NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

WO-276

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name QUEPONCO RAILWAY STATION

other names/site number

2. Location

street & number 2378 Patey Woods Road N/A [ ] not for publication

city, town Newark N/A [ ] vicinity

state Maryland code MD county Worcester code 047 zip code 21841

3. Classification

Ownership of Property
[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of certifying official STATE HISTORIC PRESERVATION OFFICER Date 11-27-95

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[ ] entered in the National Register.
[ ] See continuation sheet.

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

WO-276

Historic Functions (enter categories from instructions)

TRANSPORTATION/Rail-related

Current Functions (enter categories from instructions)

Work in Progress

7. Description

Architectural Classification (enter categories from instructions)

OTHER/railroad station

Materials (enter categories from instructions)

foundation Concrete
walls Weatherboard
roof Slate
other Wood

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

The Queponco Railway Station, built in 1910-11, stands in the town of Newark, centrally located in Worcester County, Maryland. The station is a single-story, rectangular frame structure supported on a poured concrete foundation and sheathed with German siding. The broad hip roof, supported by large chamfered brackets, is covered with slate. The interior retains much of its early twentieth century woodwork including beaded board wainscoting, built-in desks, and a built-in bench in the south waiting room.

[X] See continuation sheet no. 1 for General Description

GENERAL DESCRIPTION:

The Queponco Railway Station stands on the south side of Patey Woods Road along the right-of-way of the Penn Central Railroad line in the town of Newark, Worcester County, Maryland. The track side of the station faces northwest with the hip roof oriented on a northeast/southwest axis.

Built in 1910-11, the rectangular frame station is supported by a poured concrete foundation. The date "1910" was impressed into the northwest foundation wall when the concrete was poured. The rectangular frame structure is sheathed with German siding, and the building is covered by a medium pitched slate roof. Large chamfered braces support the broad overhanging hip roof. Protruding through the center of the roof is a narrow brick stove chimney.

The northwest side of the three-bay building is marked by a projecting bay filled with paired nine-over-one sash windows. To each side of the bay are partially glazed doors, covered with metal grille, and topped by three-light transoms. The German siding on the track side of the building retains a faint coat of the original olive drab color. The braces and corner boards were painted chocolate brown, while the sash windows were picked out in a brick red color.

The south end of the building is pierced by a tri-partite window of narrow six-over-one sash windows. The lower sash are protected by metal grilles. The north end of the station has been altered with the introduction of a garage door.

The southeast side of the station is marked by three openings, comprising a center window and flanking, partially glazed doors. Each opening is carefully centered in the bays, which are defined by the supporting roof braces.

The interior has remained largely intact aside from the removal of a partition in the north side of the station. A combination of beaded board wainscoting and plaster finish the walls. The doors and windows are finished with molded surrounds,

See Continuation Sheet No. 2

and a crown molding stretches around the perimeter of each room. The concrete floors are scored to imitate square tiles. Remaining in the center of the station is the ticket office with a vertical pocket door at the ticket window. A wide board shelf is supported by scrolled brackets, and a drawer remains fixed underneath the shelf. Fitted in the projecting bay on the track side is another built-in board shelf supported by a chamfered bracket. A built-in seat remains in the south waiting room. Fixed in two corners of the interior are small wooden fire bucket holders painted in a red and black color scheme.

See Continuation Sheet No. 3

8. Statement of Significance

WO-276

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
TRANSPORTATION
ARCHITECTURE

Period of Significance
1910-c.1944

Significant Dates
1910-1911

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

The Queponco Railway Station is significant under Criterion C as an intact example of the type of rail depot which characterized rural towns on Maryland's lower Eastern Shore in the early twentieth century. The building retains a high degree of integrity, with the majority of its character-defining elements intact, including its rectangular form with a projecting bay on the track side, hipped roof with broad overhanging eaves supported on decorative brackets, interior finish of beaded wainscoting and plaster, and original built-in furniture. The Queponco Railway Station is distinctive in Worcester County as one of two rail depots of the period which retain integrity and remain in their original locations, and is the better-preserved of these two examples; the other station, located at Snow Hill, has lost most of its interior woodwork, diminishing its integrity. The Queponco Railway Station derives additional significance under Criterion A for its association with the development of rail transportation in the region. The Worcester Rail Road Company established service to the village of Newark in 1872; the Queponco Railway Station was constructed in 1910-11 by the Pennsylvania Railroad Company, following its purchase of the Worcester County line, as part of a systematic campaign to extend its control of rail transportation in the region. The present building this reflects an important stage in the consolidation of rail transportation on the lower Eastern Shore, as control of rail lines increasingly shifted from small independent operations to regional and later national companies. The period of significance, 1910-c.1944, begins with the date of construction of the building and ends with the World War II era, by which time rail transportation in the region had begun to be eclipsed by automobile and truck transport.

☒ See continuation sheet no. 4
for Historic Context & Maryland Comprehensive Historic Preservation Plan data

9. Major Bibliographical References

WO-276

[X] See continuation sheet no. 8

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [X] Other

Specify repository: Worcester Co. Library, Worcester Co. Courthouse

10. Geographical Data

Acreage of property .22 acre

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	474380	4233540	B			
C				D			

[ ] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet no. 9

Boundary Justification

[X] See continuation sheet no. 9

11. Form Prepared By

name/title Paul B. Touart, Architectural Historian

organization Private Consultant date 11/20/93

street & number P.O. Box 5 telephone (410) 651-1094

city or town Westover state Maryland zip code 21871

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period(s):

Industrial/Urban Dominance - A.D. 1870-1930
Modern Period - A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Transportation

Resource Type:

Category: Building

Historic Environment: Rural

Historic Function(s) and Use(s):

TRANSPORTATION/Rail related

Known Design Source: Unknown

See Continuation Sheet No. 5

HISTORICAL BACKGROUND:

The Queponco Station was one of eight stations positioned along the line of the Worcester Rail Road, which was assumed eventually into the later Pennsylvania Railroad system. Of these, four survive: the Queponco and Snow Hill (WO-348) stations are the only ones to remain on their original sites for this line, whereas the Ironshire (WO-275) and Girdletree (WO-319) stations have been relocated to different sites and used for storage or office space, respectively. On the east/west line connecting Salisbury and Ocean City, the original Wicomico and Pocomoke Railroad was served by four stations including a shared station in Berlin. Of these, the Whaleysville station has survived, but it has been moved and remodeled as a house to the extent that it is no longer a recognizable railroad building. The third line that served Worcester County was laid through the southern end of the county joining Somerset County and the Eastern Shore of Virginia. Although the Pocomoke City station (WO-277) survives on this line, it has suffered a damaging fire and the building remains in a deteriorated condition.

As much as can be determined from the extant buildings and historic images of demolished stations, the architecture of lower Eastern Shore passenger depots erected during the early twentieth century was similar to the Queponco Station with a broad hip roof supported by heavy timber braces. The smaller stations, such as the Whaleysville and Girdletree buildings, did not have such broad eaves and heavy bracket supports. The essential features of the floor plan, however, with a projecting ticket office in the center flanked by waiting rooms to each side, do appear consistent with medium and small-sized passenger stations.

Railroad service in Worcester County began in 1864 with the establishment of the Wicomico and Pocomoke Railroad running from Salisbury to Berlin. A fourteen mile extension of the W & P, running from Berlin to Snow Hill, was completed in 1872 and named the Worcester Rail Road. This was sold in 1874 to interests engaged in constructing a line south from Delaware to Virginia; links from Berlin to Selbyville, Delaware and from Snow Hill to Franklin City, Virginia on the Chincoteague Bay were completed by

See Continuation Sheet No. 6

1876, extending the Worcester Rail Road to a total of 35 miles. Eight stations were established on the original fourteen mile portion, and another five were added later. The Worcester Rail Road was consolidated with the Junction & Breakwater and the Breakwater & Frankford lines in 1883, forming the Delaware, Maryland & Virginia Railroad Company, controlling 98 miles of track; this corporation functioned as the only independent rail company with right-of-way in all three states of the Delmarva Peninsula until 1885, when it was assumed by the Philadelphia, Wilmington & Baltimore. The Pennsylvania Railroad purchased a controlling interest in the Pennsylvania, Wilmington & Baltimore in 1881. By this time the Pennsylvania, Wilmington & Baltimore controlled most of the major rail lines in the region, and its acquisition gave the Pennsylvania Railroad a virtual monopoly. Over the next several decades, the Pennsylvania Railroad acted to extend its control over the remaining independent short lines, and also many associated steamboat lines; by the 1920s, its dominance of Eastern Shore rail transportation was complete.

The Queponco Railway Station was built in 1910-11 by the Pennsylvania Railroad Company.

A short newspaper notice in the Democratic Messenger about the new station commented on the slow progress of construction, which had begun in the fall of 1910. It was not until March 1911 that the station was ready for use. The Democratic Messenger mentioned,

> The new Railroad Station is completed, and Mr. Arthur Smack, the agent, has moved into it. It is a very nice station, quite an improvement to the town, and greatly appreciated.

In an effort to distinguish the Newark station from the other stations with the same name in Delaware and New Jersey, the company named the depot, "Queponco Station", taken from the Indian name for the area, said to mean, "the land of the burnt pines".

During the World War II era, volumes of freight and passenger traffic increased tremendously. The preceding decade of the Depression had left the physical plant of the railroads ill

See Continuation Sheet No. 7

prepared to handle the demand. After the war, passenger traffic shifted abruptly to automobiles. Government support was directed toward road construction and air transport development. Both branch and main line passenger service quickly proved unprofitable and were discontinued on the Eastern Shore within a few years of the war's end. Rail freight transportation also declined, with reductions in schedule and abandonment of trackage characterizing the postwar period.

By the late 1960s, Queponco Station was leased to a local businessman for an alternative use. In 1989, the non-profit group, the Queponco Railway Station, Inc., acquired a 99-year leasehold from the Snow Hill Shippers Association, and the group has begun a sensitive restoration of the building with a plan to create a small town museum that highlights local history.

BIBLIOGRAPHY:

Democratic Messenger, Microfilm, Worcester Room, Worcester County Library, Snow Hill.

John L. Graham, ed. The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland, 1976.

Hayman, John C., Rails Along The Chesapeake: A History of Railroading on the Delmarva Peninsula, 1827-1978. n.p.: Marvadel Publishers, 1979.

Land Records of Worcester County, Worcester County Courthouse, Snow Hill, Maryland.

Maryland Inventory of Historic Properties, Maryland Historical Trust, Crownsville, Maryland.

BOUNDARY JUSTIFICATION:

The nominated property,.22 acre, includes the immediate ground surrounding the Queponco Station which is the property named in the leasehold agreement between the Snow Hill Shippers Association and the Queponco Railway Station, Inc. The northeast and northwest lines follow the rights-of-way of Patey Woods Road and the Maryland & Delaware Railroad Company, respectively, reflecting the historic relationship between the railroad and county road that has provided access to the site for over one-hundred years. The other two boundaries are determined by existing property lines.

BOUNDARY DESCRIPTION:

All that certain rectangular piece or parcel of land in the Newark Tax District No. 4, Worcester County, containing approximately 9,780.59 square feet, or 0.22 acres, beginning from an iron pipe at the Southeast corner of Patey Woods Road and the property of Foreman Lockwood and running 162.64 feet southwest to an iron pipe behind the property of Robert Lee Smith, from there running Northwest 53.95 feet to a concrete wall on the east side of the Maryland and Delaware railway tracks, from there running Northeast 163.08 feet by and with a concrete wall on the east side of said railroad tracks to an iron pipe on the edge of Patey Woods Road and from there running Southeast 65.92 feet to the first iron pipe described.

See Continuation Sheet No. 10

HISTORIC CONTEXT INFORMATION

Resource Name: QUEENCO RAILROAD STATION

MHT Inventory Number: WO-276

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 INDUSTRIAL-URBAN DOMINANCE

4) Resource Type(s):

1. STANDING STRUCTURE
   a. TRAIN DEPOT

Survey No. WO-276

Magi No. 2402765719

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic QUEPONCO RAILROAD STATION

and/or common

2. Location

street & number South side of Woods Road ___ not for publication

city, town Newark ___ vicinity of congressional district First

state Maryland county Worcester

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	x occupied	___ agriculture	___ museum
x building(s)	x private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	x yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	x not applicable	___ no	___ military	x other: Storage

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

name Mr. Robert Barbely

street & number telephone no.:

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-276

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	x original site
___ good	___ ruins	x altered	___ moved date of move _____
x fair	___ unexposed		

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

The Queponco Railroad Station stands on the south side of Patey Woods Road along the Penn Central Railroad, formerly the Worcester Railroad, in the center of Newark, Worcester County, Maryland. The railroad side of the station faces northwest, and the hip roof is oriented on a northeast/southwest axis.

Built in 1910-11, the rectangular frame station is supported by a poured concrete foundation. Pressed into the northwest foundation wall is the date "1910." The rectangular frame structure is sheathed with German siding, and is covered by a medium pitched slate hip roof. Large chamfered braces support the broad overhanging roof. Protruding through the center of the roof is a narrow brick stack.

The northwest side of the three-bay building is marked by a projecting bay filled with paired six-over-one sash windows. To each side of the bay are partially glazed doors, covered with metal grills, and topped by three-light transoms. The German siding on the track side of the building retains a faint coat of the original color, which borders on olive drab. The braces and corner boards with picked out is brown.

The south end of the building is pierced by a tri-partite window of narrow six-over-one sash windows. The bottom sash is protected by a metal grill. The north end of the the station has been altered with the introduction of a garage loading bay door.

The southeast side of the station is marked by three openings, a center window, and flanking partially glazed doors. Each opening is carefully centered in the bays that are defined by the supportive roof braces.

The interior, although not completely seen, is partitioned into three rooms with the walls covered with beaded board sheathing.

8. Significance

Survey No. WO-276

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

Specific dates 1910 **Builder/Architect**

check: Applicable Criteria: __A __B x C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state x local

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

The Queponco Railroad Station, erected in 1910-11, stands out in Worcester County as one of two stations to remain fixed on its original site. Characteristic of railraod station architecture is its basic rectangular shape, and broad, overhanging hip roof supported by chamfered corner braces. The track side of the building, not having been painted recently, retains remnants of its orginal color scheme with walls that bordered on olive drab, and corner boards and braces that were painted dark brown. The interior has not been changed significantly, and it is divided into three rooms with beaded board partitions.

HISTORY AND SUPPORT

The Queponco Railroad Station in the village of Newark is the second building to serve this rural Worcester County village. The initial building was presumably erected when the Worcester Railroad Company laid the tracks in 1876. In 1910 it was decided to erect a new structure which was begun in the fall of 1910. A short notice of the slow progress on the building was noted in the November 12, 1910 issue of the Democratic Messenger. It was not until March of 1911 that the station was ready for use. The Democratic Messenger printed another notice stating,

> The new R. R. station is completed, and Mr. Arthur Smack, the agent, has moved into it. It is a very nice station, quite an improvement to the town, and greatly appreciated.

Passenger rail service was eventually discontinued along this line, and the building has been used for storage purposes.

9. Major Bibliographical References

Survey No. WO-276

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

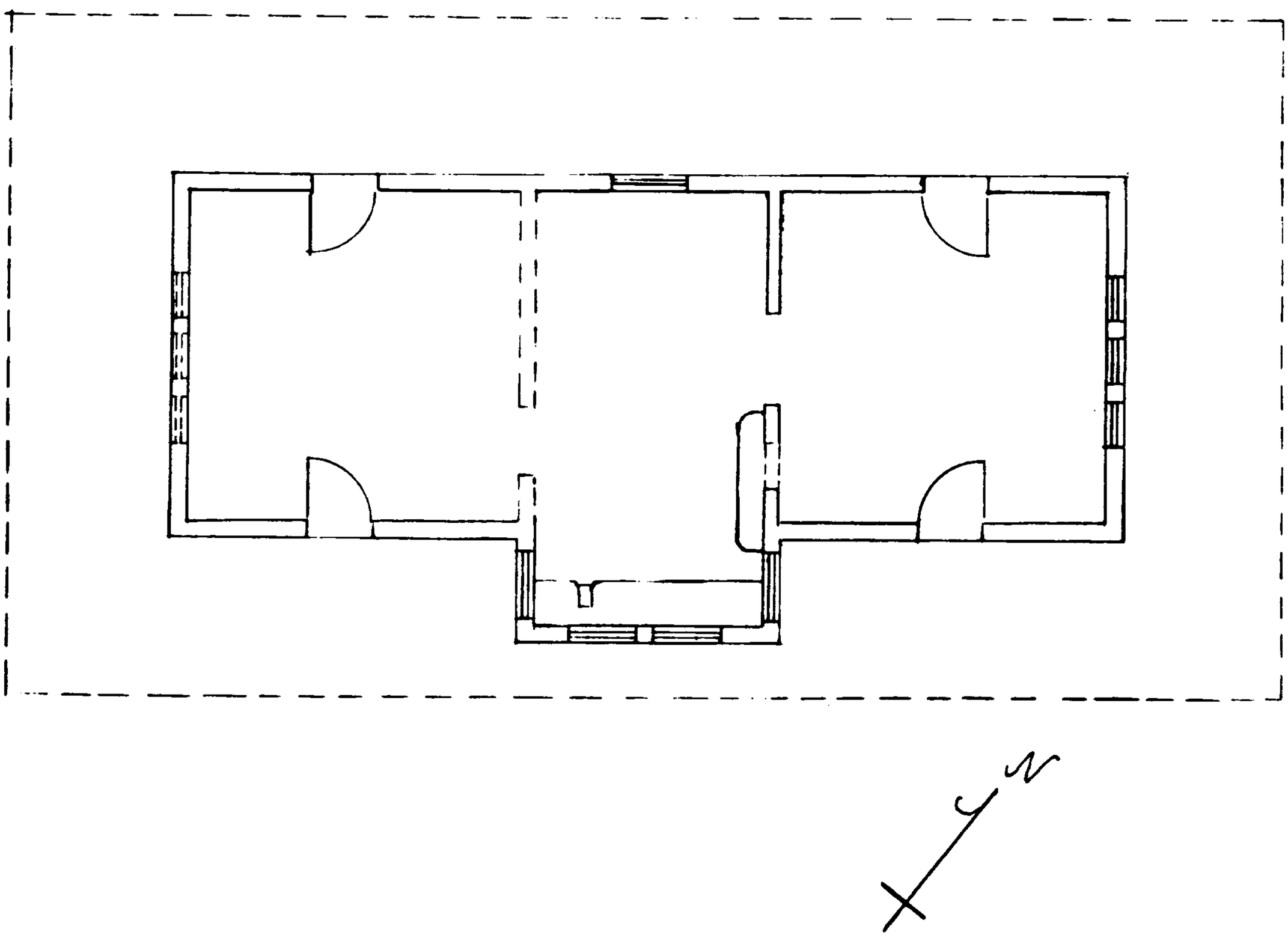
name/title	Paul B. Touart, Architectural Historian		
organization	Worcester County	**date**	3/15/89
street & number	Worcester County Courthouse	**telephone**	301-632-1194
city or town	Snow Hill	**state**	MD 21863

The Maryland Historic Sites Inventory 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.

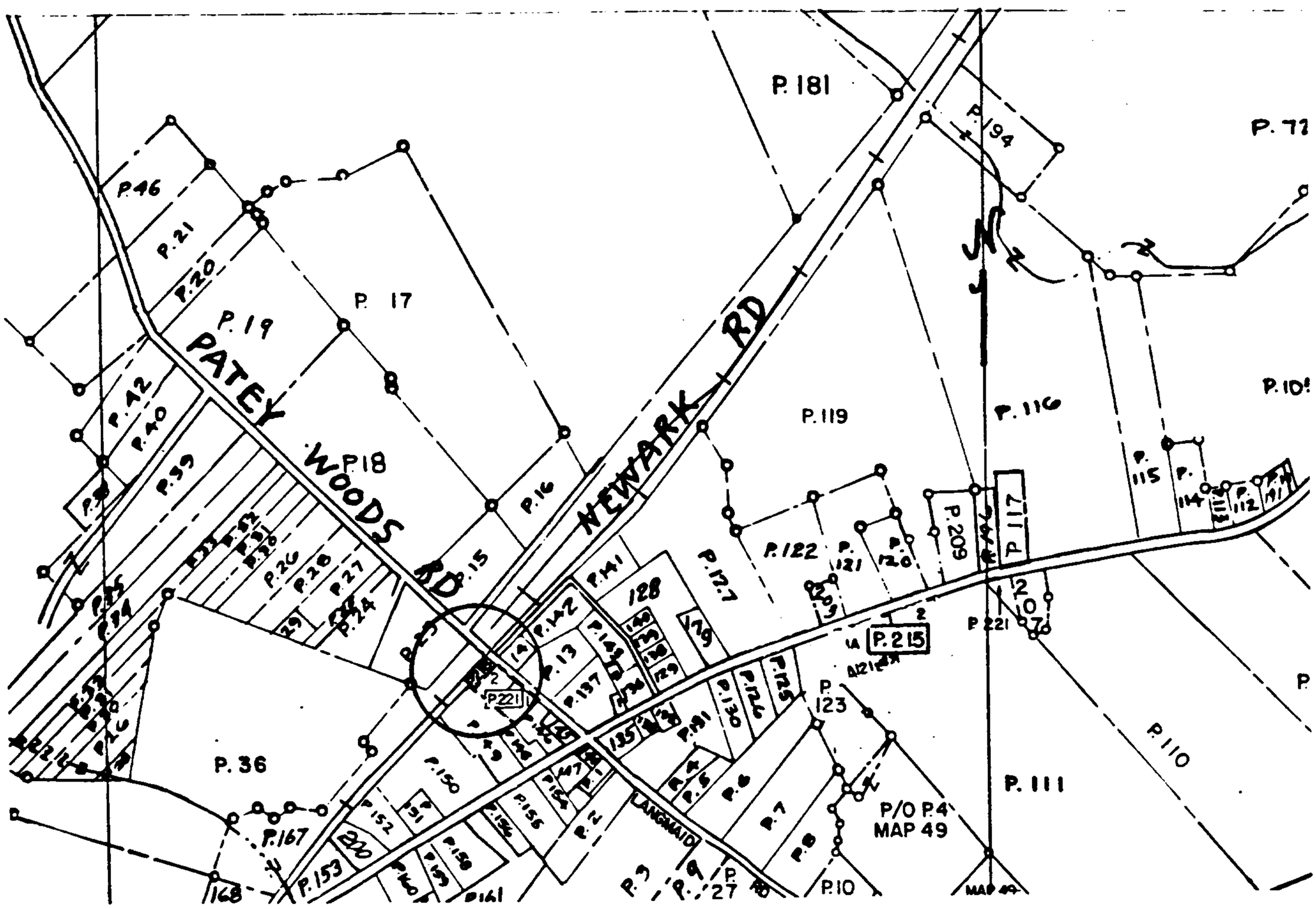
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

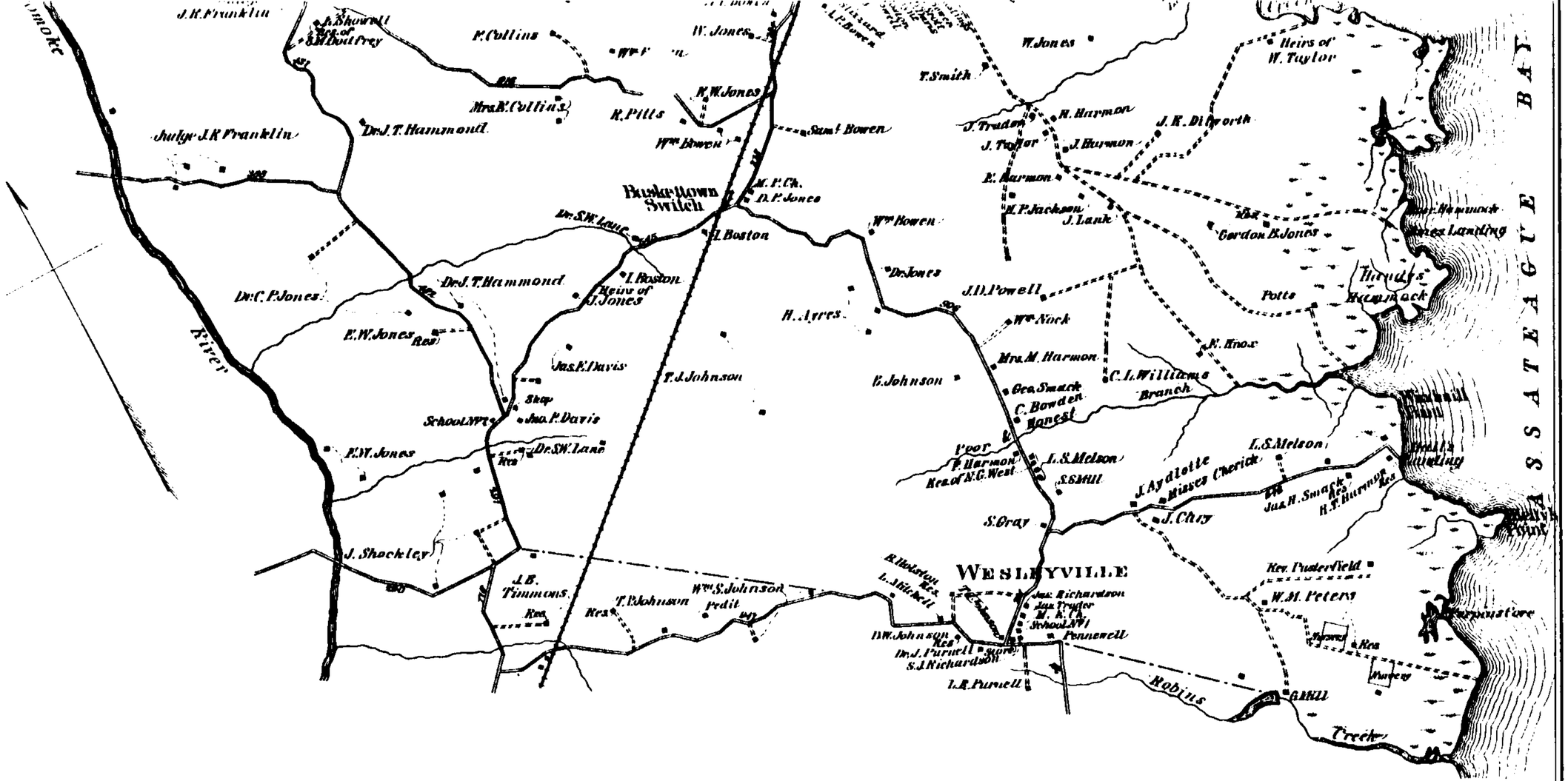
return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

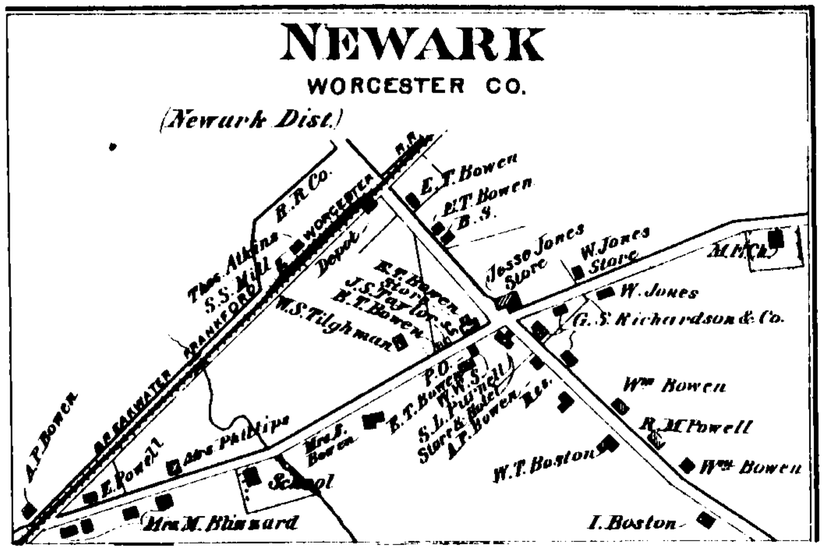
FLOOR PLAN - NOT TO SCALE



Boundary Map
Parcel 218
Worcester County Tax Map #44
Scale: 1: = 600'







NEWARK BUSINESS REFERENCES.

S. W. LANE, Physician and Surgeon. Residence near Wesley Station.

LOWE & WEST, Manufacturers and Dealers in all kinds of Lumber. Orders solicited. Mill and residence near Wesley Station.

WM. M. PETERS, Proprietor of "BAY VIEW NURSERIES," near Snow Hill. Post-office Wesley. Dealer in all kinds of Apple, Peach, Plum, Pear, and Cherry Trees, Grape, Berry, and Hedge Plants, Evergreens, &c. Send stamp for price list.

J. M. ADKINS, Section Boss.

NEWARK

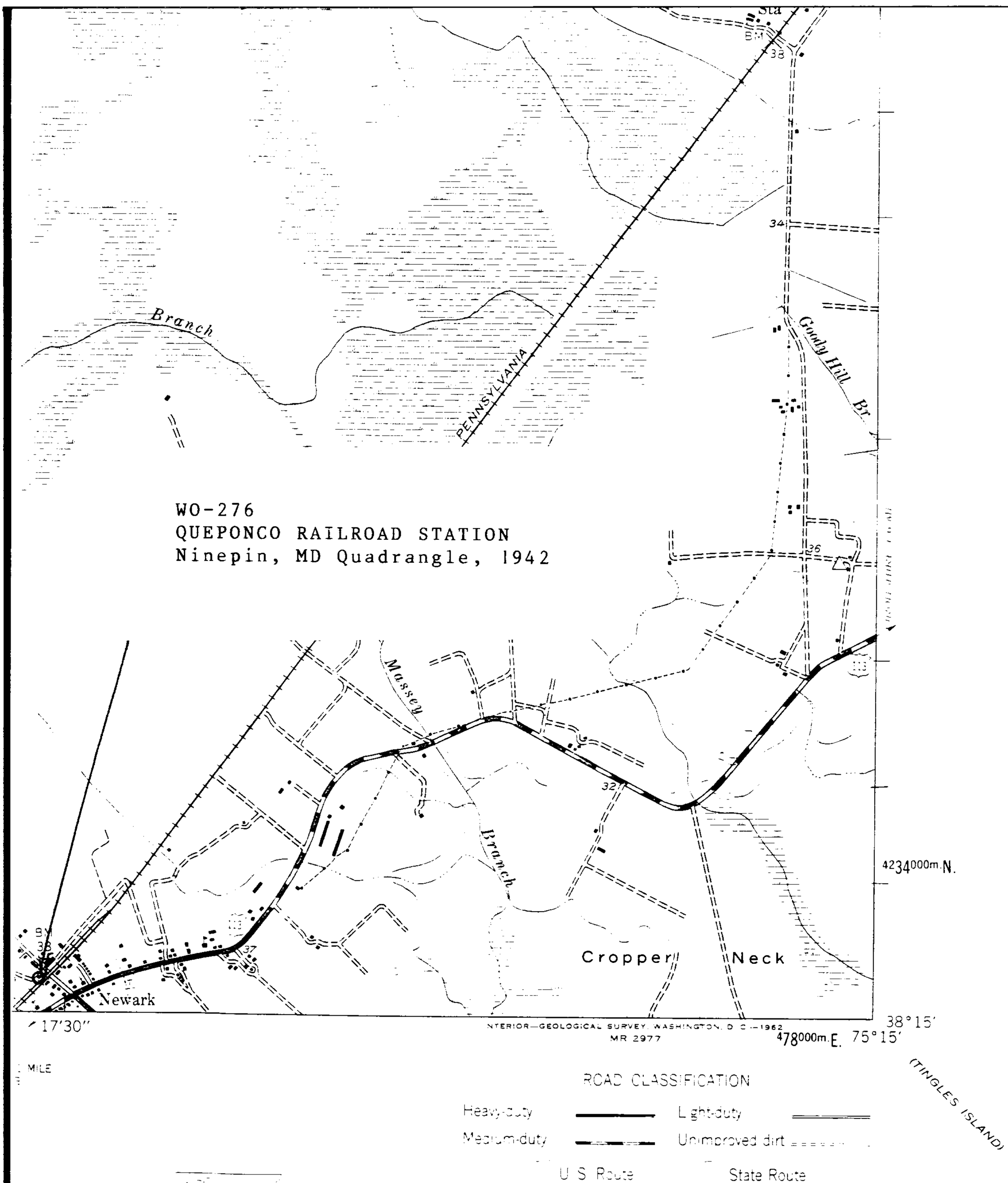
Dist. No 4

WORCESTER CO.

1877 LAKE, GRIFFING, AND STEVENSON ATLAS

MD-276

WO-276
QUEPONCO RAILROAD STATION
Ninepin, MD Quadrangle, 1942

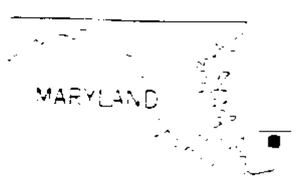


INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1962
MR 2977

1 MILE

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U. S. Route — State Route



QUADRANGLE LOCATION

NINEPIN, MD.
SE 4 PITTSVILLE 15' QUADRANGLE
N3815—W7515/7.5

1942

WO-276

Ninepin

Swamp

Branch

Ironshire Sta

BM 38

17'30"

Goody Hill Br

PENNSYLVANIA

Massey

Branch

Cropper Neck

Queponco Sta

Newark

BM 38

17'30"

4234000m.N.

478000m.E.

38°15'

75°15'

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1962
MR 2977

(TINGLES ISLAND)

1 MILE

ROAD CLASSIFICATION

Heavy-duty

Light-duty

Medium-duty

Unimproved dirt

U. S. Route

State Route

Queponco Station

WO-276

Worcester Co

Maryland

18/474580/4234335

PEEPONCO ST

(5)

WO-276
QUEPONCO RAILROAD STATION
NEWARK, WORCESTER COUNTY, MARYLAND
SOUTHWEST ELEVATION
12/93, PAUL TOUART, PHOTOGRAPHER
NEG. / MD. HISTORICAL TRUST

WO-276
QUERVINCO RAILROAD STATION
NEWARK, WORCESTER COUNTY, MD.
SOUTH ELEVATION
12/93, PAUL TOUART, PHOTOGRAPHER
NEG. / MD. HISTORICAL TRUST

WO-276
QUEPONCO RAILROAD STATION
NEWARK, WORCESTER COUNTY, MARYLAND
TICKET OFFICE INTERIOR
12/93, PAUL TOUART, PHOTOGRAPHER
NEG. / MD. HISTORICAL TRUST

WO-276

QUEPONCO RAILROAD STATION

NEWARK, WORCESTER COUNTY, MARYLAND

NORTHWEST ELEVATION

12/93, PAUL TOUART, PHOTOGRAPHER

NEG. / MD. HISTORICAL TRUST

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WO-276
QUEPONCO RAILROAD STATION
NEWARK, WORCESTER COUNTY, MARYLAND
FOUNDATION WITH IMPRESSED DATE
WEST ELEVATION
12/93, PAUL TOUART, PHOTOGRAPHER
NEG./MD. HISTORICAL TRUST

WO-276
QUEPONCO RAILROAD STATION
NEWARK, WORCESTER CO., MD.
ROOF BRACE - SOUTH END
12/93, PAUL TOUART, PHOTOGRAPHER
NEG. / MD. HISTORICAL TRUST

WO-276

QUEPONCO RAILROAD STATION

NEWARK, WORCESTER CO., MD.

TICKET WINDOW AND DESK

12/93, PAUL TOUART, PHOTOGRAPHER

NEG. / MD. HISTORICAL TRUST