

D-749  
Hurlock Passenger Station  
Hurlock  
Private

c. 1910

The Hurlock Passenger Station, originally serving the village of nearby Williamsburg, survives with a well-preserved early twentieth century exterior, and it is one of a small collection of passenger stations surviving in relatively unaltered condition in Dorchester County. The single-story, three-bay frame station retains a broad gable-on-hip roof sheathed in slate, which is supported by heavy, chamfered edge bracket supports and rafters with decorated tails. Original nine-over-one sash windows and partially glazed doors mark three unaltered sides. The station was relocated to Hurlock around 1999 in an effort to commemorate the important role that rail transportation has had in the history of the town.

Rail transportation first served northeastern Dorchester County with the construction of the Dorchester and Delaware Railroad built between Seaford and Cambridge in 1868-69 as a branch line to the Delaware Railroad erected down the spine of the peninsula prior to the Civil War in 1859-60. A series of stations was built between Seaford and Cambridge, elevating the economic prospects of the end destinations as well as several farming communities. In northeastern Dorchester, John Martin Hurlock took advantage of the potential opportunities with the construction of a store along the railroad right-of-way in the same year the Dorchester & Delaware was completed. By the time the Lake, Griffing, and Stevenson atlas was printed in 1877, "Hurlock's Station" was defined by a cluster of buildings including the store and John

M. Hurlock's house and "Hurlock's Camp Ground," a Methodist meeting location. Two-and-a-half miles to the northeast, the crossroads community of Williamsburg had surfaced during the same period as a stop on the Dorchester & Delaware as well as the location of a district post office. The two communities surely vied for the region's commerce and industry during the late 1870s and early 1880s. By all appearances the village of Williamsburg stood a better chance of certain development with the convergence of five county roads, a post office as well as the station on the railroad. In 1883, the Dorchester & Delaware was renamed the Cambridge & Seaford branch of the Philadelphia, Wilmington, & Baltimore Railroad, controlling interest of which had been acquired by the Pennsylvania Railroad in 1881.

By the mid 1880s, however, the trend of new investment and development was swinging swiftly to Hurlock's Station as the line of the Baltimore & Eastern Shore Railroad was being surveyed from Talbot County to Salisbury with its right-of-way passing on the east side of Hurlock's Station, thereby turning the village into a railroad intersection and location of increasing population, commerce and industry that steadily expanded over the course of the 1890s and early twentieth century.

The railroad companies financed a variety of support buildings in the wake of the railroad construction. The first wave of railroad architecture erected during the third quarter of the 19<sup>th</sup> century was inspired by various forms of the nationally popular revivalist designs collectively known as the "picturesque" mode promoted by prominent author/architects such as A. J. Downing, A. J. Davis, and Minard Lafever during the antebellum decades. The picturesque mode as it applied to railroad architecture often incorporated favored materials such as vertical board-and-batten siding and broad hip or

gable roofs with stick or sawnwork decorated eaves. For passenger depots, a projecting bay on the track side was accompanied by extended eaves of the roof that were underpinned by heavy triangular shaped braces. During the infancy of the railroading era on the peninsula, the rural crossroad villages and hamlets were often improved by the smallest version of these stylish new buildings. Only later were larger, more spacious buildings erected during the late 19<sup>th</sup> or early 20<sup>th</sup> centuries when growing populations and commerce required larger accommodations.

Such was the case at Williamsburg, where the Dorchester & Delaware erected a modest frame station around 1870, which was thought to be "old" by 1890 when comments from the village were printed in the Cambridge newspaper, the Democrat & News, on May 17, 1890:

*Our enterprising station agent has the old station in nice order, while the new shutters and a large and commodious freight shed as a tastefully arranged flower garden, give the wisdom of the railroad company when they appointed him to the position...*

The 1870s passenger station served Williamsburg for another twenty years when the Pennsylvania Railroad decided to replace the post-bellum structure with a new ticket office that was more spacious and typical of stations erected in other towns on the peninsula. The new Williamsburg station, erected around 1910, was a larger, better lighted building with a broad roof with wide eaves that sheltered the ticket bay as well as the area immediately surrounding the depot. Sheathed with horizontal German style siding, the passenger station was also enhanced with a long-lasting slate covering on the gable-on-hip roof. Large size nine-over-one sash windows, some execute in pairs, without shutters, pierce each wall along with partially glazed doors topped by three-light

transoms. The interior was divided into three rooms originally, however the current disposition includes one large room.

After passenger service was discontinued on the rail line between Seaford and Cambridge during the mid twentieth century, the station was moved from its original site and converted to another use. During the late 1990s, the Williamsburg station was acquired by the Town of Hurlock and moved to a new site along the old right-of-way of the Cambridge and Seaford Railroad. It was converted into a meeting place and site of historic interest in an effort to commemorate the important role railroading has had in Hurlock. The town's motto is "On Track Since 1892," which is when Hurlock was incorporated officially.



## 7. Description

Inventory No. D-749

### 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 Passenger Station, formerly the Williamsburg Passenger Station, stands between the right-of-way of the old Maryland & Delaware Railroad and Mill Street on the west side of the town of Hurlock, Dorchester County, Maryland. The single-story, three-bay frame station, dating from around 1910, was moved to this site in around 1999, from a site in the vicinity of the nearby crossroads village of Williamsburg. Supported on a foundation of reused brick, the single-story frame station is sheathed with German siding and it is covered by a medium pitched gable on hip slate roof. The side of the building oriented to the railroad faces northwest while the roof is aligned on an northeast/southwest axis.

### GENERAL DESCRIPTION

The Hurlock Passenger Station is an early twentieth century single-story frame structure relocated from the village of Williamsburg in an effort to recreate an architectural representation of railroad transportation in the center of town. Estimated to date around 1910, the single-story, three-bay by one-bay frame station is supported on a foundation of reused brick, and the exterior is sheathed with German siding. The broad gable-on-hip roof, supported on heavy chamfered edge triangular brackets, retains a layer of slate shingles.

Three bays across, the southeast side is defined by two partially glazed doors on each side of a nine-over-one sash window featuring a molded lintel. The doors are topped by three-light transoms. The heavy, chamfered edge triangular roof supports carry a series of rafters with decorated ends.

The track side of the station has a projecting ticket bay marked by paired nine-over-one sash windows in front and single nine-over-one sash windows on each side. Each window lintels is trimmed with an early twentieth century molding. Flanking the ticket bay are partially glazed doors topped by three-light transoms. The doors are mounted with early twentieth-century hardware.

The southwest end has been modified with the introduction of a small frame extension to house bathrooms. The finishing of the addition follows closely the detail of the original station with German siding. The northeast end of the station is marked by paired nine-over-one sash windows.

The interior of the station is one large space with a new heart pine floor, original vertical board wainscoting, and new wallboard walls simulating plaster.

## 8. Significance

Inventory No. D-749

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 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

Architect/Builder

Construction dates

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 Passenger Station, originally serving the village of nearby Williamsburg, survives with a well-preserved early twentieth-century exterior, and it is one of a small collection of passenger stations surviving in relatively unaltered condition in Dorchester County. The single-story, three-bay frame station retains a broad gable-on-hip roof sheathed in slate, which is supported by heavy, chamfered edge bracket supports and rafters with decorated tails. Original nine-over-one sash windows and partially glazed doors mark three unaltered sides. The station was relocated to Hurlock around 1999 in an effort to commemorate the important role that rail transportation has had in the history of the town.

### HISTORIC CONTEXT

Rail transportation first served northeastern Dorchester County with the construction of the Dorchester and Delaware Railroad built between Seaford, Delaware and Cambridge in 1868-69,<sup>1</sup> which was a branch line to the Delaware Railroad erected down the spine of the peninsula prior to the Civil War in 1859-60. The first train to reach Cambridge arrived on November 8, 1869.<sup>2</sup> A series of stations was built between Seaford and Cambridge, elevating the economic prospects and commerce of the end destinations as well as several rural farming communities. In northeastern Dorchester, John Martin Hurlock took advantage of potential opportunities with the construction of a store along the railroad right-of-way in the same year the Dorchester & Delaware was completed.<sup>3</sup> By the time the Lake, Griffing, and Stevenson atlas was printed in

<sup>1</sup> John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*, p. 47.

<sup>2</sup> Ibid.

<sup>3</sup> North Dorchester Heritage Festival booklet, "The Heritage of North Dorchester," p. 16.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No.D-749

Name Hurlock Passenger Station  
**Continuation Sheet**

Number 8 Page 1

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1877, "Hurlock's Station" was defined a cluster of buildings including the store and John M. Hurlock's house and "Hurlock's Camp Ground," a Methodist meeting location. Two-and-a-half miles to the northeast, the crossroads community of Williamsburg had surfaced during the same period as a stop on the Dorchester & Delaware as well as the location of a district post office. The two communities surely vied for the region's commerce and industry during the late 1870s and early 1880s. By all appearances the village of Williamsburg stood a better chance of certain development with the convergence five intersecting roads, a post office as well as the station on the Dorchester and Delaware. In 1883, the Dorchester and Delaware Railroad was renamed the Cambridge and Seaford branch of the Philadelphia, Wilmington, and Baltimore Railroad,<sup>4</sup> controlling interest of which had been acquired by the Pennsylvania Railroad in 1881.<sup>5</sup>

By the mid 1880s, however, the trend of new investment and development was swinging swiftly to Hurlock's Station as the line of the Baltimore & Eastern Shore Railroad was being surveyed from Talbot County to Salisbury with its right-of-way passing on the east side of Hurlock's Station, thereby turning the village into a railroad intersection and location of increasing population, commerce and industry that steadily expanded over the course of the 1890s and early twentieth century.

The railroad companies financed a variety of support buildings in the wake of the railroad construction. The first wave of railroad buildings erected during the early to mid 1870s was inspired by various forms of nationally popular revivalist designs known as the "picturesque" mode promoted by prominent author/architects such as A. J. Downing, A. J. Davis, and Minard Lafever during the antebellum decades. The picturesque mode as it applied to railroad architecture usually incorporated favored materials such as vertical board-and-batten siding and broad hip or gable roofs with stick or sawnwork decorated eaves. For passenger depots, a projecting ticket bay on the track side was accompanied often by extended eaves of the roof that were underpinned by heavy triangular shaped braces. During the infancy of railroading on the peninsula, the rural crossroad villages and hamlets were often improved by the smallest version of these stylish new buildings. Only later were larger, more spacious buildings erected during the late nineteenth or early twentieth centuries when larger populations and accommodations were needed.<sup>6</sup>

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<sup>4</sup> John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers, 1979, p. 50.

<sup>5</sup> *Ibid*, p. 133.

<sup>6</sup> The original Baltimore and Eastern Shore passenger station at Hurlock was a single-story gable roofed board-and-batten structure featuring triangular corner braces and drop pendant decorations. It combined a passenger waiting

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No.D-749

Name Hurlock Passenger Station

### Continuation Sheet

Number 8 Page 2

Such was the case at Williamsburg, where the Dorchester and Delaware erected a modest frame station around 1870, which was thought to be "old" by 1890 when comments from Williamsburg were printed in the Cambridge newspaper, the *Democrat and News* on May 17, 1890:

*Our enterprising station agent has the old station in nice order, while the new shutters and a large and commodious freight shed and a tastefully arranged flower garden, give the wisdom of the railroad company when they appointed him to the position....<sup>7</sup>*

The 1870s passenger station served Williamsburg for another twenty years when the Pennsylvania Railroad decided to replace the post-bellum structure with a new ticket office that was more spacious and typical of stations erected in other towns on the peninsula.<sup>8</sup> The new Williamsburg station, erected around 1910, was a larger, better lighted building with a broad roof with wide eaves that sheltered the ticket bay as well as the area immediately around the station. Sheathed with German style siding, the passenger station was also enhanced with a long-lasting slate covering on the gable-on-hip roof. Large size nine-over-one sash windows, some executed in pairs, without shutters, pierce each wall along with partially glazed doors topped by three-light transoms. The interior was fitted with vertical beaded board wainscoting. After passenger service was discontinued on the rail line between Seaford and Cambridge during the mid twentieth century, the station was moved from its original site and converted to other uses. During the late 1990s, the Williamsburg station was acquired by the Town of Hurlock and moved to a new site along the old right-of-way of the Cambridge and Seaford Railroad. It was converted as a meeting place and site of historic interest in an effort to commemorate the important role that railroading has had in Hurlock. The town's motto is "On Track since 1892," which is when Hurlock was officially incorporated.

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room on one side of the center ticket office with a luggage storage room on the other. A second building, a freight house, also defined the complex and survives on its original site in Hurlock. (See D-646, Hurlock Freight Station)

<sup>7</sup> *Democrat and News*, 5.17.1890.

<sup>8</sup> The passenger stations erected in Hebron in Wicomico County (WI-401) and Newark in Worcester County (WO-276) follow closely the design of the Williamsburg Station.

Democrat and News, 5.17.1890

### Williamsburg Items

Williamsburg is not dead, although some of our neighboring towns seem to think so. The improvements which have been made during the past six months certainly indicate that we have both energy and enterprise which are the main essentials anywhere.

After Washington Church was removed to Hurlock we had no place of worship, so we had to use the school house temporarily. Then the enterprising spirit of Williamsburg went to work, and now we have a church nearly completed, which certainly is an ornament to the place.

Mr. Todd has just finished putting the last touches to his new storehouse, while the new fence around his dwelling and the new coat of paint on the residence of Mr. Bell adds to the attractions of the village.

Our enterprising station agent has the old station in nice order, while the new shutters and a large and commodious freight shed and a tastefully arranged flower garden, give evidence of the wisdom of the railroad company when they appointed him to the position, while his genial ways, courteous demeanor, and strict integrity make him one of the most popular officials on the road.

Arbor day was duly celebrated by our school, five beautiful maples being planted and protected by substantial framework. The trees were named as follows: Washington, Cleveland, and Harrison, after our first and two last presidents. The other two were named, one in honor of Dr. Jas. L. Bryan, and the other after the teacher, Mr. Northrup.

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## 9. Major Bibliographical References

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Inventory No. D-749

*Democrat and News*, 5.17.1890.

Graham, John L. *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*. Wicomico Bicentennial Committee, 1976.

Hayman, John C. *Rails Along the Chesapeake: Railroading on the Delmarva Peninsula, 1827-1978*, Marvadel Publishers, 1979.  
North Dorchester Heritage Festival booklet, 1955.

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## 10. Geographical Data

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Acreage of surveyed property \_\_\_\_\_

Acreage of historical setting \_\_\_\_\_

Quadrangle name Federalsburg Quadrangle, 1944 Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

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

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## 11. Form Prepared by

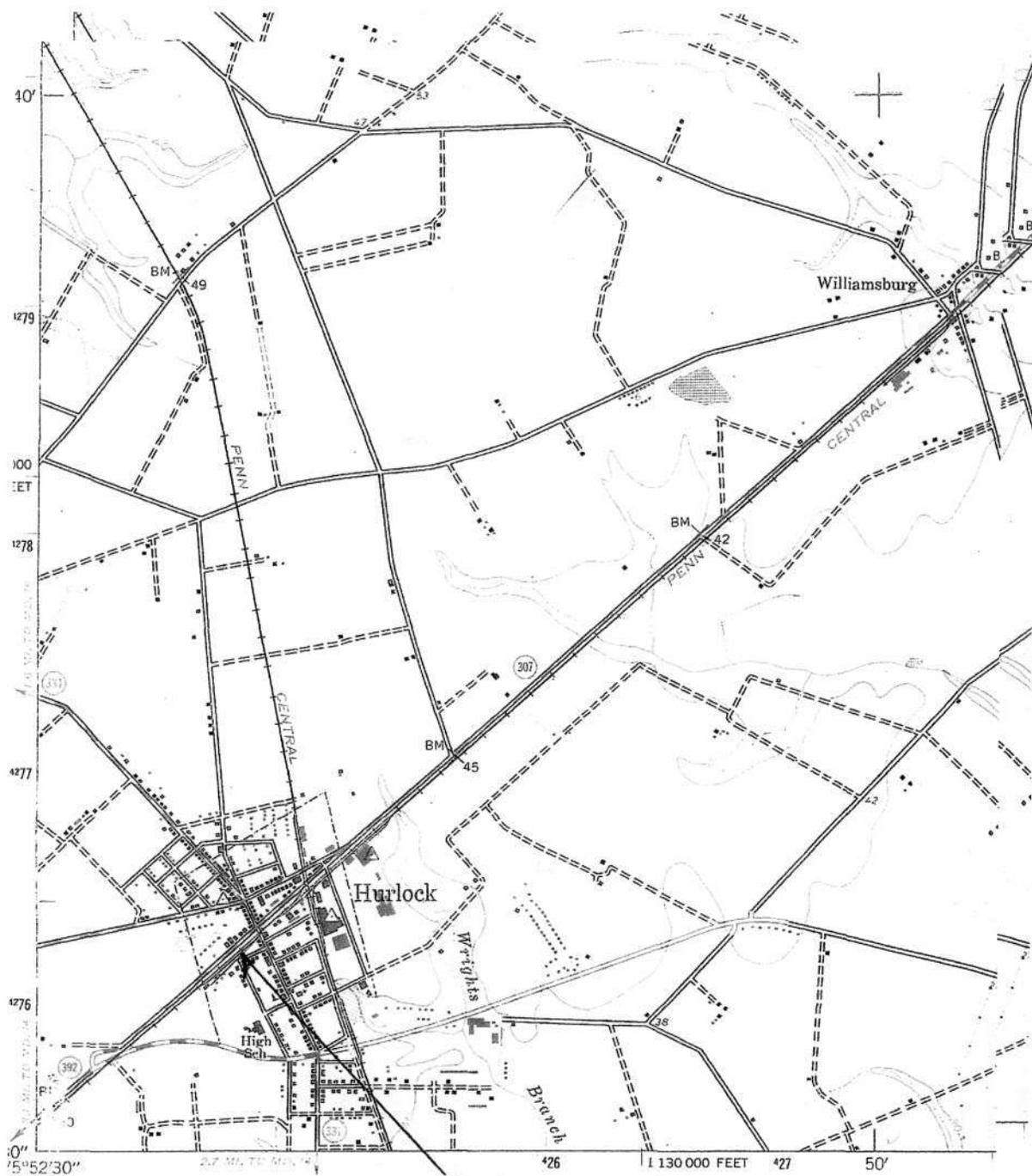
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name/title	Paul B. Touart, Architectural Historian		
organization	Chesapeake Country Heritage & Preservation	date	10/12/2007
street & number	P. O. Box 5	telephone	410-651-1094
city or town	Westover	state	Maryland 21871

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



Hurlock Passenger Station  
 (Williamsburg Passenger Station)  
 Federalsburg Quadrangle, 1944

D-749



D-749

WILLIAMSBURG PASSENGER STATION  
ITHACA, DORCHESTER Co., MD.

SOUTHWEST ELEVATION

9/07, PAUL TOWERS, PHOTOGRAPHER  
NEB., / MD. HISTORICAL TRUST



D-749

HURLOCK PASSENGER STATION

HURLOCK, DORCHESTER Co., MD.

NORTHWEST ELEVATION

9/07, PAUL TOUANT, PHOTOGRAPHER

NEE, MD HISTORICAL TRUST



D-749

WILLIAMSBURG PASSERELLE STATION

HARLOW, DOVERESTON C. MD.

SOUTHWEST ELEVATION

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WTR.) MD HISTORICAL TRUST