

WO-275  
Ironshire Railroad Station  
Newark vicinity  
private

c. 1880

From architectural evidence this diminutive board-and-batten frame station was erected around 1880 for the Worcester Railroad after the tracks were laid to Franklin City, Virginia, finished on April 7, 1876. Known as Poplartown at the time of the 1877 Lake, Griffing, and Stevenson atlas map publication, the station was evidently built a few years later to provide another stop between Berlin and Snow Hill. The railroad, however, did not pass directly through the village and the station was sited where the track intersected what is now known as Ironshire Station Road. Eventually regular service to this station was discontinued, and the building was relocated to a nearby farm along Queponco Road owned by the Sirman family.

Although the old Ironshire station has been relocated to a new site, it is one of a few nineteenth century railroad buildings in Worcester County that has survived relatively unaltered. The small single-story three-bay frame structure retains an original covering of board-and-batten siding. The molded battens appear to be original. Still visible on the east gable end is a faint remnant of the station name, "IRONSHIRE," with each letter placed between a pair of battens. Inside, the station appears to have been divided into two rooms that were finished with beaded board wainscoting and plaster walls. A small wall desk supported by chamfered braces remains next to the front entrance.

HISTORIC CONTEXT INFORMATION

Resource Name: IRONSHIRE RAILROAD STATION

MHT Inventory Number: NO - 275

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA:

1) Historic Period Theme(s):

ARCHITECTURE, TRANSPORTATION

2) Geographic Orientation:

EASTERN SHORE

3) Chronological/Developmental Period(s):

1870-1930 URBAN-INDUSTRIAL ~~TRANS~~ DOMINANT

4) Resource Type(s):

i. STANDING STRUCTURE

a. RAILROAD DEPOT

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic IRONSHIRE RAILROAD STATION

and/or common

## 2. Location

street & number Queponco Road \_\_\_ not for publication

city, town Newark  vicinity of congressional district First

state Maryland county Worcester

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input 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 checked="" 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 checked="" 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 Mr. William G. Sirman, Jr.

street & number Queponco Road telephone no.: 632-0968

city, town Newark state and zip code MD 21841

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Worcester County Clerk of Court liber

street & number Worcester County Courthouse folio

city, town Snow Hill state MD 21863

## 6. Representation in Existing Historical Surveys

title

date  federal  state  county  local

depository for survey records

city, town state

# 7. Description

Survey No. WO-275

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

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

The old Ironshire Railroad Station is located on the east side of Queponco Road and south of Old Mill Branch in the vicinity of Newark, Worcester County, Maryland. The single-story frame station was moved to this site from its original location along the railroad between Berlin and Newark. Facing south the small rectangular station is oriented on an east/west axis.

Built around 1880, the gable-roofed frame structure is supported by masonry piers and is sheathed with original board-and-batten siding. The molded battens appear to be original also. The roof is covered with corrugated tin, and the eaves are extended on each side.

The south (main) elevation is a three-bay facade with a side entrance and flanking four-over-four sash windows. A four-panel door is framed by a plain surround. The original windows are framed by plain surrounds as well, and remnants of the shutter hardware remain on the window sill. Indentations for the former hinges are evident as well.

The east gable end is marked by a single four-over-four sash window that is centered on the board-and-batten wall. Still discernable above the window is the faint remnants of the station name, "IRONSHIRE," with each letter placed between a pair of battens. The "E" is the clearest letter.

The west gable end is the same with a four-over-four sash window centered on the wall.

The back of the building is a plain board-and-batten wall surface.

The interior has not been significantly altered, however a ghost of a former partition indicates the interior was divided into two rooms. Beaded board wainscoting and plaster finish the walls, and a small closet is fixed in the northeast corner of the room. A four-panel door opens into the main closet, while a board door provides access to an overhead storage space. Fixed near the entrance is an wall desk supported on chamfered braces. The desk contains a cash drawer.

# 8. Significance

Survey No. WO-275

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 checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input 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

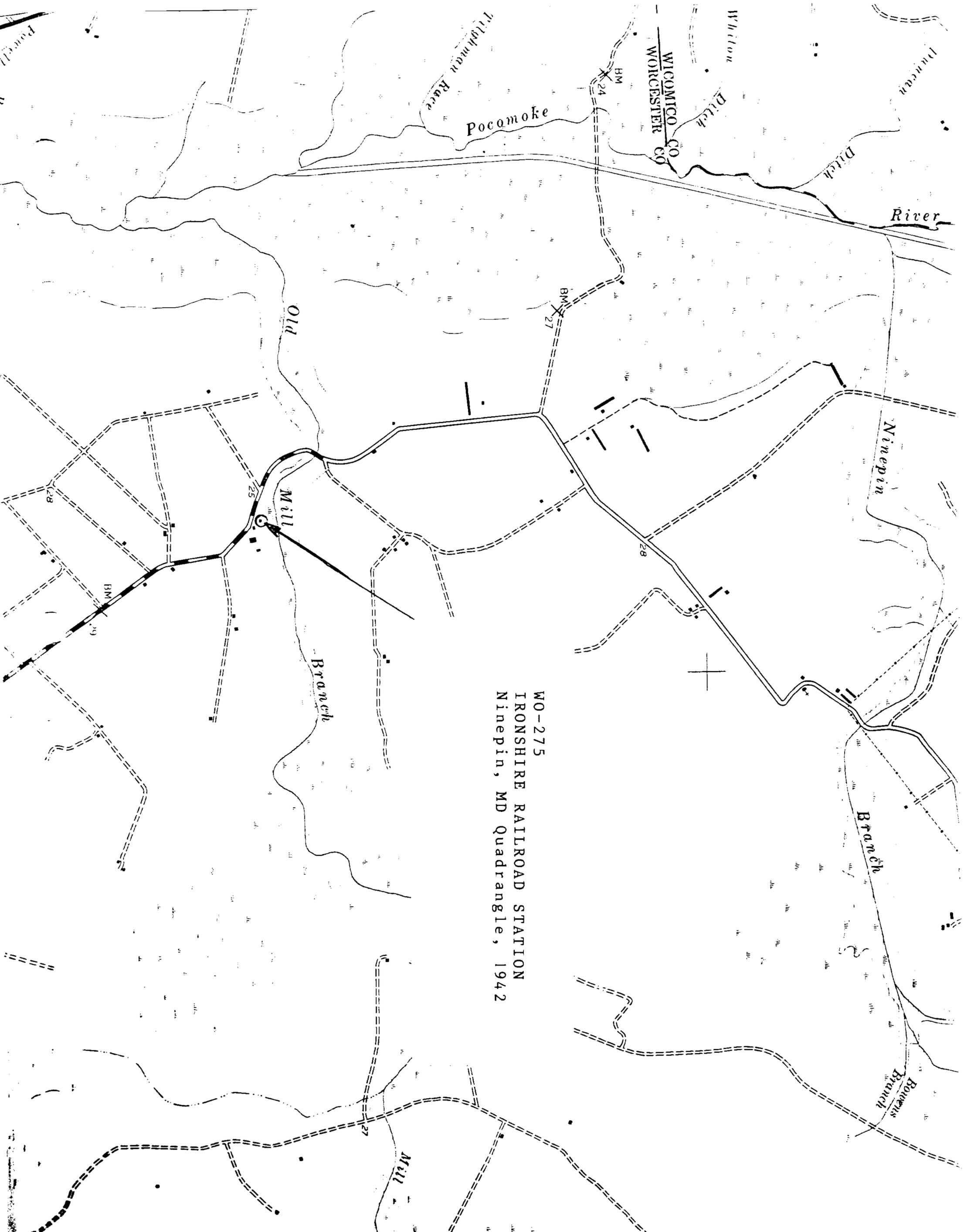
Prepare both a summary paragraph of significance and a general statement of history and support.

Although the old Ironshire railroad station has been relocated to new site, it is one of a few nineteenth-century railroad buildings in Worcester County that has survived relatively unaltered. The diminutive single-story, frame structure retains its board-and-batten siding. The molded battens appear to be original, as are the front door and the four-over-four window sash. The interior appears to have been divided into two rooms that were finished with beaded board wainscoting and plaster walls. A small wall desk supported by chamfered braces remains next to the front entrance.

### HISTORY AND SUPPORT

From architectural evidence this diminutive board-and-batten frame station was erected around 1880 for the Worcester Railroad after the tracks were laid to Franklin City, Virginia, finished on April 7, 1876. Known as Poplartown at the time of the Lake, Griffing, and Stevenson atlas map publication, the station was one of the intermediate stops between Berlin and Snow Hill. The railroad, however, did not pass directly through the village and the station was sited where the railroad intersected what is now called Ironshire Station Road. Eventually regular service to this station was discontinued, and the building was relocated to a nearby farm along Queponco Road, owned by the Sirman family.





WICOMICO CO  
WORCESTER CO

Pocomoke

River

Old

Mill

Branch

Ninepin

Branch

Bowers  
Branch

WO-275  
IRONSHIRE RAILROAD STATION  
Ninepin, MD Quadrangle, 1942

