

WI-408
Rockawalkin Station
Hebron vicinity
Private

c. 1891

The Rockawalkin Station, a diminutive gable-roofed frame depot located along Rockawalkin Road, was erected shortly after the Baltimore and Eastern Shore Railroad was laid between Claiborne and Ocean City in 1890. Sheathed with its original board-and-batten siding, the squarish frame structure is distinguished by its cantilevered gable roof that projects over the principal entrance. The extended roof and eaves are supported by simple brackets. Moved from its original location along the nearby railroad right-of-way, the station now rests on concrete block piers. The Rockawalkin Station, due to its small size and well-preserved exterior, is a particularly rare survival of railroad architecture for a rural community.

The construction of a depot at this location was anticipated with much enthusiasm, as reflected in a short notice that appeared in the *Salisbury Advertiser* on October 11, 1890. The paper stated, "The people of Rockawalkin and vicinity will be relieved and highly pleased to learn that we are to have a station at Goddard's Lane." A longer newspaper article written the previous month on the construction of the Salisbury station stated that Mr. J. W. Graham of Easton was the contractor and that he was responsible for "all such work along the line. The

station at B. C. Springs will be built in a few weeks. It will be a single story, 16 x 32 feet." It is reasonable to assume that Mr. Graham erected the Rockawalkin Station as well.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Rockawalkin Station

MHT INVENTORY NUMBER: WI-408

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s): Architecture

2. Geographic Orientation: Industrial/Urban Dominance
1870-1930

3. Chronological/Development Period(s): Railroad Station

4. Resource Type(s):

Survey No. WI-408

Magi No.

DOE __yes __no

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Rockawalkin Station

and/or common

2. Location

street & number Rockawalkin Road not for publication

city, town Hebron vicinity of congressional district First

state Maryland county Wicomico

3. Classification

Table with 5 columns: Category, Ownership, Status, Accessible, Present Use. Includes options like district, building(s), structure, site, object, public, private, both, in process, being considered, not applicable, occupied, unoccupied, work in progress, yes: restricted, yes: unrestricted, no, agriculture, commercial, educational, entertainment, government, industrial, military, museum, park, private residence, religious, scientific, transportation, other: storage.

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

name Charles S. Hayman

street & number 7615 Rockawalkin Road telephone no.: 410-546-5636

city, town Hebron state and zip code MD 21830

5. Location of Legal Description

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

street & number Wicomico County Courthouse folio

city, town Salisbury state MD 21801

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. WI-408

Condition		Check one	Check one	
<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			

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

The Rockawalkin Station is a single-story frame depot that stands on the east side of Rockawalkin Road southeast of Hebron, Wicomico County, Maryland. The depot has been repositioned to face the road instead of the nearby railroad. It is oriented to face northwest with the gable roof oriented on a northwest/southeast axis.

Built around 1891, the single-story squarish frame depot is supported on concrete piers that were placed under the building when it was moved back from the edge of the railroad right-of-way. The exterior of the station is covered with board-and-batten siding and the medium pitched roof is sheathed with asphalt shingles over a layer of wood shingles.

The northwest (main) elevation is a gable-front facade with a cantilevered roof extending forward of a small platform and sliding door. The overhanging roof is underpinned by bracket supports, and underside of the roof is open. Most of the board-and-batten siding is original to the late nineteenth-century structure and the molded battens are largely intact. The sliding door is made of vertical tongue-and-groove boards.

The northeast side elevation is sheltered by a extension of the roof that is also underpinned by bracket supports, and the board-and-batten siding survives largely intact.

The rear wall is covered with board-and-batten siding as well. Located in the left corner is a boarded over door opening. The roof is not cantilevered outward like the northeast or northwest sides.

The southwest wall is a plain board-and-batten wall surface.

8. Significance

Survey No. WI-408

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 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 1891 **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.

The Rockawalkin Station, a diminutive gable-roofed frame depot located along Rockawalkin Road, was erected shortly after the Baltimore and Eastern Shore Railroad was laid between Claiborne and Ocean City in 1890. Sheathed with its original board-and-batten siding, the squarish frame structure is distinguished by its cantilevered gable roof that projects over the principal entrance. The extended roof and eaves are supported by simple brackets. Moved from its original location along the nearby railroad right-of-way, the station now rests on concrete block piers. The Rockawalkin Station, due to its small size and well-preserved exterior, is a particularly rare survival of railroad architecture for a rural community.

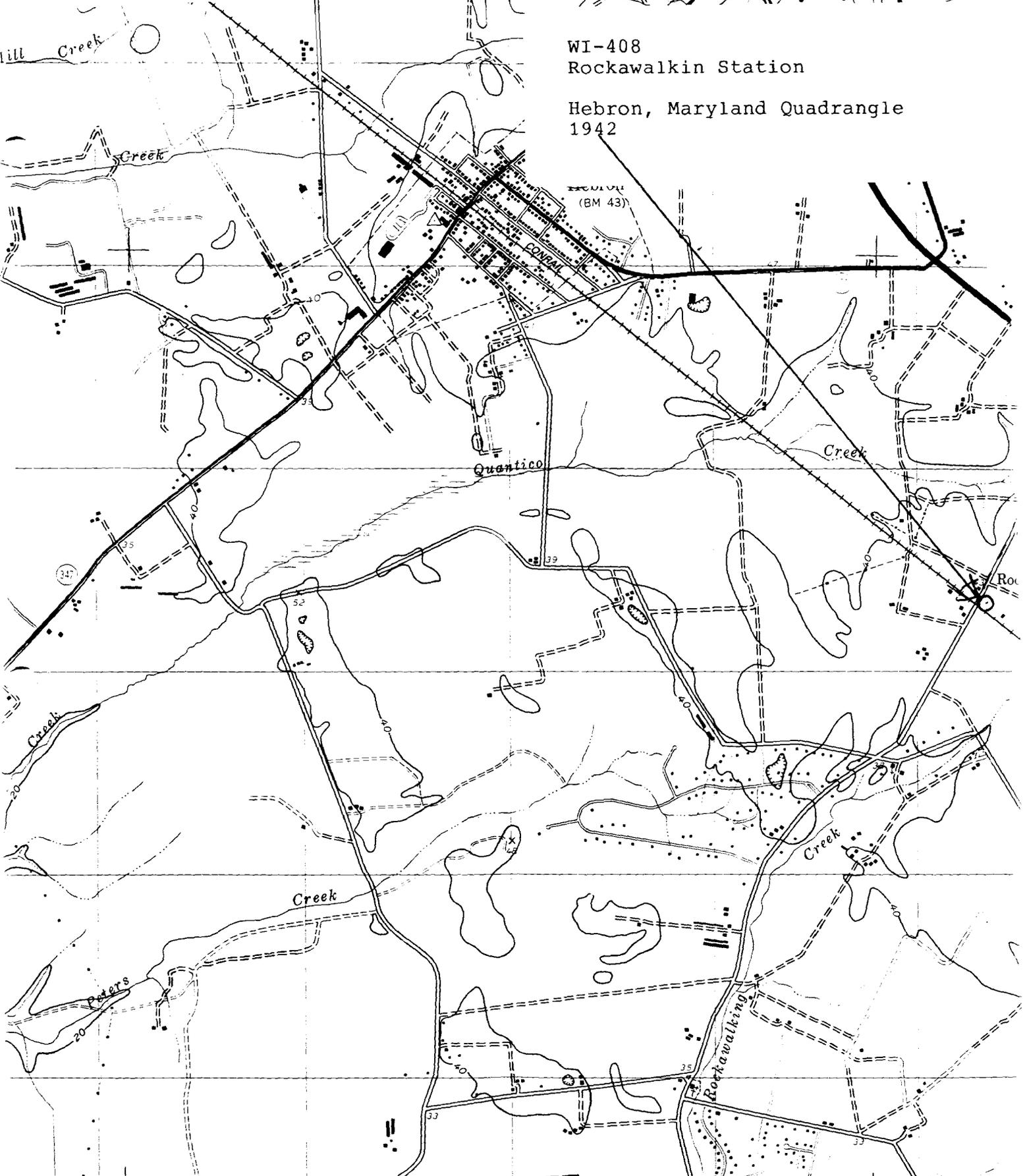
The construction of a depot at this location was anticipated with much enthusiasm, as reflected in a short notice that appeared in the *Salisbury Advertiser* on October 11, 1890. The paper stated, "The people of Rockawalkin and vicinity will be relieved and highly pleased to learn that we are to have a station at Goddard's Lane."¹ A longer newspaper article written the previous month on the construction of the Salisbury station stated that Mr. J. W. Graham of Easton was the contractor and that he was responsible for "all such work along the line. The station at B. C. Springs will be built in a few weeks. It will be a single story, 16 x 32 feet."² It is reasonable to assume that Mr. Graham erected the Rockawalkin Station as well.

¹ *Salisbury Advertiser*, October 11, 1890. Wicomico County Free Library.

² *Salisbury Advertiser*, September 20, 1890. Wicomico County Free Library.

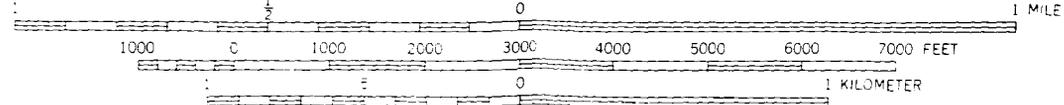
WI-408
Rockwalkin Station

Hebron, Maryland Quadrangle
1942

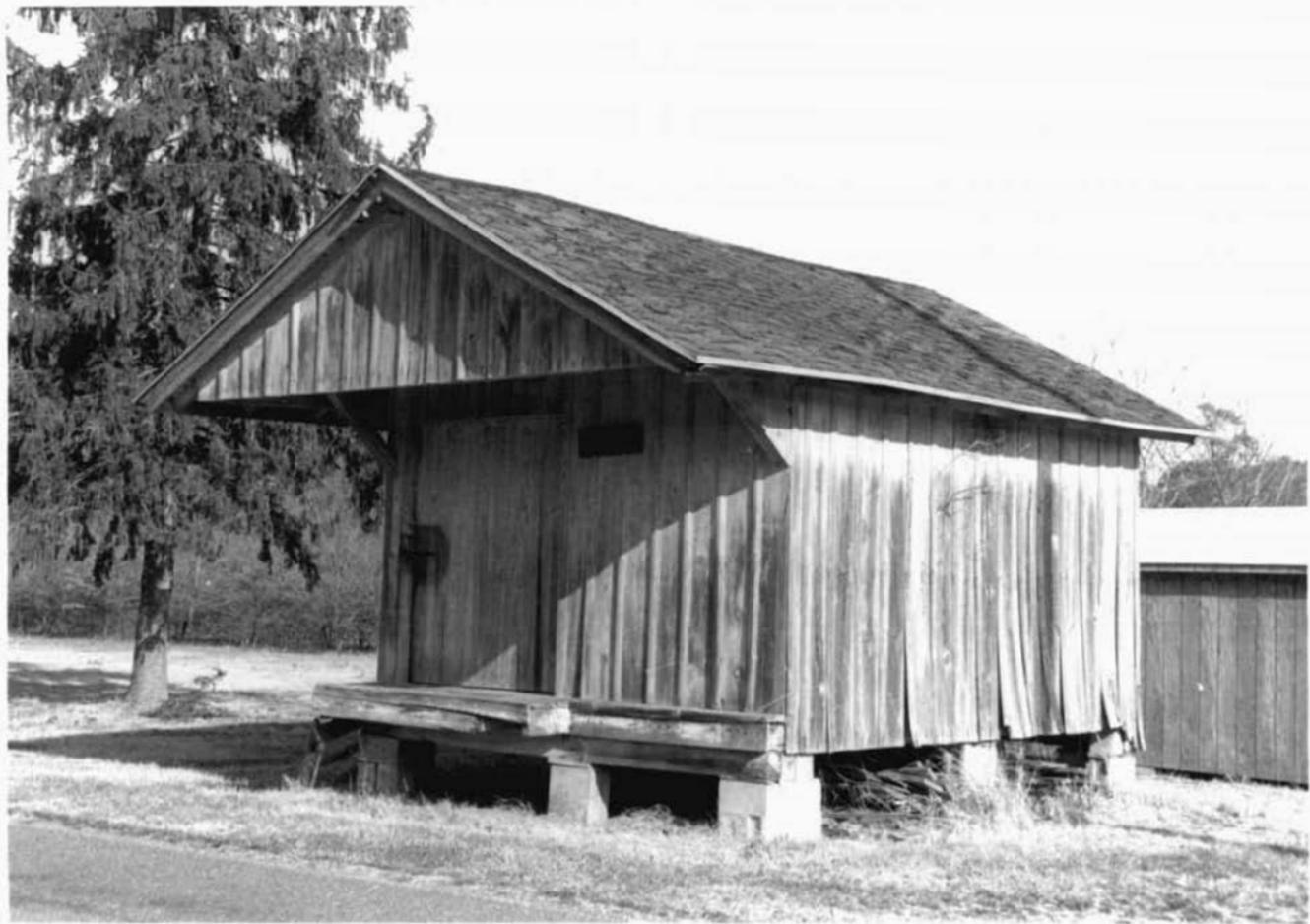


42'30" (EDEN) 5880 1 SW 40' 42' 430 00

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



W. 473

Reverend A. S. ...

Heavenly ...

...

...

...

...



W1-408

Роскандиана - 1900

История и география, 1900

1900 - 1900

2-30 Говор - 1900

1900 - 1900

2013



WI. 438

Handwritten on Stamp

HEARD near by, NICHOLAS COUNTY, N.C.

HEARD near by, NICHOLAS COUNTY, N.C.

1/27, Pine Tavern, NICHOLAS COUNTY, N.C.

NE of N.C. Highway 22, Pine

3 or 3)