

WI-150  
Union Station  
Salisbury  
Private

1913-14

Salisbury's Union Station is an important landmark in the transportation history of the lower Eastern Shore. Built in 1913-14 for the New York, Philadelphia, and Norfolk and the Baltimore, Chesapeake, & Atlantic railroad companies, Union Station was designed as a joint facility to better serve travelers or freight heading north, south, east, or west. Designed in a Georgian Revival style with Flemish bond walls accented with stone trimmings, the brick station was planned in an elaborate fashion with a large central waiting room and mens' and ladies' facilities to each end.

For over twenty years, the residents of Salisbury clamored for a new passenger station along the New York, Philadelphia, and Norfolk rail line due to the inadequate nature of the old station. Passenger service and commercial shipping in particular had overwhelmed the nineteenth-century facilities. An article that appeared in the *Salisbury Advertiser* in September 1890 summed up the discontent many felt for the crowded and inadequate conditions on the N. Y. P. & N. station. 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 in 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 the 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.*

Despite constant urging by the public, over twenty years passed before solid progress was

made on providing new railroad accommodations. Some relief was provided in 1897 when William F. Allen negotiated with the N. Y. P. & N. for a separate switch on his agricultural estate south of the city, thereby diverting a large segment of berry shipments that had helped overload the freight sheds in Salisbury.

In an effort to solve inadequacies on both the N. Y. P. & N. as well as the B. C. & A. line, a joint facility known as Union Station was conceived for 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 the 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 of 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 born 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 early in the fall, if the present plans are carried out.*

Despite great optimism, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* reported

*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.*

Ironically, in light of the years of complaints and waiting, 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 citizens of Salisbury for a little over forty years when the Pennsylvania Railroad discontinued passenger service in 1958.



Name Union Station  
Continuation Sheet

Number 7 Page 1

## 7. Description

### Condition

|          |           |              |
|----------|-----------|--------------|
|          | excellent | deteriorated |
| <u>x</u> | 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.

Union Station is located along the Conrail tracks on Wilson Street in the commercial/industrial section of Salisbury, Wicomico County, Maryland. The station is located on the west side of the railroad with its principal axis oriented on a north/south axis.

Built in 1913-14, the single-story brick station is supported on a concrete foundation with a brick watertable accented with a stone cap. The Flemish bond brick walls rise to a medium sloped hip roof covered with slate. Flat roofed wings extend to the north and south and a bracketed shed roof extends around three sides. The track side of the station retains its platform and metal supported shed.

Erected in Flemish bond, the brick exterior of the station is accented with stone quoins and a modillion block cornice trims the perimeter of the roof. A marble datestone inscribed "1913" is fixed in the wall of the station. The east and west sides of the main block are enhanced by gable roofed projections featuring round arched window openings. Rising through the north end of the main block is a squarish brick stack finished with a corbelled cap.

The interior has been drastically altered to suit several commercial businesses since the Pennsylvania Railroad sold the property.

Name Union Station

**Continuation Sheet**Number 8 Page 1**8. Significance**

| Period  | Areas of Significance                            | Check and justify below      |                        |                     |
|---|--|------------------------------|------------------------|---------------------|
| 1600-1699                                     | agriculture                                      | economics                    | health/medicine        | performing arts     |
| 1700-1799                                     | archeology                                       | education                    | industry               | philosophy          |
| 1800-1899                                     | <input checked="" type="checkbox"/> architecture | engineering                  | invention              | politics/government |
| <input checked="" type="checkbox"/> 1900-1999 | art  | entertainment/<br>recreation | landscape architecture | religion            |
| 2000-   | commerce   | ethnic heritage              | law                    | science             |
|   | communications                                   | exploration/<br>settlement   | literature             | social history      |
|   | community planning                               |                              | maritime history       | transportation      |
|   | conservation                                     |                              | military               | other:              |

**Significance dates****Architect****Specific dates**

1913-14

**Builder**

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 reports, complete evaluation on a DOE Form – see manual.)

Salisbury's Union Station is an important landmark in the transportation history of the lower Eastern Shore. Built in 1913-14 for the New York, Philadelphia, and Norfolk and the Baltimore, Chesapeake, & Atlantic railroad companies, Union Station was designed as a joint facility to better serve travelers or freight heading north, south, east, or west. Designed in a Georgian Revival style with Flemish bond walls accented with stone trimmings, the brick station was designed and built in an elaborate fashion with a large central waiting room and mens' and ladies' facilities to each end.

For over twenty years, the residents of Salisbury clamored for a new passenger station along the New York, Philadelphia, and Norfolk rail line due to the inadequate nature of the old station. Passenger service and commercial shipping had increased to such a degree that the small Victorian frame depot and freight sheds could not handle the additional traffic. An article that appeared in the *Salisbury Advertiser* in September 1890 summed up the discontent many felt for the crowded and inadequate conditions of the N. Y. P. & N. station. 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 in 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*

Name Union Station

**Continuation Sheet**Number 8 Page 2

*inadequate to the business of the 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>1</sup>

Despite constant urging by the public, over twenty years passed before solid progress was made on providing new railroad accommodations. In an effort to solve inadequacies on both the N. Y. P. & N. as well as the B. C. & A. line a joint facility known as Union Station was conceived for the intersection of the two rail lines. 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 the reports given out it has finally been decided to build an up-to-date union station on the present site of the B. C. & A. Junction. Salisbury has long been a sufferer on account of the disreputable station on both of 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 early in the fall, if the present plans are carried out.*<sup>2</sup>

Despite great optimism, another two years passed before the cornerstone was set. Work was begun in late 1913, and by April 1914 *The Wicomico News* stated

*The contractors for 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>3</sup>

Ironically, when the new station opened later that year, there was little celebration according to the station's first ticket agent, Rollie W. Hastings, who walked over to the new facility with a cash box and sold the first ticket for a trip to Princess Anne.<sup>4</sup> Union Station served the citizens of Salisbury for a little over forty years when the Pennsylvania Railroad discontinued passenger service in 1958.<sup>5</sup>

<sup>1</sup> *Salisbury Advertiser*, 20 September 1890.

<sup>2</sup> *Salisbury Advertiser*, 8 April 1911.

<sup>3</sup> *The Wicomico News*, 2 April 1914.

<sup>4</sup> John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*, Marvadel Publishers, 1979, pp. 101-102.

<sup>5</sup> Hayman, p. 102.

## 9. Major Bibliographical References

WI-150

---

## 10. Geographical Data

---

Acreage of project area

Acreage surveyed 1/4 acre

Quadrangle name Salisbury, Maryland

Quadrangle scale 1:24,000

---

### Verbal boundary description and justification

The boundary of this property coincides with the metes and bounds of the current lot.

---

## 11. Form Prepared by

---

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

street & number P. O. Box 5

date 10/15/00

city or town Westover, Maryland 21871

phone 410-651-1094

---

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  
410-514-7600



WI-150  
 Union Station

Lake, Griffing, and Stevenson Atlas  
 1877

**Lumber Dealers.**

- A. C. SMITH AND CO.**, Wholesale Dealers in Lumber, Shingles, Sash, Doors, Blinds and Building Materials. Salisbury, Md.
- H. HUMPHREYS**, Manufacturer of, and Wholesale and Retail Dealer in Dressed Flooring, surfaced Boards, House-framing, Box-boards, Oak Lumber suitable for Vessel Material, Gum, Walnut, Oak and Cherry Hubs, Balusters, Newel Posts, Fence Pickets, Post Caps, Flower Vases, Broom Handles, Spinning Wheels, Pumps. Turning of all Kinds and Styles of Wood and Iron a Specialty. Wool carded from July 1st to October 31st. Also Manufacturer of Flour, Meal and Feed Stuff. Wicomico Falls Mills, No. 2 Mill Street, Salisbury, Md.

**Mills.**

- GEO. W. LEONARD**, Farmer and Proprietor of Saw and Grist Mill. Res. and mill  $4\frac{1}{2}$  miles north of Salisbury.
- JOHN WILLIAMS**, Farmer and Proprietor of Saw and Grist Mill  $\frac{1}{2}$  miles north of Salisbury.
- GEO. H. W. RUARK**, Farmer and Proprietor of "Ruark Mills" 3 miles north of Salisbury. Res. Salisbury.
- M. A. PARSONS**, Proprietor of S. S. Mill, 2 miles west of Salisbury on Wicomico River. Also Proprietor of Marine Railway.

**Physician.**

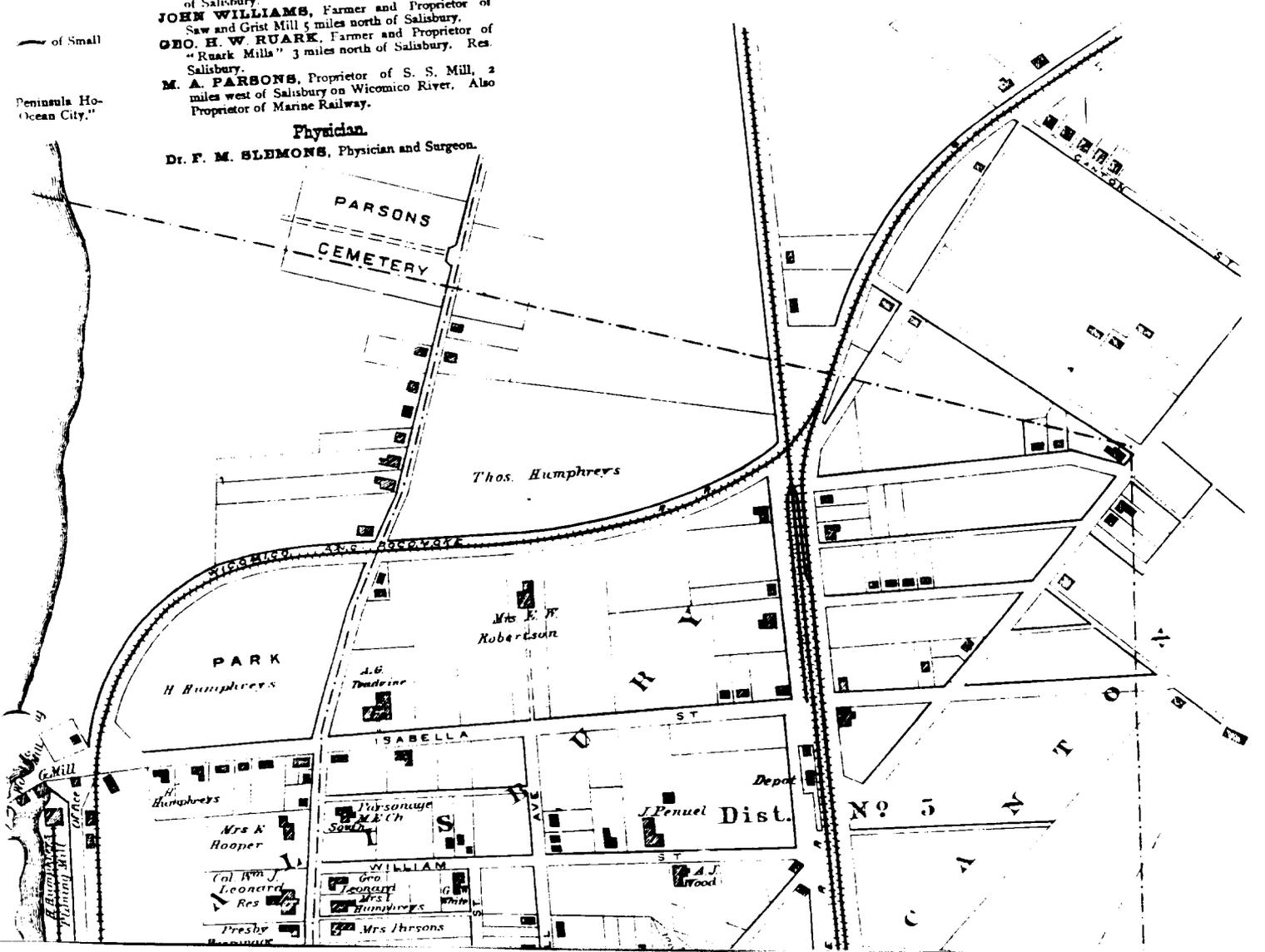
**Dr. F. M. SLEMONS**, Physician and Surgeon.

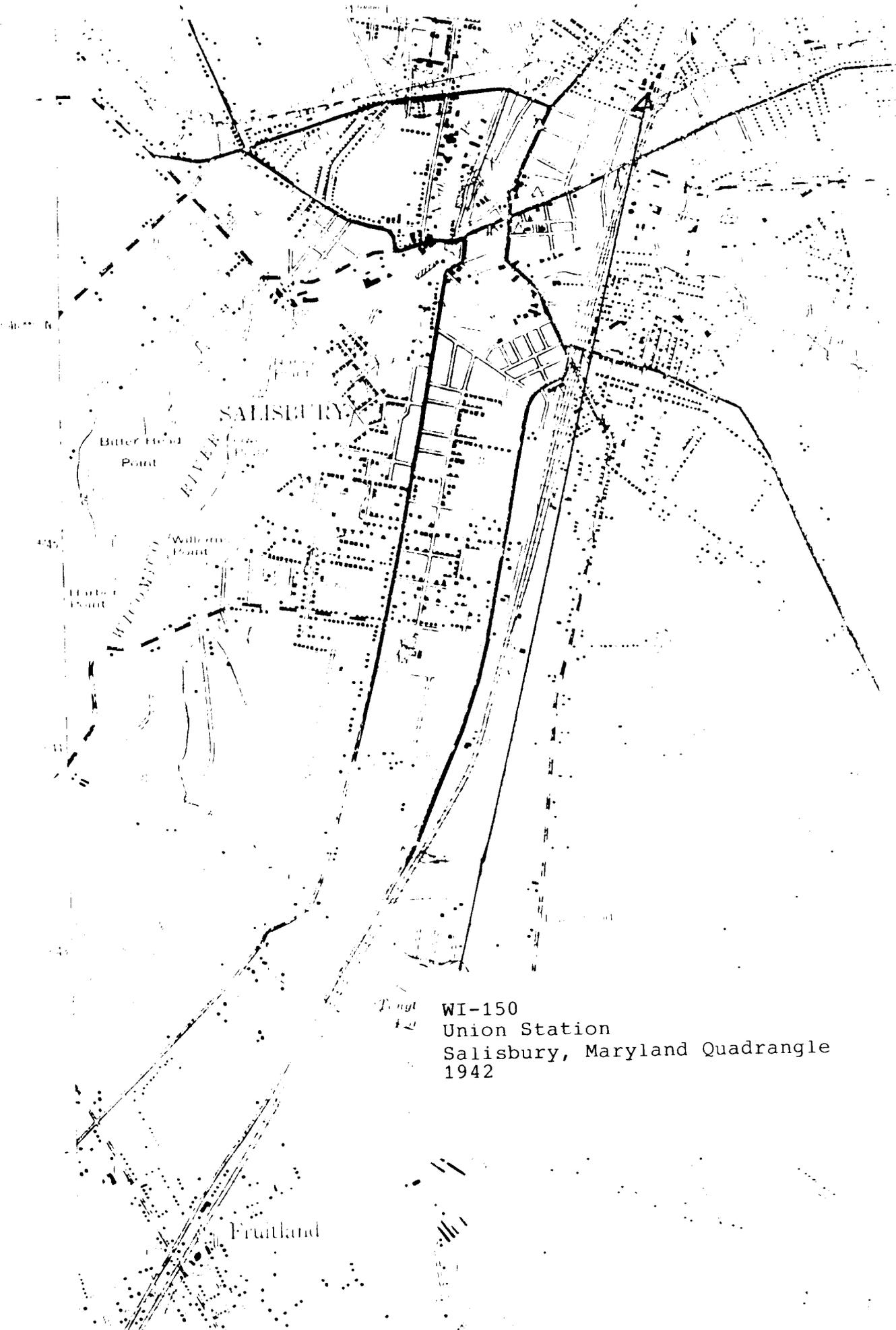
# SALISBURY

WICOMICO CO.

*Dists. Nos 9, 5 & 8*

Wies.  
 Groceries,  
 ers in Cloth-  
 47 Main St.  
 and Retail  
 -ing Tackle,  
 No. No. 70  
 Tobacco,  
 69, 69 Main  
 "Salisbury  
 the "Eastern  
 of Small  
 Peninsula Ho-  
 Ocean City."





WI-150  
Union Station  
Salisbury, Maryland Quadrangle  
1942

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. WI - 150

Magi No. 2301505719

DOE  yes  no

## 1. Name (indicate preferred name)

historic UNION RAILROAD STATION

and/or common Salisbury Station

## 2. Location

street & number Wilson Street and Conrail Tracks  not for publicationcity, town Salisbury  vicinity of congressional district First

state Maryland county Wicomico

## 3. Classification

| Category  | Ownership                                 | Status                                       | Present Use                                    |  |
|---|---|--|--|--|
| <input type="checkbox"/> district               | <input type="checkbox"/> public           | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture           | <input type="checkbox"/> museum            |
| <input checked="" type="checkbox"/> building(s) | <input type="checkbox"/> private          | <input type="checkbox"/> unoccupied          | <input checked="" 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 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 CONRAIL

street &amp; number 101 Delaware Avenue telephone no.: 800-441-8006

city, town Harrington state and zip code DE 19952

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse liber

street &amp; number Main and N. Division Streets folio

city, town Salisbury state Maryland

## 6. Representation in Existing Historical Surveys

title NONE

date  federal  state  county  local

depository for survey records

city, town state

# 7. Description

Survey No. WI - 150

|                                    |  |   |  |
|------------------------------------|--|---|--|
| <b>Condition</b>                   |  | <b>Check one</b>                            | <b>Check one</b>                                     |
| <input type="checkbox"/> excellent | <input checked="" type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered          | <input checked="" type="checkbox"/> original site    |
| <input 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 Union Railroad Station is located on Wilson Street and faces the Conrail tracks in downtown Salisbury. It was built in 1913-1914 by the Pennsylvania Railroad Company.

The exterior of the building is brick and consisted of three sections. The center section has a central pavillion with wings. The upper portion of the pavillion has a triangular pediment with a bracketed raking cornice. Inside of it is a false Palladian window. On the lower portion of the pavillion is a 9/1 sash-window, flanked by 6/6 windows on either side. Union Station has a large waiting area in the central portion, gentlemen's and ladies' restrooms on either side, an octagonal-shaped office for tickets, a baggage room and an Express Office.

A two-panel door and a 9/1 window are on each side of the central pavillion. Between the doors and single windows and roofline are fan-shaped windows.

A slate hip roof covered this section of the building. A brick chimney with a corbeled cap is centered on the north gable end of the hip roof.

The wings, which extend from the central section to the north and south, has a parapeted roof. An enlarged belt course that includes cornice and modillions extends approximately one foot beneath the top of the parapet wall. A bracketed tin shed roof protects the north and south sides of the building. Beneath it on the west side of the wings are sets of 9/1 and 6/1 windows.

The north side of the building has a central door with a rectangular transom window and sidelights. On opposite sides of the door are a window and a glass-paneled transomed door.

On the south face there was a glass-paneled transomed (three lights) door and a 9/1 window. The east side that faces the tracks is identical to the west side. The only difference is that it has a tin butterfly roof supported by four-branched, arched brackets on a square column base. This extends over the raised loading platform for protection. On this side of the building is the cornerstone inscribed with the date 1913.

(Continued on White Sheet)

# 8. Significance

| 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 checked="" 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/<br>humanitarian    |
| <input type="checkbox"/> 1700-1799        | <input type="checkbox"/> art                     | <input type="checkbox"/> engineering            | <input type="checkbox"/> music                  | <input type="checkbox"/> theater                    |
| <input type="checkbox"/> 1800-1899        | <input checked="" type="checkbox"/> commerce     | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy             | <input type="checkbox"/> transportation             |
| <input checked="" 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.

Salisbury, Maryland is one of the largest and most prosperous communities of the Eastern Shore. Historically, this was due largely to the fact that two major rail lines intersected there and that it was the head of navigation for the Wicomico River.

The B. C. and A, and N.Y.P. and N. rail intersection in Salisbury was an ideal location for a passenger station and that is why the station was built there. People were able to travel in all directions from the station. It was in the center of the city and was open 24 hours a day.

In railroading's "heyday," the waiting room was always full. Rollie Hastings remembered a particular July 4th, which was always the biggest day of the year, when 770 tickets were sold. People used the trains because they were the fastest, cheapest and easiest way to get anywhere. The B. C. and A. alone carried 80,000 passengers during one prosperous year.

Because so many people utilized Union Station, and it was in a central location, other businesses either started or prospered because of the railroad business that passed through. Two businesses that opened in reaction to the needs of the busy station were the bus and taxi services. Both of these started about the same time that the present station opened. They transported people to and from the station from the downtown area and the areas surrounding Salsibury.

The Express Company, which had its office in the station, was a convenient place for people to mail packages. It had the advantage of being able to ship parcels on both lines from the same office.

The steamers that connected Baltimore and Cape Charles to the Eastern Shore grew and prospered by complementing rail service. The steamers had to keep up with the many passengers traveling through Union Station.

(Continued on White Sheet)



## 7. DESCRIPTION (Continued)

All exterior walls have a water table accented with stone molding. The six corners on the center section and the wings are decorated with plain stone quoins. All windows and doors on each side are topped with flat brick segmental arches and pronounced beveled keystones.

The building appears to be structurally sound. The wood trim and brackets supporting the shed and butterfly roofs are original or are very close reproductions. The slate roof is in good condition with few tiles noticeably broken. The tin roof encircling three sides of the building is still intact.

Unfortunately, many of the windows and doors have been bricked in or boarded over. Overhead garage doors have replaced some of the doors and triple windows. A partition has been erected on the loading ramp.

According to Mr. Rollie Hastings (a ticket agent there for many years), the building was beautiful and very impressive while in use. The interior had high ceilings and the walls and ceiling (made of molded plaster) were painted ivory. The floors were cement and ornate radiators were used for heat. The lighting was electric but the windows and skylights provided abundant natural light.

The main waiting area had a wooden bench running the length of the room; this area stayed full all day. A beautiful clock was the focal point, according to Mr. Hastings.

The ladies' and men's restrooms had stalls made of pink Arkansas marble. The ladies' room had a couch, a settee, and a table for relaxing and playing cards.

The main ticket office was octagonal-shaped and a brass bar was located outside of it to help form ticket lines. There was a separate baggage room in the station as well.

In the same building, but not owned by the same company, was the Express Office. It was similar to the present-day UPS. Mail was taken to the station also. It was picked up by a separate mail car that was connected to a passenger train (mail was sorted on the car). All of the equipment (including a hand-operated telegraph) was very modern for that time.

Very little of the interior resembles what it looked like when it was in use. Different floors have been put in or existing floors have been raised, lighting fixtures are different, doors have been cut into walls, and all of it is in poor condition, due to lack of maintenance. Portions of the bathrooms, office walls, radiators, and plaster ceiling are original.

## 8. SIGNIFICANCE (ontinued)

Ocean City, before the start of passenger service, was virtually a barren beach. As passenger service out of Union Station grew, so did the beach resort. Many people in Wicomico County would pack picnic lunches and go to Ocean City. The B. C. and A. handled many excursions out of Salisbury during the summer. Special ticket prices as low as one dollar for a round trip (half the normal price) were offered to encourage large groups to take trips to the ocean.

The government even utilized the trains and station. During WW II, men being drafted came through the station en route to their assignments.

The new station also provided jobs for some Salisbury residents. Dock loaders, track supervisors, janitors, mail clerks, and ticket agents were employed there. Hundreds of thousands of people passed through the station, and the convenient transportation provided by the station changed the lifestyles of many by making travel available at more affordable prices.

As the history of Union Station shows, it was an essential part of passenger service and the heritage of Salisbury. It was a building for local citizens and others to admire and use. Although it is no longer used for railroading purposes, it stands as a reminder of the role of the railroad for Salisbury and cities across the nation.

(Architectural description and statement of significance are from "A Neglected Landmark" by Lauren Dianich).

- "ConRail Takes Over Operation of Seven Bankrupt Railroads." The Daily Times, April 1, 1976, p. 12.
- Cooper, Richard W., Salisbury historian, phone interview in Salisbury, March 21, 1984, to discuss Mill Street Depot.
- Corddry, George H. Wicomico County History. Salisbury: Peninsula Press, 1981.
- Hastings, Rollie W., ticket agent at Union Station for 47 years and later mayor of Salisbury from 1950 to 1958. Interview in Salisbury, February 20, 1984, concerning the history and significance of Union Station.
- Hayman, John C. Rails Along the Chesapeake. Marvadel Publishers, 1979.
- Historic Sites Inventory, Vol. 2. Annapolis: Maryland Historical Trust.
- Jones, Roger C., owner of company presently housed in Union Station. Interview and tour of station, March 20, 1984, to discuss changes in the interior.
- McKee, Harley J., Amateur's Guide to Terms Commonly Used in Describing Historic Buildings. rev. ed. Rochester: The Landmark Society, 1970.
- Milligan, Katherine N., worker in freight office of Fulton Station on Church Street. Phone interview in Salisbury, March 22, 1984, concerning location of Fulton Station and the B. C. and A. station.
- Moore, Dick. "Iron Horse Makes Last Gasp on Delmar-Cape Charles Run." The Salisbury Times, evening, January 11, 1958.
- "The New Union Station." Architect's rendering. The Salisbury and Wicomico News, July 1, 1915.
- "Offices of B. C. and A. on Street Bed." The Wicomico News, February 26, 1925, p. 1.
- Official Book Commemorating Sesqui-Bicentennial, Eds. Robert J. Holden and others, (Salisbury: Peninsula Press), p. 58.
- "\$1,000,000 Paid for Shore Lines." The Salisbury Times, March 29, 1928, p. 1.
- Phillips, B. H., Jr. "Political Change Rode the Rails." In "What's Past is Prologue". Ed. Jane Wulf Bailey. Salisbury: Wicomico County Centennial, Incorporated, 1967.
- "Railroads Crossed Hub of Peninsula." The Daily Times, June 10, 1967, pp. 34-36.

(Continued)

"Rail Update Meeting Set for Monday." The Sunday Times, May 2, 1976,  
Sec. A., p. 5.

Squitieri, Tom. "Shore Rail Line Purchased." The Daily Times, September 30, 1981.

Truitt, Charles J., Historic Salisbury Updated 1662-1982. Salisbury: Historic  
Books, Incorporated, 1982.

"Union Depot Decided." The Salisbury Advertiser, April 8, 1911, p. 1.

"The Union Station." The Salisbury Advertiser, May 27, 1911, p. 4



West Side

WI-150

5/84

5/84

Seelisbury, MD

Worcester Co.

Photographs by  
Lauren Dianich  
Salisbury, MD 21801



East Side

W-31

1954

Salisbury, MD

5/84  
Wenico Co.

Photographs by  
Lauren Dietrich, Salisbury, MD



North side

Nov 150

3 1/2 1/2 1/2 1/2



South Side

Union Station

Frederick, MD.

5/14

Wm. Co.

Photographs by

Lucas Smith

Frederick, MD 2001



1913

Corner Store

W-150

June 1951

Salisbury, MD 21781 5/84

100 years Co.

Photographs by

Laura Diamond, Salisbury, MD