

# Easement

QA-300

Sudlersville Railroad Station

late 19th century

Sudlersville

Private

This small frame railroad station is one of the few surviving intact in Queen Anne's County. It is an excellent example of the simple but attractive "stick style" buildings popularized by railroads across the country in the late 19th century. The deeply overhanging eaves, chamfered rafters, bracketed supports, and board-and-batten siding are all typical details of this style.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Pennsylvania Railroad Station

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

West side of railroad tracks south of East Main Street (on South Linden Ave.)

CITY, TOWN

Sudlersville

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Queen Anne's

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" 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 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"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: vacant

**4 OWNER OF PROPERTY**

NAME

Pennsylvania Railroad

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This frame railroad station is situated on the west side of the railroad tracks just south of East Main Street. It is very small, and was probably built to serve as a freight office.

The station is one story high, with vertical board and batten siding and a bracketed stick-style roof typical of many small, particularly rural, stations constructed during the last quarter of the nineteenth century.

The building is basically rectangular in plan, with the south bay of the east facade breaking forward about three feet. This facade has a door in the north bay, and large windows in the center bay and on the center of the projecting south bay. There is a wooden signal box hanging on the wall to the left of the door, sheltered by the deep overhang of the roof. The north gable has a large window on the main floor and an opening for ventilation in the upper gable. There are two windows in the west facade, and two in the south gable. The building is presently vacant, and all openings are boarded up except for the windows on the south gable. These are large,

CONTINUE ON SEPARATE SHEET IF NECESSARY

## CONTINUATION SHEET

## 7.1 DESCRIPTION

two-over-two sash.

Much of the charm of this building can be attributed to the pleasing contrast of vertical siding and stick-style roof. The vertical battens are rather wide, but the edges are chamfered, thus softening the shadow lines. The corners are finished with plain corner boards, and a wide horizontal board along the base of each wall has a similar effect to a water table. The battens stop against the upper edge of this board. The rafters are exposed under the eaves, and taper for the last eighteen inches or so. The verge rafters are exposed for their full length, and the entire roof is supported by 4 x 4 top plates which extend out beyond the gable walls, allowing a deep overhang at each gable. The verge rafters rest on these plates, and are supported at the ridge by a 4 x 4 ridge pole and by similar purlins at the mid-point. Added support is derived from a secondary purlin or plate near the foot of the rafters, which is in turn supported by downbraces that run from the plate to the facade of the building. All of these members have carefully beveled butt-ends, and serve a purpose more decorative than necessary.

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
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

STATEMENT OF SIGNIFICANCE

This small frame railroad station is one of the few surviving intact in Queen Anne's County. It is an excellent example of the simple but attractive "stick-style" buildings popularized by railroads across the country in the late 19th century. The deeply overhanging eaves, chamfered rafters, bracketed supports, and board and batten siding are all typical details of this style. Although the station is now used solely for long-term storage, it has remained in excellent condition and could easily be adapted for reuse either by the railroad or by the town, which has expressed interest in acquiring the building.

The first railroad line through Sudlersville was constructed in the late 1860's by the Queen Anne and Kent Railroad, which was formed in 1856. A route had been surveyed from Millington,

CONTINUE ON SEPARATE SHEET IF NECESSARY

## CONTINUATION SHEET

## 8.1 STATEMENT OF SIGNIFICANCE

in Kent County, through Sudlersville to Centreville. Ground was broken in Millington in February 1868, and work must have progressed rapidly, as a plat of Sudlersville dated 1870 shows the completed rail line and a depot located on the west side of the tracks just north of Main Street (Route 300). Evidently this depot did not prove totally satisfactory, however, and sometime during the ensuing thirty years the first depot was replaced with the present structure, located several hundred yards to the south, below Main Street. A precise date of construction for this building is not known, but "stick style" stations of this type enjoyed widespread popularity throughout the last quarter of the 19th century. Wilbur Stafford, a life-long resident of Sudlersville, recalls going to work for the railroad in 1912. The present station was in use at that time, and to his recollection was beginning to show wear and tear. It clearly pre-dates 1900, as a plat of the town prepared in that year shows the depot in its present location, with no evidence of the earlier station. According to Lillian Merrick, who also grew up in Sudlersville, the original station was moved across

## CONTINUATION SHEET

## 8.2 STATEMENT OF SIGNIFICANCE

Main Street after it was taken out of service and was rented out as a dwelling until its destruction by fire.

At one time a large freight station and warehouse stood on the east side of the tracks, opposite the surviving depot. This building was probably built about the same time as the second depot, as it first appears on the 1900 plat. Lillian Merrick recalls that the warehouse was demolished in the 1920's or 1930's.

The Queen Anne and Kent Railroad defaulted and was reorganized by the Maryland Legislature in 1876. It was subsequently absorbed into the Philadelphia, Wilmington and Baltimore Railroad, and eventually became part of the Pennsylvania Railroad System.

QA-300

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Emory, Frederick Queen Anne's County, Maryland  
Baltimore, 1950.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Orlando Ridout V, Historic Sites Surveyor

ORGANIZATION

Queen Anne's County Historical Society

DATE

7/18/78

STREET & NUMBER

TELEPHONE

CITY OR TOWN

Centreville

STATE

Maryland

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  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

CONTINUATION SHEET

9.1 MAJOR BIBLIOGRAPHICAL REFERENCES

Phillips, Paul W. Sudlersville, Queen Anne's County

(On Maryland's Eastern Shore.) Privately

Published, no date.

1877 Atlas of Kent and Queen Anne's Counties

Lake Griffing, and Stevenson. Philadelphia, 1877.



MILLINGTON

PENNSYLVANIA RR STATION  
QA-300

F I S T



QA-300  
Sudlersville Railroad  
Station

Mary McCarthy  
Spring/Summer 2003  
Digital color photo on file at MHT





Pennsylvania Railroad Station

Sudersville

From Southwest

ORV 1979

Neg. on file @ MHT

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Pennsylvania Railroad Station  
Sudlersville

From Northeast

ORV 1979

Neg. on file @ MHT

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Sudlersville RR Station  
Copy Photograph, Brown Collection  
Centreville Public Library