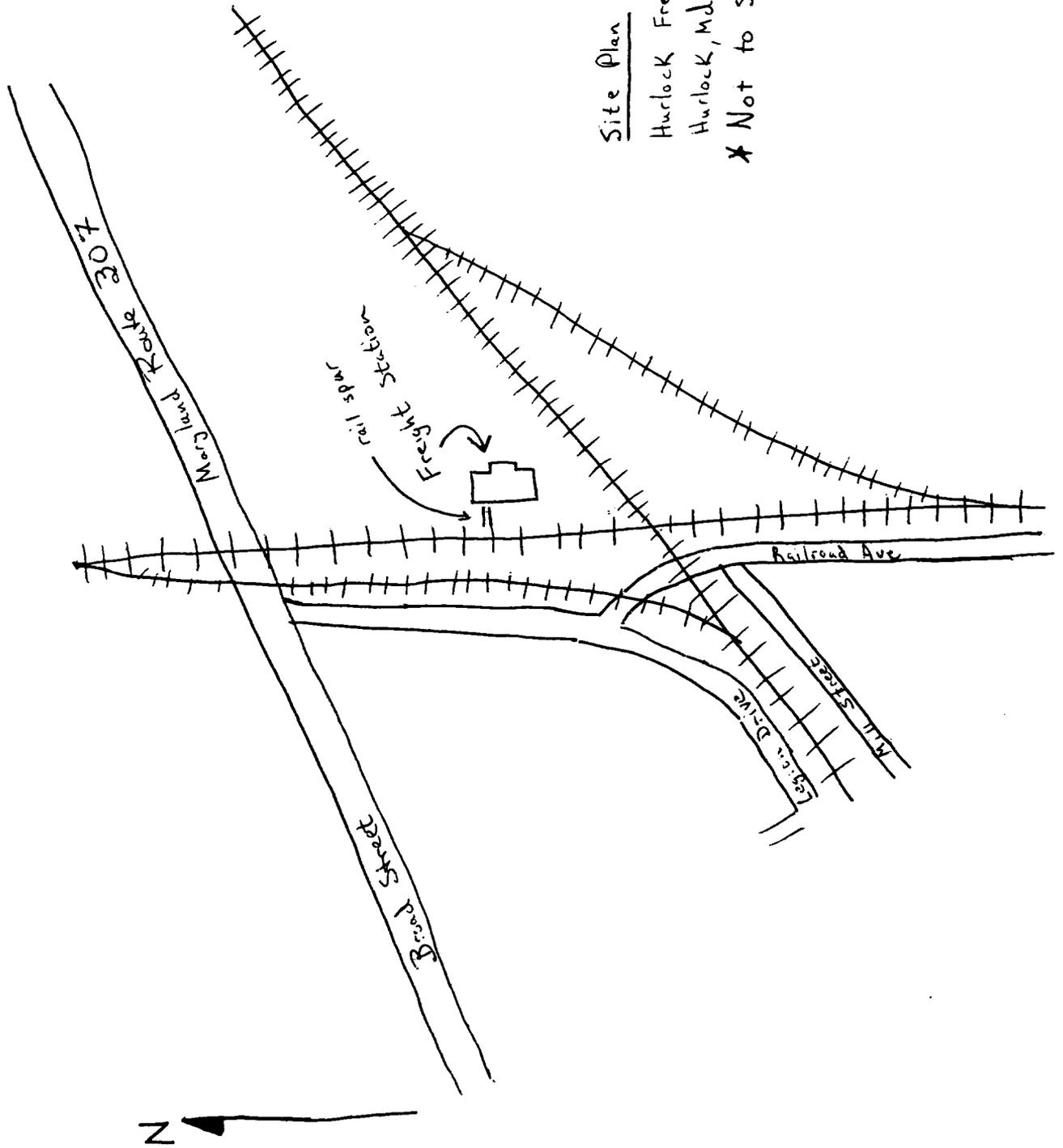
Floorplan - Hurlock Freight Station D-646

Hurlock, Maryland

Not to Scale

- ① Freight Manager's Office
- ② Store room
- ③ Store room/Workshop
- ④ Bathroom

- Ⓐ Sliding wood door
- Ⓑ Partial rail spur
- Ⓒ Loading dock (now removed)



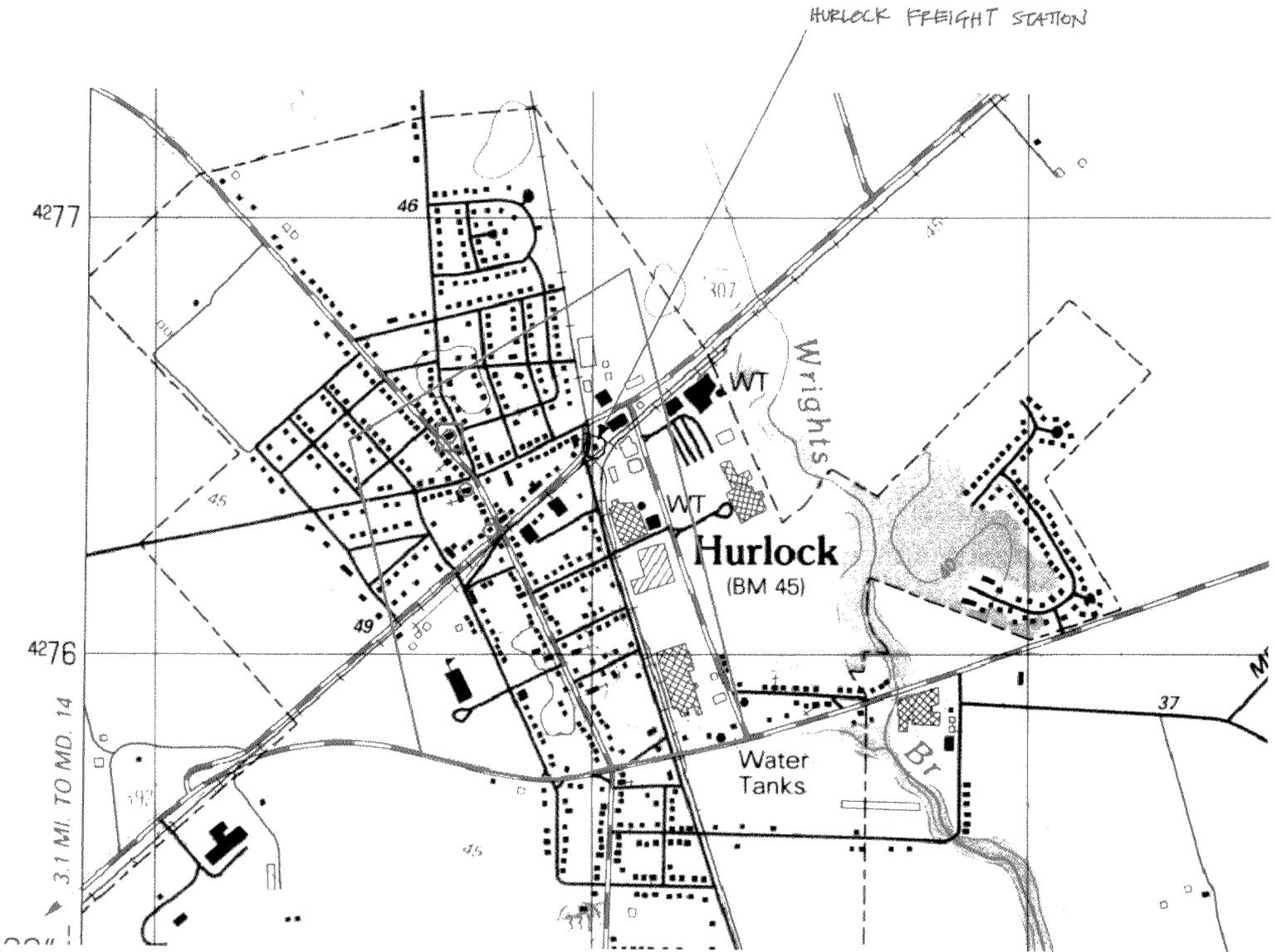
Site Plan

Hurlock Freight Station, D-646

Hurlock, Md

★ Not to Scale ★

HURLOCK FREIGHT STATION
D-646
FEDERALSBURG QUAD



RAIL
CROSSING
ROAD



D-646

Hurlock Field Station

Lancaster County, Maryland

Kirk Panzetta

May 2001

NO SHPO

West and South elevations - general view

#1 of 15



D-646

Hurlock Freight Station

Dorchester County, Maryland

Kirk Forzetta

May 2001

MD SHPO

West and South elevations with railroad tracks

#2 of 15



D-646

Hurlock Field Station

Carroll County, Maryland

Kirk Parzels

May 2001

MS SF-00

West and South elevations

#3 of 15



D-646

Hurlock Freight Station

Dorchester Co - Maryland

Kirk Bazzetta

May 2001

MD SH-90

Detail of West elevation - door and window

#4 of 15



D-646

Hurlock Freight Station

Derchester Cove, Md

Kirk River

May 2001

MO 5470

Detail of West elevation - loading bay

5 of 15



D-646

Husack Freight Station

Conchester Curve 7th - 8th

Kirk Pappas

Nov 2001

MS 4400

Detail of West Elevation - looking boys across street

#6 of 15



D-646

Hurlock Freight Station

Dorchester County, Maryland

Kirk Ranzetta

May 2001

ME SHPO

Detail of West elevation - loading bays and rail spur

#7 of 15



D-646

Block Field Station

Dorchester County, Maryland

Kirk Fanzem

May 2001

MO SITE

North and West elevations

8 of 15



D-646

Hurlock Freight Station

Dorchester County, Maryland

Kirk Lanzetta

May 2001

MD SHPO

East and South elevations

9 of 15



D-646

Huslock Freight Station

Dorchester County, Maryland

Kirk Panzetta

May 2001

MD SHPO

Environmental view looking Southwest

#10 of 15



D-646

Hurlock Freight Station

Dorchester County, Maryland

Kirk Ranzetta

May 2001

MS SH40

Environmental view looking West

#11 of 15



D-646

Hurlock Field Station

Dorchester County, Maryland

Kirk Razzetta

May 2001

MC SHPO

Environmental view looking South

#12 of 15



D-646

Hubert Freight Station

Dorchester County, Maryland

Kirk Parzetta

May 2001

MD SHPO

Environmental view looking South

13 of 15



**HURLÖCK
SELF-STORAGE**

OPEN WEEKENDS
FREE CALL 24 HOURS
SERVICES 24/7
Call For Information
943-3131



COMMERCIAL
STORAGE
80

D-646
Hurlock Freight Station
Dorchester County, Maryland

Kirk Ranzetta

May 2001

NC 5490

Environmental view looking South

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D-646

Huleck Freight Station

Dorchester Co., Maryland

Kirk Ranzetta

May 2001

MC SHPO

Environmental view looking South

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