

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

Property Name: Pittsville Historic District Inventory Number: WI-489
 Address: _____ Historic district: yes no
 City: Pittsville Zip Code: 21850 County: Wicomico
 USGS Quadrangle(s): Pittsville
 Property Owner: _____ Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: 300-302
 Project: TEA-21 DOE Agency: Maryland Historical Trust
 Agency Prepared By: Maryland Historical Trust
 Preparer's Name: Nicole Diehlmann Date Prepared: 6/14/2004
 Documentation is presented in: MIHP Form WI-676
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes Listed: yes
 Site visit by MHT Staff yes no Name: Nicole Diehlmann Date: 12/15/2003

Description of Property and Justification: *(Please attach map and photo)*

Pittsville is a small rural community located in Wicomico County eleven miles east of Salisbury, the county seat. The community first developed as Derrickson's Cross Roads in the early nineteenth century with the establishment of a store by Levin Derrickson. Early development continued at a slow pace until 1868, when the Wicomico and Pocomoke Railroad reached Pittsville. That year both freight and passenger service began, linking the town to Salisbury and Ocean City.

The railroad broadened the market for local products, especially the town's main crop, strawberries. In season, farmers would ship thirty to forty railroad cars of strawberries per day. To get better prices, early 20th century strawberry growers established a local strawberry auction at a site downtown. Farming was a major industry for the community, as was lumber. A tomato canning factory was opened in town in the 1920s on the site of a former lumber mill. Other businesses were established to serve residents of the town and outlying areas. The construction of the Old Ocean City Road, leading from Salisbury to near Ocean City, in 1914-15 spurred further development at the edge of town. Both a Ford and Chevrolet dealership were constructed in town at this time as well as several automobile servicing businesses, leading the change to an automobile oriented community.

The Pittsville Historic District is comprised of 128 properties. Of the 128 properties, 88 contribute to the district and 40 do not contribute or are vacant. The district is rural in character with no formal town plan. The topography is completely flat. It is comprised of a mix of residential, commercial and institutional structures, most of which lie on large lots. Structures are typically

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u>Nicole Diehlmann</u>	<u>Monday, June 14, 2004</u>
Reviewer, Office of Preservation Services	Date
<u>Peter Kurtze</u>	<u>6/14/04</u>
Reviewer, National Register Program	Date

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Pittsville Historic District

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frame on brick pier foundations, two to two-and-a-half stories in height, three to five bays wide, with a mix of roof types. Structures are not placed at a standard setback, but most are placed close to the road. Most structures are vernacular; however, some properties do exhibit a fine level of late 19th and early 20th century architectural detailing.

Pittsville is eligible under Criteria A and C. This small rural community maintains its integrity of design, materials, setting and feeling. Despite the addition of some synthetic replacement materials and the development of former farmland at the edge of town, the district as a whole retains its late-19th to early-20th century architectural character. Pittsville is significant as a rural community that provided services for outlying agricultural areas and grew with the arrival of railroad transportation and retains its integrity as such a community.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended

Criteria: X A B X C D Considerations: A B C D E F G

MHT Comments:

Nicole Diehlmann

Reviewer, Office of Preservation Services

Monday, June 14, 2004

Date

Peter Kurtze

Reviewer, National Register Program

Date

Pittsville Historic District
WI-489
Pittsville, Wicomico County
Early 19th century – 1954

Pittsville is a sprawling, rural community, dating to the mid- to late-19th century, when the railroad arrived and spurred town growth. Early town development centered along Railroad Avenue and Main Street, and gradually extended along Pine Street to Old Ocean City Road. The landscape is completely level. Structures are typically two stories, frame and placed on large lots. Most of the structures retain their late 19th and early 20th century form and details. Some structures have been altered by the addition of synthetic siding materials and replacement windows and a few structures, including the train station and a store, have been relocated. Despite these alterations, Pittsville retains integrity of location, design, materials, setting and feeling.

Pittsville is significant as a rural community that provided services for outlying agricultural areas and grew with the arrival of railroad transportation and retains its integrity as such a community. Despite the addition of some synthetic replacement materials and the development of former farmland at the edge of town, the district as a whole retains its late-19th to early-20th century architectural character. Pittsville is eligible for listing on the National Register of Historic Places under Criteria A and C.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WI-489

1. Name of Property (indicate preferred name)

historic Pittsville Historic District (preferred)

other _____

2. Location

street and number _____ not for publication

city, town Pittsville _____ vicinity

county Wicomico County

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

name Multiple Ownership

street and number _____ telephone _____

city, town Pittsville state MD zip code 21850

4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse liber _____ folio _____

city, town Salisbury, MD tax map 300, 301, 302 tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<u>88</u>	<u>40</u> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	_____	_____ sites
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	_____	_____ objects
		<input type="checkbox"/> funerary	<u>88</u>	<u>40</u> Total
		<input type="checkbox"/> government	_____	
		<input type="checkbox"/> health care	_____	
		<input type="checkbox"/> industry	_____	
		<input type="checkbox"/> landscape	_____	
		<input type="checkbox"/> recreation/culture	_____	
		<input checked="" type="checkbox"/> religion	_____	
		<input type="checkbox"/> social	_____	
		<input type="checkbox"/> transportation	_____	
		<input type="checkbox"/> work in progress	_____	
		<input type="checkbox"/> unknown	_____	
		<input type="checkbox"/> vacant/not in use	_____	
		<input type="checkbox"/> other:	_____	
			Number of Contributing Resources previously listed in the Inventory	
			<u>8</u>	

7. Description

Inventory No. WI-489

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.

Pittsville is a sprawling, rural community, dating to the mid- to late-19th century, when the railroad arrived and spurred town growth. Early town development centered along Railroad Avenue and Main Street, and gradually extended along Pine Street to Old Ocean City Road. The landscape is completely level. Structures are typically two stories, frame and placed on large lots. Most of the structures retain their late 19th and early 20th century form and details. Some structures have been altered by the addition of synthetic siding materials and replacement windows and a few structures, including the train station and a store, have been relocated. Despite these alterations, Pittsville retains integrity of location, design, materials, setting and feeling.

Pittsville is a small incorporated town in Wicomico County eleven miles east of Salisbury, the county seat. Its rural heritage is evident in the level agricultural land that surrounds the town and the large town lots. The only vestige of the town's railroad heritage is the relocated railroad station, now situated on Maple Street. The tracks that once ran along Railroad Avenue have been removed.

The Pittsville Historic District is comprised of 128 properties. Of the 128 properties, 88 contribute to the district and 40 do not contribute or are vacant. The district is rural in character with no formal town plan. The topography is completely level and the town is characterized by large open lots that are irregular in size. The district is comprised of a mix of residential, commercial and institutional structures. These buildings are typically frame set on brick pier foundations, two to two-and-a-half stories in height, three to five bays wide, with a mix of roof types. Structures are not placed at a standard setback, but most are placed close to the road. Houses along Railroad Avenue and Main Street are fairly large in scale, while houses on the side streets are more modest. Most structures are vernacular; however, some properties do exhibit a fine level of late 19th and early 20th century architectural detailing. These details include finely worked cornices and pointed arched Gothic Revival windows. Structures along Old Ocean City Road are typically early 20th century bungalows interspersed with post World War II Cape Cods.

There are two historic stores in the community. Both are gable fronted, two stories in height and three bays wide. The one currently at 7415 Maple Street (WI-52) was originally located at the corner of Pittsville Gumboro Road (Maryland Route 353) and Main Street. It was constructed circa 1860 for use as a general store on the first floor, with second story meeting space. It was moved in the early 1980s to prevent it from being burned so the lot could be used for other purposes.¹ According to architectural historian Paul Touart, it is "one of the best preserved nineteenth century commercial buildings in Wicomico County."² The other store, which lies at 34611 Main Street, is in fair condition.

The Pittsville Full Gospel Church is a late 19th century frame structure on Railroad Avenue. It is gable fronted with a central entrance and steeple. The decorative, pointed steeple sits on a partially integrated square tower. The one story entrance bay projects slightly from the tower and the door is topped by a gothic arched window. Tall narrow windows decorated with stained glass block flank the entrance bay and line the sides of the church.

The Ayers United Methodist Church faces the Pittsville Gumboro Road on the southwest corner at Pearl Street. The building is gable fronted, with a short, square corner tower on the southeast side. It is frame, but has been covered in synthetic siding. The sides are lined with stained glass block windows with pointed tops. An ell is placed perpendicular to the sanctuary on the north side.

The Peninsula Bank, originally the Truckers and Savings Bank, is located at the northwest corner of Railroad Avenue and Route 353. It is a one story, side-gabled building constructed of rusticated concrete block with a series of arched-topped windows along the side that was constructed in 1906.

The old Pittsville Firehouse stands at the northwest corner of Main Street and Route 353. It was constructed in 1929 of brick laid in a decorative pattern. It is two stories tall with two bays for fire engines on the lower story and three bays on the second story. This structure is no longer in use. A new firehouse was built further south on Route 353 in 1971.

At the corner of Pine Street and Old Ocean City Highway is a fine early 20th century rusticated concrete block auto dealership which is still in operation today.

Overall, Pittsville maintains its character as a rural community that grew with the arrival of the railroad, despite some alterations to buildings with replacement windows and synthetic siding materials. While much of the surrounding land outside of the Historic District has been developed for the construction of new residences within the last fifty years, there are still many large lots and agricultural fields to maintain the town's agricultural association.

¹ Parsons, p. 20.

² Maryland Inventory of Historic Properties (MIHP) Form WI-52.

8. Significance

Inventory No. WI-489

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input checked="" 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 checked="" 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 checked="" 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 early 19th century – 1954

Architect/Builder

Construction dates mid-19th through early 20th century

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.)

Pittsville is significant as a rural community that provided services for outlying agricultural areas and grew with the arrival of railroad transportation and retains its integrity as such a community. This small rural community maintains its integrity of design, materials, setting and feeling. Despite the addition of some synthetic replacement materials and the development of former farmland at the edge of town, the district as a whole retains its late-19th to early-20th century architectural character. Pittsville is eligible for listing on the National Register of Historic Places under Criteria A and C.

Pittsville first developed as Derrickson's Cross Roads in the early nineteenth century with the establishment of a store by Levin Derrickson. Early development continued at a slow pace with most development occurring on parcels of four acres or more. A post office was established in the community in 1855. This was the first post office in what was to become Wicomico County east of Salisbury.³ The pace of development rapidly increased in 1868, when the Wicomico and Pocomoke Railroad reached Pittsville. That year both freight and passenger service began, linking the town to Salisbury and Ocean City.

The Wicomico and Pocomoke Railroad was incorporated in 1864. Construction on the line began in 1867 and was completed in 1869. The Railroad's first president was Dr. Hilary R. Pitts a general practitioner who resided in Berlin. It is suggested that Dr. Pitts named the station Pittsville after himself. The town soon thereafter adopted the name Pittsville as well. In 1886, the Railroad was purchased by the Baltimore and Eastern Shore Railroad, linking the community to Claiborne on the eastern shore of the Chesapeake Bay. A trip from Ocean City to Baltimore City at that time took just five hours. Because of the high cost of construction, the line had financial troubles and was sold. New owners called it the Baltimore, Chesapeake and Atlantic Railroad. By 1902, the Pennsylvania Railroad had a controlling interest in the line, and in 1928, the Pennsylvania bought it outright. Through a series of financial troubles and natural disasters beginning in the 1930s, the line was slowly shorted and eventually stopped in 1972.⁴

The railroad broadened the market for local products, especially the town's main crop, strawberries. The first recorded strawberry shipment from Pittsville was made by Dr. G.W. Truitt, Richy Fooks and L.J. Timmons in 1868. The strawberries were generally shipped at the growers expense to produce houses in the city via refrigerated railcars. In season, farmers would ship thirty to forty railroad cars of strawberries per day. As the market grew, professional buyers would come to Pittsville to make deals with the growers. These buyers would often stay at the Dennis Hotel, which operated on the south side of Main Street. To get better prices from the buyers, early 20th century strawberry growers established a local strawberry auction downtown. The auction became the largest on the Eastern Shore. The site of the last strawberry auction was on the property which is now a playground behind Ayers U.M. Church.⁵

Farming was a major industry for the community, as was lumber. The Lake, Griffing and Stevenson 1877 Atlas of Wicomico, Worcester and Somerset indicates three dry goods dealers, three lumber dealers, one cabinet maker and one physician operating in town. The map shows the railroad tracks running along what is currently Railroad Avenue. The depot was located on the north side the railroad tracks by Delaware Street (now Route 353). There was also a grain house adjacent to the railroad and a granary on Pine

³ Parsons, p. VIII.

⁴ Corddry, p. 41; Parsons, p. 25-26.

⁵ Parsons, p. 8-11.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Pittsville Historic District
Continuation Sheet

Number 8 Page 1

Street. Other businesses were established to serve residents of the town and outlying areas. At one point Pittsville had ten stores serving the community. In 1906, a group of citizens organized the Truckers and Savings Bank on the northwest corner of Railroad Avenue and Route 353 to serve the community. After a series of ownership changes, the bank is operated by Peninsula Bank. A tomato canning factory was opened in town in the 1920s in a former lumber mill on the north side of Railroad Avenue. Another cannery operated on Pine Street.⁶

Because of its level topography and proximity to the Great Pocomoke Swamp, the Pittsville area has been plagued with drainage problems which often impacted crops grown by the local farmers. To supplement their incomes, in November and December, local families would create and sell holly wreaths and other festive greenery from the local forests and swamps.⁷

Pittsville did have a school on the east side of town. The 1877 Atlas shows School No. 6 on the south side of Main Street. In the early 20th century a new school was built and through a series of additions and alterations it was expanded to two stories and eventually served children through grade eleven. The building was abandoned in 1930 when a new brick school was constructed on Old Ocean City Road. The old school burned down in 1937.⁸

The Grace Methodist Protestant Church congregation was established in the 1820s in the Friendship area, but later moved to Pittsville. The Church on Main Street was built in 1876 and consecrated in 1880. The Church and parsonage are shown on the 1877 Atlas. In the late 20th century congregation membership declined, forcing members to combine with the Ayres United Methodist Church. The church was sold to another denomination and is now called the Pittsville Full Gospel Church.⁹

The original Ayres Methodist Episcopal Church was built in 1840. Due to discontent over Civil War issues, the congregation was disbanded in 1874. Fourteen years later, Pittsville residents applied to the Methodist Episcopal Church to reorganize and hold regular services. The application was granted and between 1888 and 1889, a new church was built. In 1906, the building was remodeled. The bell tower was added, the entrance door was moved from the center to the corner, stained glass windows were installed, and a new pulpit constructed. The Sunday School room was added in 1948 on the north side perpendicular to the sanctuary. A brick educational building was added to the site in 1958.¹⁰

Pittsville had become the center of shipping and transportation for eastern Wicomico County, but its importance diminished with that of the railroad. The first automobile dealership was established in town in 1912. It was located at the southeast corner of Pine and Main streets and sold Fords, Maxwells and Buicks. The construction of the Old Ocean City Road, leading from Salisbury to near Ocean City, in 1914-15 spurred further development at the edge of town. Both a Ford and Chevrolet dealership were constructed in town at this time as well as several automobile servicing businesses, leading the change to an automobile oriented community.¹¹

The Town was finally incorporated in 1945, allowing the community to make improvements such as adding street lights, maintaining garbage collection and ensuring good roads and proper drainage.

⁶ Parsons, p.12-13, 24.

⁷ Corddry, p.42.

⁸ Parsons, p. 13-15.

⁹ Parsons, p. 4-5.

¹⁰ Parsons, p. 5-8.

¹¹ Parsons, p. 15-17.

9. Major Bibliographical References

Inventory No. WI-489

Corddry, George, *Wicomico County History* (Salisbury, Maryland: Peninsula Press, 1981)

Parsons, Louis, *Pittsville: An Eastern Shore Town's History* (Salisbury, Maryland: Sir Speedy Printing Center, no date)

Wicomico Bicentennial Commission, *The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland* (Salisbury, MD: Peninsula Press, 1976)

10. Geographical Data

Acreage of surveyed property 132.29
Acreage of historical setting 132.29
Quadrangle name Pittsville

Quadrangle scale: 1:24,000

Verbal boundary description and justification

As the town developed in a sprawling, haphazard manner, the boundaries for the Pittsville Historic District are quite irregular. From east to west, the boundaries for the district include almost all parcels facing Railroad Avenue from Parker Street to Cemetery Avenue; almost all the parcels on Main Street from Parker Street to just east of Maple Street; and, parcels on Old Ocean City Road from just west of Pine Street to approximately one block east of Timmons Street. From north to south, the boundaries include parcels on the Gumboro Pittsville Road (Route 354) from Main Street to just north of Purdue Street; parcels on Purdue Street; almost all parcels on Pine Street from Railroad Avenue to just south of Old Ocean City Road. These boundaries include contributing structures dating from the town's railroad heyday through its evolution into an automobile oriented community along Old Ocean City Road.

11. Form Prepared by

name/title	Nicole A. Diehmann		
organization	Maryland Historical Trust	date	June 21, 2004
street & number	100 Community Place	telephone	410-514-7625
city or town	Crownsville	state	MD

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

Contributing & Noncontributing Resources

District Name: Pittsville Historic District

Inventory Number: WI-489

Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
	Noncontributing	0301	0421		1	
	Noncontributing	0301	0421		3	
	Noncontributing	0301	0452		0	
	Noncontributing	0301	0452		0	
	Noncontributing	0301	0452	D	4 5	
	Noncontributing	0301	0510			
	Noncontributing	0301	0516		1	
	Noncontributing	0301	0516		2	
	Noncontributing	0301	0516		4	
	Noncontributing	0301	0516		5	
	Noncontributing	0301	0516		6	
	Noncontributing	0301	0516		7	
	Noncontributing	0301	0567			
	Noncontributing	0301	1171			
	Contributing	0301	1173			
	Noncontributing	0301	1174			
	Noncontributing	0301	1177			
	Contributing	0301	1182			
	Noncontributing	0301	1193			
	Noncontributing	0301	1196			
	Noncontributing	0301	1198			
	Noncontributing	0301	1204			
	Noncontributing	0301	1460			
	Noncontributing	0302	1038			
7454 CEMETERY AVE	Contributing	0302	1264		1	
7453 CHURCH ST	Contributing	0302	1235			
7466 COLLINS ST	Contributing	0301	0531			
7486 COLLINS ST	Noncontributing	0301	1465			
7500 COLLINS ST	Contributing	0301	0529			
7524 COLLINS ST	Contributing	0301	0587			
7240 FRIENDSHIP ROAD	Contributing	0301	1031			
7252 FRIENDSHIP ROAD	Contributing	0302	1030			

Contributing & Noncontributing Resources

District Name: Pittsville Historic District

Inventory Number: WI-489

Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
7264 FRIENDSHIP ROAD	Noncontributing	0302	1029			
7456 GUMBORO ROAD	Contributing	0301	0995			WI-501
7457 GUMBORO ROAD	Noncontributing	0301	1170			
7481 GUMBORO ROAD	Contributing	0301	0448			
7516 GUMBORO ROAD	Contributing	0301	0509			WI-502
7519 GUMBORO ROAD	Contributing	0301	0451			
7531 GUMBORO ROAD	Noncontributing	0301	0452			
7534 GUMBORO ROAD	Contributing	0301	0508			
7553 GUMBORO ROAD	Contributing	0300	0464			
34465 MAIN ST	Contributing	0301	0991			
34470 MAIN ST	Contributing	0301	0990			
34473 MAIN ST	Noncontributing	0301	0992			
34483 MAIN ST	Contributing	0301	0994			
34565 MAIN ST	Contributing	0301	1169			
34569 MAIN ST	Contributing	0301	1172			
34578 MAIN ST	Contributing	0301	1175			
34581 MAIN ST	Contributing	0301	1178			
34582 MAIN ST	Contributing	0301	1176			
34586 MAIN ST	Noncontributing	0301	1180			
34589 MAIN ST	Contributing	0301	1179			
34604 MAIN ST	Contributing	0301	1181			
34611 MAIN ST	Contributing	0301	1183			
34612 MAIN ST	Contributing	0301	1184			
34628 MAIN ST	Contributing	0301	1203			
34629 MAIN ST	Contributing	0301	1199			
34636 MAIN ST	Contributing	0301	1202			
34641 MAIN ST	Contributing	0301	1200	C	1	
34644 MAIN ST	Contributing	0301	1201			
34654 MAIN ST	Contributing	0301	1232			WI-105
34660 MAIN ST	Contributing	0301	1231			
34670 MAIN ST	Contributing	0301	1230			WI-497
34674 MAIN ST	Contributing	0302	1229			

Contributing & Noncontributing Resources

 District Name: Pittsville Historic District

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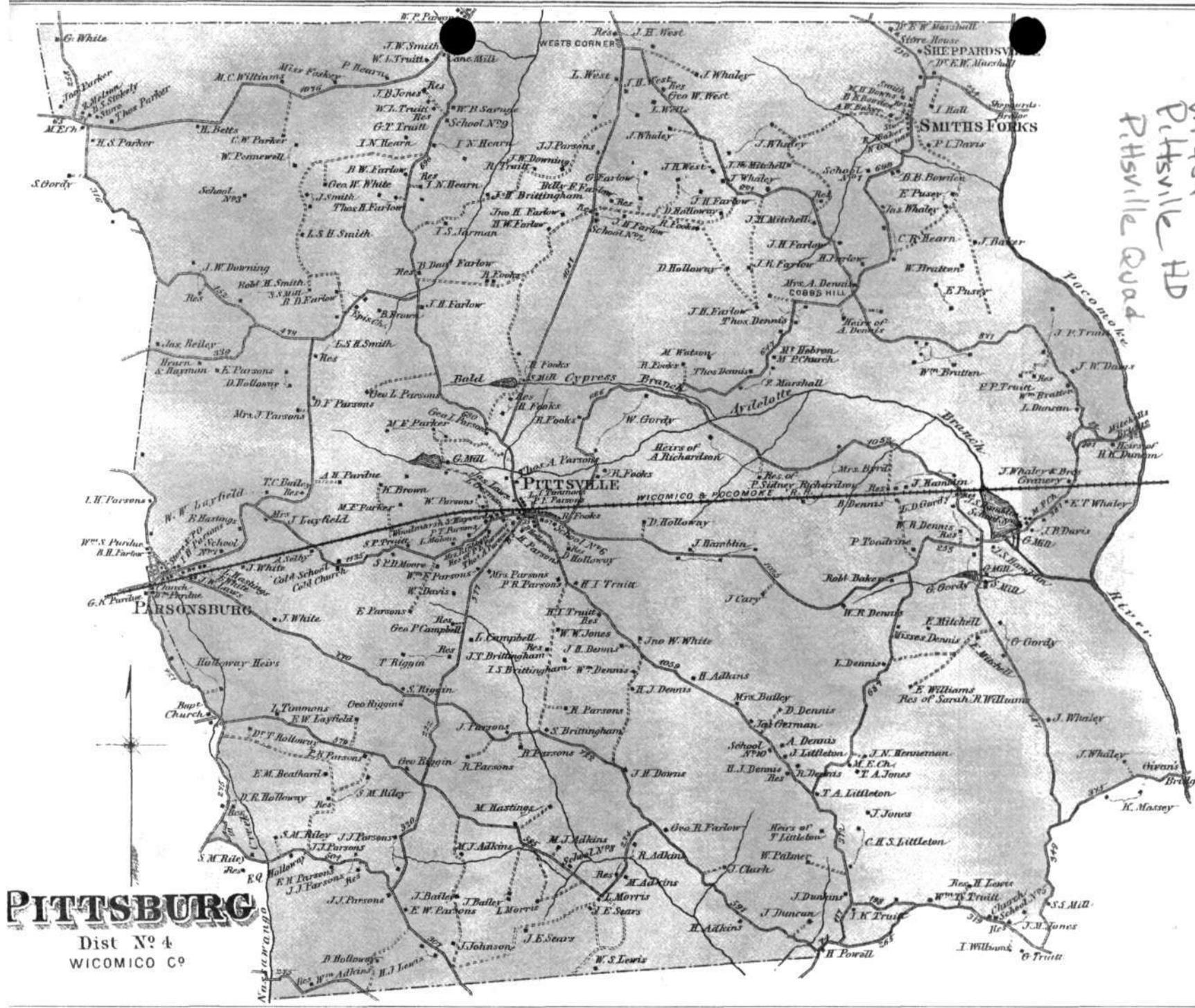
Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
34675 MAIN ST	Contributing	0301	1206			
7410 MAPLE ST	Contributing	0301	1200	C	2	WI-495
7415 MAPLE ST	Contributing	0301	1205			WI-52
7489 MAPLE ST	Contributing	0301	1456		PAR1 B	
34623 OLD OCEAN CITY ROAD	Contributing	0301	1026		9 10	
34633 OLD OCEAN CITY ROAD	Noncontributing	0301	1027		2	
34638 OLD OCEAN CITY ROAD	Noncontributing	0301	1068			
34641 OLD OCEAN CITY ROAD	Noncontributing	0301	1027		1	
34651 OLD OCEAN CITY ROAD	Contributing	0301	1027			
34665 OLD OCEAN CITY ROAD	Contributing	0302	1028		1	
34690 OLD OCEAN CITY ROAD	Contributing	0301	1066			
34704 OLD OCEAN CITY ROAD	Contributing	0301	1065			
34712 OLD OCEAN CITY ROAD	Contributing	0302	1064			
34722 OLD OCEAN CITY ROAD	Contributing	0302	1063			
34734 OLD OCEAN CITY ROAD	Contributing	0301	1062			
34737 OLD OCEAN CITY ROAD	Contributing	0302	1039			
34818 OLD OCEAN CITY ROAD	Noncontributing	0302	1058		2	
34821 OLD OCEAN CITY ROAD	Contributing	0302	1045			
34824 OLD OCEAN CITY ROAD	Contributing	0301	1057		1	
34845 OLD OCEAN CITY ROAD	Contributing	0302	1046			
34537 PEARL ST	Contributing	0301	1457		1	
7478 PERDUE ST	Contributing	0301	0445			
7525 PERDUE ST	Contributing	0301	0443		2	
7535 PERDUE ST	Contributing	0301	0443		1	
7550 PERDUE ST	Noncontributing	0301	0452		12 13	
7565 PERDUE ST	Noncontributing	0301	0452		8 9	
7292 PINE ST	Contributing	0301	1067			
7300 PINE ST	Noncontributing	0301	1195			
7310 PINE ST	Noncontributing	0301	1194			
7328 PINE ST	Contributing	0301	1192			
7345 PINE ST	Contributing	0301	1197			
7346 PINE ST	Contributing	0301	1190			

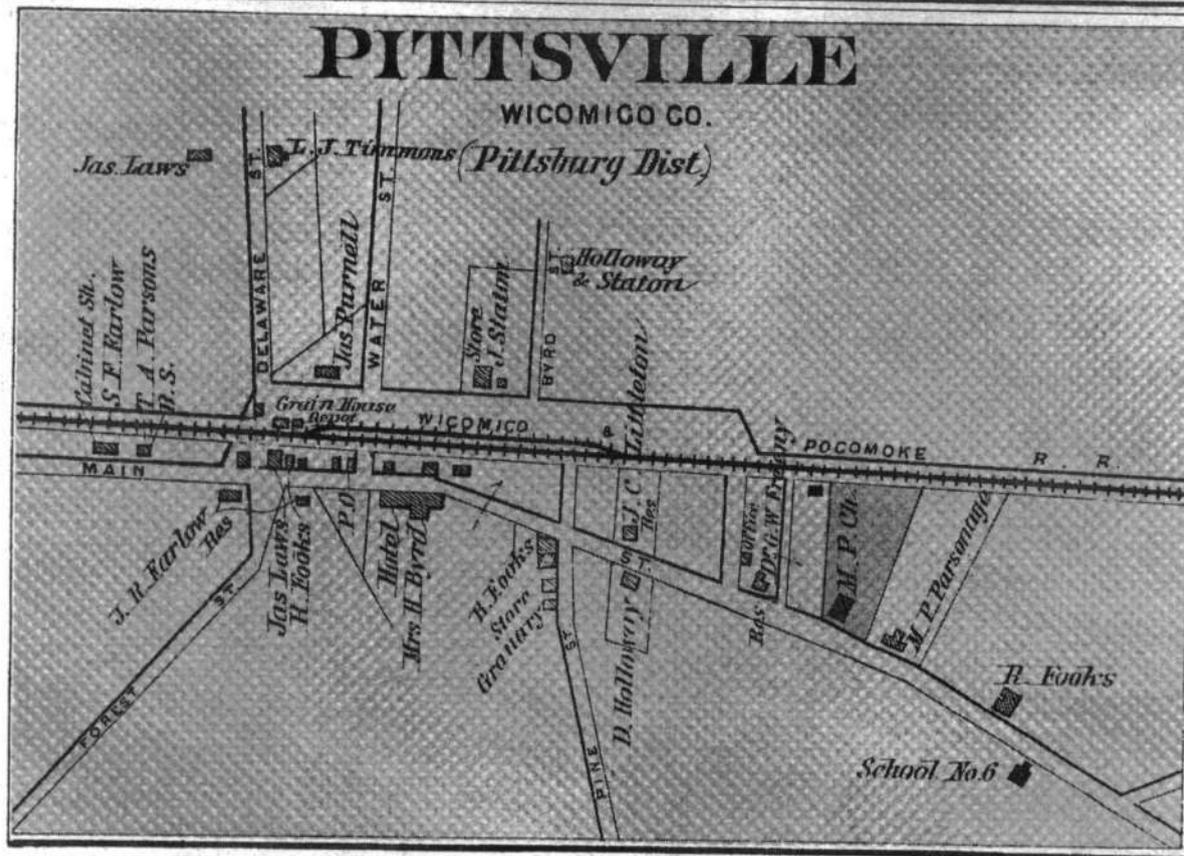
Contributing & Noncontributing Resources

District Name: Pittsville Historic District

Inventory Number: WI-489

Address	Contributing Resource?	Map	Parcel	Block	Lot	Inventory No.
7366 PINE ST	Noncontributing	0301	1189			
7378 PINE ST	Contributing	0301	1188			
34414 RAILROAD AVE	Contributing	0301	0558			
34424 RAILROAD AVE	Contributing	0301	1454		1	
34440 RAILROAD AVE	Noncontributing	0301	1454		2	
34534 RAILROAD AVE	Contributing	0301	0513			
34544 E RAILROAD AVE	Contributing	0301	0512			
34554 RAILROAD AVE	Contributing	0301	0511			WI-493
34566 RAILROAD AVE	Contributing	0301	0447			
34570 RAILROAD AVE	Contributing	0301	0446			
34590 RAILROAD AVE	Contributing	0301	0442			
34610 RAILROAD AVE	Contributing	0301	0440			
34622 RAILROAD AVE	Contributing	0301	0439			
34630 RAILROAD AVE	Contributing	0301	0438			
34636 RAILROAD AVE	Contributing	0301	0437			
34644 RAILROAD AVE	Contributing	0301	0436			
34656 RAILROAD AVE	Contributing	0301	1456		PAR1 A	
34666 RAILROAD AVE	Contributing	0301	0424			
34676 RAILROAD AVE	Contributing	0301	0422			
34682 RAILROAD AVE	Contributing	0301	0423			
34704 RAILROAD AVE	Noncontributing	0301	0421		2	
34724 RAILROAD AVE	Contributing	0301	0420			
34732 RAILROAD AVE	Contributing	0302	0419			
34756 RAILROAD AVE	Contributing	0302	0412			
34766 RAILROAD AVE	Contributing	0302	0410			
34791 RAILROAD AVE	Contributing	0302	1239			
7285 TIMMONS ST	Contributing	0301	1060			
7286 TIMMONS ST	Contributing	0301	1061			
34421 WEST ST	Contributing	0301	0580			WI-491
34429 WEST ST	Contributing	0301	0581			
34441 WEST ST	Contributing	0301	0582			
34449 WEST ST	Noncontributing	0301	0583			





PITTSVILLE BUSINESS REFERENCES. SAMUEL F. FARLOW, Cabinet-maker and Un-

J. W. DAVIS, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Drugs, Dye-stuffs, Patent Medicines, Fancy Articles, Notions, &c.

HOLLOWAY AND MEZICK, Dealers in, and Manufacturers of all kinds of Pine Lumber. Orders promptly by Rail or otherwise. Mill near Salisbury. P. O. and Lumber-yard, Pittsville, Md.

GEORGE P. CAMPBELL, Dealer in, and Manufacturer of all kinds of Lumber. Mill in Baltimore Hundred, Delaware. P. O., Pittsville.

WEST AND ROUNDS, Dealers in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Millinery, Perfumery, Drugs, Patent Medicines, Confectioneries, Notions, &c.

undertaker. All kinds of Work in my line done with neatness and dispatch.

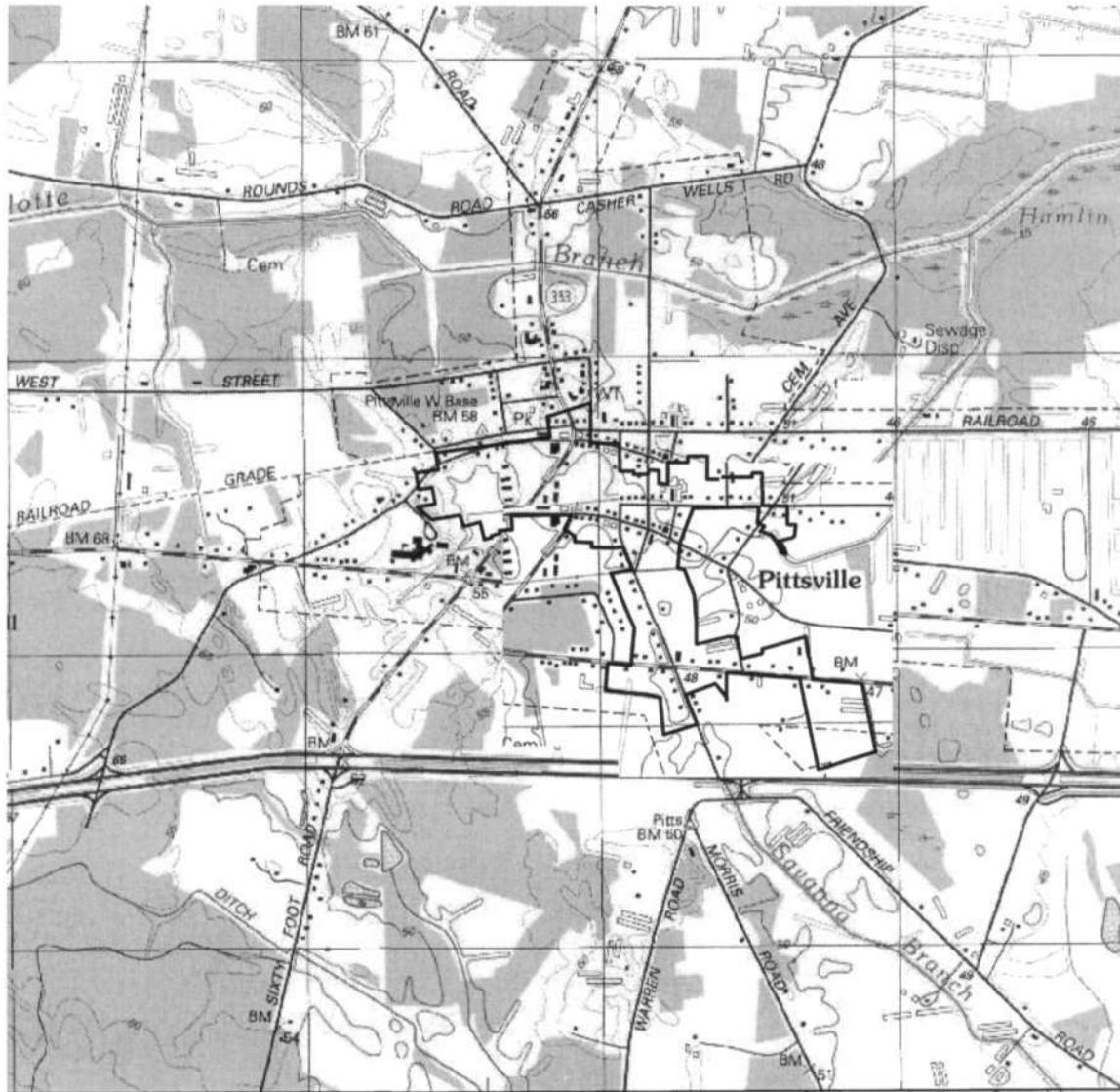
RITCHIE FOOKS, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Drugs, Medicines, Patent Medicines, Toilet Soaps, Harness, Saddlery, Furniture, Notions, &c.

J. H. WEST, Manufacturer of all kinds of Lumber. Orders for lumber promptly filled. Lumber of all kinds kept on hand, and for sale at all times. Mill and yard on Maryland and Delaware line near West's Corner. P. O., Pittsville.

G. W. FREENY, Physician and Surgeon. Office and Res., Pittsville.

W1-489
Pittsville HD
Pittsville Goods

WI-489
Pittsville Historic District
Wicomico County
Pittsville Quadrangle





W1-489

W1-489

34600 block Railroad Avenue

Pittsville Historic District

Wicomico co. MD

Nicole Diehlmann

3/4/04

MD SHPO

North Side facing West

1 of 4



WI. 489

7500 bl. Purdue Street

Pittsville Historic District

Wicomico County MD

Nicole Diehlmann

3/4/04

MD SHPO

Facing North

#2 of 4



Jackson
Floral Design

Schoolhouse
Collectibles →

Talbot Tax
Service →

WI-439

North Side Main Street

Pittsville Historic District

Wicomico Co. MD

Nicole Diehlmann

3/4/04

MD SHPO

Looking East at Pittsville Full Gospel Church

#3 of 4



WI- 489

7415 Maple Street

Pittsville Historic District

Wicomico County MD

Nicole Diehlmann

3/4/04

MD SHPO

Store originally located at Rt. 353 and Main Street

4 of 4

WI-489
Pittsville
Salisbury vicinity
Public and private

19th century and 20th centuries

Originally known as Derrickson's Crossroads, or more simply, "The Crossroads," a small community emerged during the first quarter of the nineteenth century as a center of commerce in the western precincts of what was then Worcester County. Located at the intersection of several converging roads, Derrickson's Crossroads was situated where the main east/west route joining Salisbury and Berlin crossed several north/south roads connecting interior Worcester County plantations and farms with nearby Delaware towns.

The earliest reference for the name Derrickson's Crossroads dates to 1817 when Justice of the Peace Joshua Lewis established court at his residence in or near the crossroads. A few years later, in an 1821 deed from Henry Dennis to Billy Fooks for a part of a tract known as "A Gift to My First Son," the community is mentioned in the metes and bounds of the tract which joined the southeast corner of the Methodist preaching house lot called the "Derrickson's X roads meeting house." The year before Henry Dennis, Sr. and his wife Elizabeth transferred a small lot to William Parsons of John, Daniel Fooks, John Dennis, Sr., George Truitt of Job, and Thomas White, who were the appointed trustees of the Derrickson's Crossroads Methodist congregation, "...provided that they shall erect & build or cause to be built thereon a house for the use of the members of the Methodist Church as a preaching house & also to serve as a school house." Evidently the Derrickson family operated a store at this location during the 1820s, although little information on this business has been found. Lands held by Levin Derrickson were sold following his death, which included a tract called "Derrickson's Choice" lying near Derrickson's X roads...together with the land and

improvements called Derrickson's X roads lying and being in the Fourth Election District."

Following Levin Derrickson's death and the sale of his land holdings, a crossroads store was operated by partners, James Minos Fooks and his brother-in-law, Benjamin H. Byrd, who signed articles of agreement concerning a store on January 2, 1832. James Fooks became the first postmaster in 1855, and he probably operated the mail service from the store building.

By the time Simon Martenet published his maps of the Maryland counties in 1866, "The Crossroads" is clearly indicated in the center of the Crossroads Election District, No. 4. The Methodist Episcopal church is located at the crossroads along with a school. Two years later, the Wicomico & Pocomoke Railroad was laid across the level fields between Salisbury and Berlin, thereby sponsoring a surge of growth and commerce unknown to the crossroads community. As a sign of a new beginning, Derrickson's Crossroads was renamed Pittsville in honor of Dr. Hillary R. Pitts, president of the Wicomico & Pocomoke.

Running through the center of the old crossroads village, the railroad and its attendant passenger and freight services sponsored a distinct boost in the economic vitality of the town as well as the hundreds of farms in the Pittsburg Election District. By the time the 1877 atlas was published nine years following the completion of the rail line, Pittsville boasted four general merchandise stores, two churches, a hotel, lumber mills, as well as its own cabinetmaker/undertaker, and physician.

Pittsville continued to thrive as the trading and shipping center for a large agricultural region in eastern Wicomico County, which had been created in 1867 from portions of Worcester and Somerset. During the period between the completion of the railroad and the

early twentieth century, lower Shore farmers embraced the cultivation of a variety of fruits for export. Around Pittsville, the strawberry was the predominant fruit crop, and by the early twentieth century it was one of the most lucrative agricultural products for the entire region. Reporting on the state of Pittsville's strawberry crop in 1913, *The Wicomico News* stated that

Prosperity reigns in this town and vicinity just at present. The growers of strawberries received the largest sums for fruit delivered at the station this season in the history of berry growing. Prices ranged high all season, and while the frost and freeze destroyed a part of the crop it is the general opinion that the net results were far in excess of what they would have been had the crop been full.

Many of our farmers who had as much as four acres of berries netted a thousand dollars on their crop. Many farmers netted a great more than that and it is not hard to find a half-dozen growers in a crowd talking, each of whom received as much as a thousand, twelve hundred and some fifteen hundred dollars for their crop... The farmers of Pittsville and Dennis, as well as Willard district, need not be afraid to set out berry patches, because it is acknowledged that the land in this section of the county grows the finest strawberries grown in the United States, and the yield is as high per acre as anywhere.

The shipping arrangements this season were the best we have ever had. Refrigerator cars were brought to Pittsville in the early morning and growers could bring in their berries all day until late afternoon and load them in iced cars, which insured perfect fruit when delivered to the cities the next morning. The farmers and growers of Pittsville appreciate the efforts of the local buyers who have created such a fine market for strawberries on the east side of the county by buying the fruit every day. In the old days the growers received very little for their fruit because it was shipped on consignment to the cities, and the commission merchants got the big slice of the profits. Now there is no fruit consigned. It is bought and paid for every day at the platform and is all sold by the growers at auction to the buyer who will give the best prices. The growers are learning to pack their fruit better and this is another reason they get the big prices.

As indicated in the newspaper article, Pittsville growers got the best price for their strawberries when sales were handled locally, and buyers purchased the berries directly from

the farmers. The direct purchase of the berries started around 1903 and was organized with a regular auction schedule shortly thereafter. The strawberry boom, however, did not last forever. In the 1940s the "red steele" disease swept through the region and killed many of the varieties. Despite the devastation to the region's crop, Pittsville's strawberry auction block, known as the "Hi-Dollar Market," was a fixture in the community until the mid 1960s.

Like most small towns on the Eastern Shore, growth of business and population stagnated during the Depression, and the widespread ownership of automobiles with the attendant improvements in the road systems spelled ultimate doom for many of the traditional general stores. Within the past twenty years, however, the population of Pittsville has increased and new houses have been built within an expanded town limits.

Name Pittsville Survey District
Continuation Sheet

Number 7 Page 1

7. Description

Inventory No. WI-489

Condition

	excellent	deteriorated
x	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.

The town of Pittsville is located in the center of the Pittsburg Election District north of US Route 50 in Wicomico County, Maryland. Principal road access is provided by means of MD Route 353, which intersects Route 50 south of the town. The town is approximately seven (7) miles east of Salisbury. Running on an east/west course through the center of Pittsville is Main Street, which parallels the former right-of-way of the old Wicomico & Pocomoke Railroad, later the Baltimore & Eastern Shore Railroad, and later yet the Baltimore, Chesapeake & Atlantic Railroad. Main Street is located on the south side of the right-of-way while Railroad Avenue runs east/west on the north side of the former rail line. Intersecting Main Street in the center of Pittsville is MD Route 353, also known as Delaware Avenue. Several side streets oriented on a rough grid pattern intersect these principal roads. When the Ocean City Road was built between Salisbury and the seaside resort, its path passed a short distance south of Pittsville. New construction occurred along its route during the decades that followed.

The historic resources that define the town of Pittsville principally date to the second half of the nineteenth century and the first half of the twentieth century. Approximately two-hundred and fifty (250) standing structures line the primary roads and side streets of the town. Principal among the historic properties is the Pittsville Store (WI-52), a well-preserved frame commercial structure dating around 1870. Originally located in the center of the town, it was relocated to Maple Street in 1980. Relocated to Maple Street as well is the Pittsville Ticket Office (WI-495), a turn of the twentieth-century board-and-batten frame station retaining its broad hip roof and bracket supports. While these structures have been moved from the center of the town, the original business district is defined by the old Pittsville Firehouse (WI-501) and a branch of Peninsula Bank, housed in an early twentieth-century rusticated concrete block structure originally built for the Trucker's and Savings Bank.

Two late nineteenth-century Gothic Revival churches are located in Pittsville. Ayres United Methodist Church, erected in 1888 for the Methodist Episcopal congregation, stands north of the crossroads along Route 353, while the former Grace M. P. Church stands along Main Street.

While oldest structure in Pittsville is yet to be determined, there are several one- or two-story, two- and three-bay frame structures that date to the mid nineteenth century. Resting on low brick foundations, the houses are sheathed with a variety of materials ranging from plain weatherboard siding to artificial coverings of asbestos shingles or vinyl siding.

The prosperity during the fourth quarter of the nineteenth century and the first quarter of twentieth century sponsored a host of new houses and commercial buildings, many of which survive in the town. Mid size to large Victorian dwellings with cross gables of pediment fronts and wraparound porches are dotted throughout the town. After the construction of the Ocean City Road in 1913-14 a group of bungalow, Colonial Revival, and four-square dwellings were erected along its path.

Name Pittsville Survey District

Continuation Sheet

Number 8 Page 1**8. Significance**

Period	Areas of Significance	Check and justify below		
1600-1699	agriculture	economics	health/medicine	performing arts
1700-1799	archeology	education	industry	philosophy
<u>x</u> 1800-1899	<u>x</u> architecture	engineering	invention	politics/government
<u>x</u> 1900-1999	art	entertainment/ recreation	landscape architecture	religion
2000-	commerce	ethnic heritage	law	science
	communications	exploration/ settlement	literature	social history
	community planning		maritime history	transportation
	conservation		military	other:

Significance dates

Architect

Specific dates

Builder

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 reports, complete evaluation on a DOE Form – see manual.)

Originally known as Derrickson's Crossroads, or more simply, "The Crossroads," a small community emerged during the first quarter of the nineteenth century as a center of commerce in the western precincts of what was then Worcester County. Located at the intersection of several converging roads, Derrickson's Crossroads was situated where the main east/west route joining Salisbury and Berlin crossed several north/south roads connecting interior Worcester County plantations and farms with nearby Delaware towns. The earliest reference for the name Derrickson's Crossroads dates to 1817 when Justice of the Peace Joshua Lewis established court in his residence at the crossroads. A few years later, in an 1821 deed from Henry Dennis to Billy Fooks for a part of tract known as "A Gift to My First Son," the community is mentioned in the metes and bounds of the tract which joined the southeast corner of the Methodist preaching house lot called the "Derrickson's X roads meeting house."¹ The year before Henry Dennis, Sr. and his wife Elizabeth transferred a small lot to William Parsons of John, Daniel Fooks, John Dennis, Sr., George Truitt of Job, and Thomas White, who were the appointed trustees of the Derrickson's Crossroads Methodist congregation, "...provided that they shall erect & build or cause to be built thereon a house for the use of the members of the Methodist Church as a preaching house & also to serve

¹ Worcester County Land Record, AM/440, 17 November 1821.

Name Pittsville Survey District

Continuation Sheet

Number 8 Page 2

as a school house..."² Evidently the Derrickson family operated a store at this location during the 1820s, although little information of this business has been found. Lands held by Levin Derrickson were sold following his death, which included a tract called "Derrickson's Choice," lying near Derrickson's X roads...together with the land and improvements called Derrickson's X roads lying and being in the Fourth Election District."³

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By the time Simon Martenet published his maps of the Maryland counties in 1866, "The Crossroads" is clearly indicated in the center of the Crossroads Election District, No. 4.⁶ Two years later, the Wicomico & Pocomoke Railroad was laid across the level fields between Salisbury and Berlin, thereby sponsoring a surge of growth and commerce unknown to the crossroads community. As a sign of a new beginning, Derrickson's Crossroads was renamed Pittsville in honor of Dr. Hillary R. Pitts, president of the Wicomico & Pocomoke Railroad.

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Prosperity reigns in this town and vicinity just at present. The growers of strawberries received the largest sums for

² Worcester County Land Record, AK/306, 26 February 1820.

³ Worcester County Land Record, AS/321, 10 February 1827.

⁴ Louis Parsons, *Pittsville: An Eastern Shore Town's History*, privately printed, p. VII.

⁵ Parsons, p. VIII.

⁶ Simon J. Martenet, "Map of Worcester County," 1866, (Maryland State Archives)

⁷ John L. Graham, ed. *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*, Wicomico County Bicentennial Committee, p. 15.

Name Pittsville Survey District

Continuation Sheet

Number 8 Page 3

fruit delivered at the station this season in the history of the berry growing. Prices ranged high all the season, and while the frost and freeze destroyed a part of the crop it is the general opinion that the net results were far in excess of what they would have been had the crop been full.

Many of our farmers who had as much as four acres of berries netted a thousand dollars on their crop. Many farmers netted a great more than that and it is not hard to find a half-dozen growers in one crowd talking, each of whom received as much as a thousand, twelve hundred and some fifteen hundred dollars for their crop....The farmers of Pittsville and Dennis, as well as Willard district, need not be afraid to set out berry patches, because it is acknowledged that the land in this section of the county grows the finest strawberries grown in the United States, and the yield is as high per acre as anywhere.

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Like most towns on the Eastern Shore, growth of business and population stagnated during the Depression, and the widespread ownership of automobiles with the attendant improvements in the road systems spelled ultimate doom for many of the traditional general stores. Within the past twenty years, however, the population of Pittsville has increased and new houses have been built within an expanded town limits.

⁸ *The Wicomico News*, 26 June 1913.

⁹ Louis Parsons, "Pittsville: An Eastern Shore Town's History," privately printed, p. 10.

9. Major Bibliographical References

WI-489

10. Geographical Data

Acreage of project area

Acreage surveyed 100 acres

Quadrangle name Pittsville, Maryland

Quadrangle scale 1:24,000

Verbal boundary description and justification

The district boundary included in this form has been drawn in a manner to embrace all contributing resources that coherently define historic nature of Pittsville.

11. Form Prepared by

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

street & number P. O. Box 5

date 4/12/00

city or town Westover, Maryland 21871

phone 410-651-1094

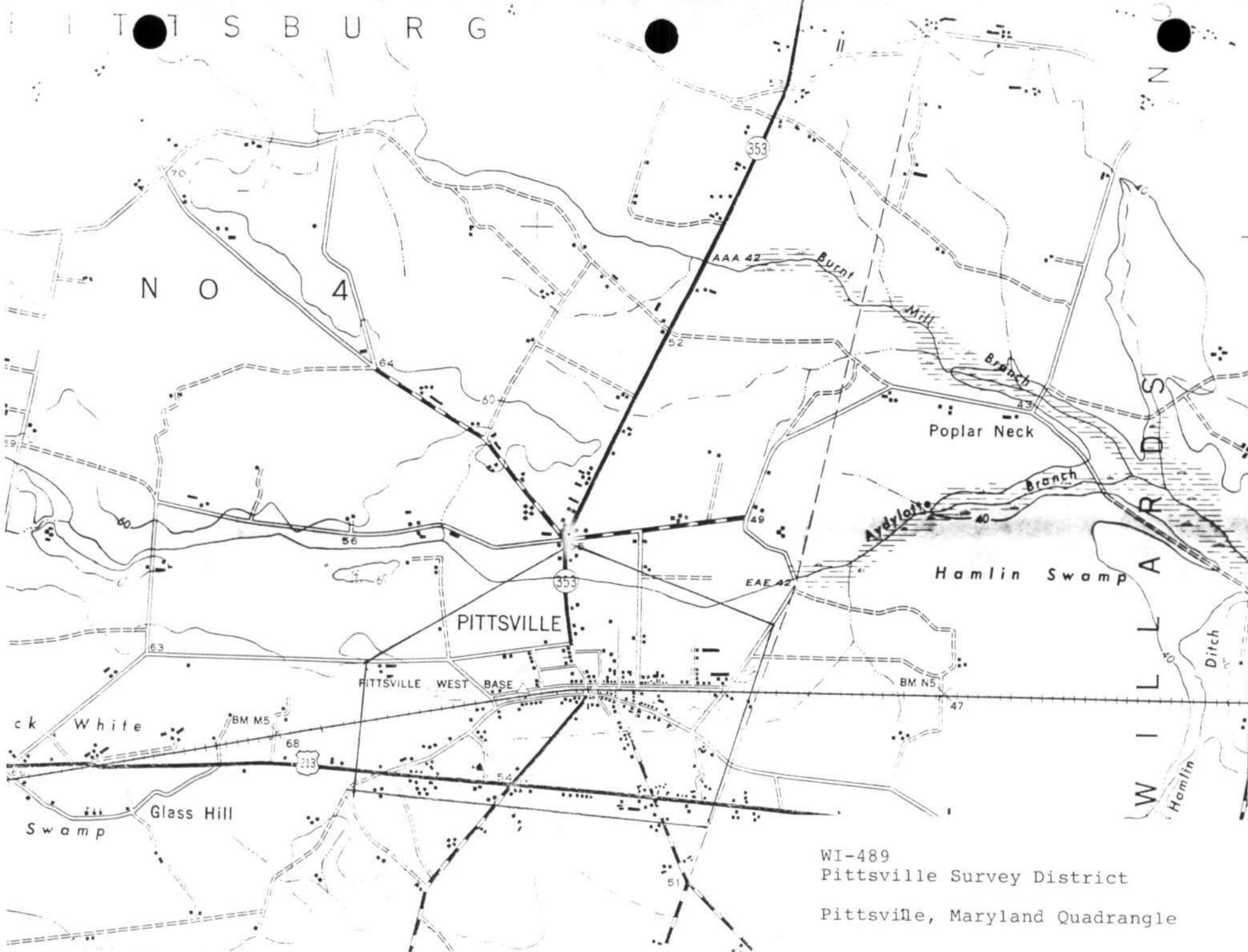
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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
410-514-7600



Simon J. Martenet, "Map of Worcester County," 1866 (Maryland State Archives, MSA SC 1427-286)



PITTSBURG

NO 4

N

25

WILLARD

WI-489
Pittsville Survey District
Pittsville, Maryland Quadrangle

WILLARDS 1.5 MI.
WHALEYSVILLE 3 MI.

WI-489
Pittsville Historic District
Wicomico County
Pittsville Quadrangle

