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May 9, 2023
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Public Record

May 9, 2023

Submitted via E-Filing Procedures

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: *Maryland Transit Administration – Discontinuance and Abandonment Exemption –
In Wicomico County, MD, STB Docket No. AB 590 (Sub-No. 2X)*

Dear Ms. Brown:

Attached please find Maryland Transit Administration's ("MTA") Verified Notice of Exemption and associated Exhibits for filing in STB Docket No. AB 590 (Sub-No. 2X).

The filing fee of \$4600 has been submitted via pay.gov. However, MTA is an agency of the State of Maryland and is therefore seeking a waiver of the filing fee as the Verified Notice of Exemption is filed on behalf of the general public. *See* 49 C.F.R. § 1002.2(e); Filing Fee Waiver Requests, STB Ex Parte No. 758 (Service Date Dec. 23, 2020). Specifically, 49 C.F.R. 1002.2(e)(1) states that "filing fees are waived for application and other proceedings which is filed by...a state or local government agency." As a state agency seeking to clarify the status of the subject line through the Board's abandonment procedures, MTA requests that the filing fee submitted with the Verified Notice of Exemption be waived.

Please do not hesitate to contact me with any questions.

FEE RECEIVED

FILED

**May 9, 2023
SURFACE**

Sincerely,



Ayelet Hirschhorn

TRANSPORTATION BOARD

**May 9, 2023
SURFACE
TRANSPORTATION BOARD**

Enclosures

**BEFORE THE
SURFACE TRANSPORTATION BOARD
Washington, DC**

STB Docket No. AB 590 (Sub-No. 2X)

**MARYLAND TRANSIT ADMINISTRATION
– DISCONTINUANCE AND ABANDONMENT EXEMPTION –
IN WICOMICO COUNTY, MD**

VERIFIED NOTICE OF EXEMPTION

Communications with respect to this document should be addressed to:

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Christian Alexander
Kaplan Kirsch & Rockwell LLP
450 Seventh Avenue
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Email: ahirsch Korn@kaplankirsch.com
calexander@kaplankirsch.com

*Counsel for the Maryland Transit
Administration*

Dated: May 9, 2023

[CONTAINS COLOR IMAGES]

**BEFORE THE
SURFACE TRANSPORTATION BOARD
Washington, DC**

STB Docket No. AB 590 (Sub-No. 2X)

**MARYLAND TRANSIT ADMINISTRATION
– DISCONTINUANCE AND ABANDONMENT EXEMPTION –
IN WICOMICO COUNTY, MD**

VERIFIED NOTICE OF EXEMPTION

The Maryland Transit Administration (“MTA”), a non-carrier and unit of the Maryland Department of Transportation (“MDOT”) and of the State of Maryland (“State”), hereby submits this Verified Notice of Exempt Discontinuance and Abandonment pursuant to 49 C.F.R. Part 1152, Subpart F, for an exempt discontinuance and abandonment of an approximately 4.19-mile line of railroad in Wicomico County, Maryland, extending between Rowastico Creek just north of Hebron, MD, (Station Number 2645+53) to the line’s intersection with Brick Kiln Road close to Owens Branch Rd. near Salisbury, MD (Station Number 2869+18) (the “Line”). The Line traverses U.S. Postal Service Zip Codes 21830 and 21801. The Line, a map of which is attached as **Exhibit A**, constitutes a segment of the Mardela Track,¹ which was designated as Line No. 676 in the United States Railway Association’s Final System Plan for Restructuring Railroads in the Northeast and Midwest Region Pursuant to the Regional Rail Reorganization Act of 1973 (1975) (“Final System Plan”). See Final System Plan Volume II at 132-33, excerpt attached as part of **Exhibit B**. Based on information in MTA’s possession, the Line does not contain

¹ At times in its history the name of the Mardela Track is also spelled as the Mardella Track.

federally granted rights-of-way. Any documentation in MTA's possession will be made available promptly to those requesting it.

The Line was part of several rail lines purchased by the State for MDOT from the Penn Central Corporation, successor to the Penn Central Transportation Company, and the Baltimore and Eastern Railroad Company (collectively, the "Railroads") in 1982 following the Railroads' bankruptcy and passage of the Final System Plan, which provided for the transfer of designated Railroads' lines to the Consolidated Railroad Company ("Conrail"). Under the Final System Plan, the Mardela Track was not approved for transfer to Conrail. **Exhibit B**, Final System Plan, Volume II at 132-33. Instead, the Final System Plan stated that "[t]he Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. . . If this offer is not accepted, the line is not designated for transfer to [Conrail] and is available for subsidy. . . Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued." MTA has been unable to locate any abandonment proceedings or any other subsequent Interstate Commerce Commission or Board proceedings involving the Line.²

While the State originally acquired the Line to preserve the possibility of rail service or other public use, the intervening years have demonstrated that there is no longer any demand or need for service, and indeed the Line has seen no actual service since being acquired by the State in 1982. MTA has recently undertaken discussions with Wicomico County (the "County")

² An abandonment proceeding originally filed by Conrail in 1996 for a different connected portion of the Mardela Track that it owns (STB Docket No. AB 167 (Sub-No. 1176-X)) addressed two segments totaling 1.80 miles in length near Salisbury, Maryland, approximately between Mileposts 40.80 and 42.00. These segments did not extend as far as the Line. The STB's docket for that matter reflects a request for interim trail use by MTA in 1997 and negotiations between MTA and Conrail through approximately the year 2000, but no indication that the trail use transaction was ever consummated. Accordingly, that portion of the Mardela Track also appears to remain an active line of railroad, and is not included in the Line.

regarding acquisition of the Line by the County for use of a segment of the Line for non-rail related County purposes.

MTA as owner of the Line is exempt from the Board's jurisdiction pursuant to 49 C.F.R. § 1150.22. Because MTA has been unable to locate additional information regarding the Line's regulatory status subsequent to its designation in the Final System Plan, and to facilitate transfer of MTA's property interest in the Line to the County and ensure compliance with the Board's procedures, MTA is following the Board's exempt abandonment procedures to ensure the Line is completely removed from the Board's jurisdiction.³

The information required by 49 C.F.R. § 1152.50 follows:

1. Proposed Consummation Date: June 29, 2023.
2. Certification required by 49 C.F.R. § 1152.50(b): The required certification is attached hereto as **Exhibit C**.
3. Information required by 49 C.F.R. § 1152.22(a)(1):

The exact name of the applicant is the Maryland Transit Administration.

4. Information required by 49 C.F.R. § 1152.22(a)(2): MTA is not a common carrier by railroad subject to 49 U.S.C., Subtitle IV, Chapter 105.

³ In a previous proceeding involving the exempt abandonment and railbanking of another line on Maryland's Eastern Shore acquired by the State in the same transaction that the State acquired the Line, the Board ruled that the line in question in those proceedings had already been abandoned and that therefore it was beyond the jurisdiction of the Board and unable to be railbanked pursuant to 16 U.S.C. § 1247. *See Maryland Transit Authority—Abandonment Exemption—In Somerset Co., Md.*, STB Docket No. AB 590, (Sub-No. 1X) (May 14, 2015). Unlike the line in that proceeding, which had been indicated as the subject of an interim application for abandonment under Section 304(d) of the Regional Railroad Reorganization Act of 1973, Pub. L. 93-236, 87 Stat. 985 ("3R Act"), the Mardela Track was *not* subject of an interim application for abandonment in the Final System Plan, and was instead designated for transfer to another railroad. *See Exhibit B*. Furthermore, MTA has been unable to locate any additional documentation indicating that the Mardela Track has ever been approved for abandonment. To remove any doubt regarding the jurisdictional status of the Line, MTA is hereby seeking discontinuance and abandonment exemption. If the Line was already fully abandoned and outside of the Board's jurisdiction, these proceedings would merely serve as confirmation.

5. Information required by 49 C.F.R. § 1152.22(a)(3): MTA seeks to use the class exemption at 49 C.F.R. 1152.50 to abandon the Line. There has been no common carrier service on the Line in at least two years.

6. Information required by 49 C.F.R. § 1152.22(a)(4): A detailed map of the Line and the surrounding area is attached hereto as **Exhibit A**.

8. Information required by 49 C.F.R. § 1152.22(a)(7): Applicants' representatives to whom correspondence should be sent are:

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Kaplan Kirsch & Rockwell LLP
450 Seventh Avenue
Suite 1401
New York, NY 10123
(646) 883-5110
ahirschorn@kaplankirsch.com
calexander@kaplankirsch.com

9. Information required by 49 C.F.R. § 1152.22(a)(8): The Line traverses U.S. Postal Service Zip Codes 21830 and 21801.

10. Information required by 49 C.F.R. § 1152.22(e)(4): MTA, the owner of the Line, has been in discussions with the County regarding acquisition of the Line by the County for use of a segment of the Line for non-rail related County purposes. Complete removal of the Line from the Board's jurisdiction will facilitate the transfer of the property interest in the Line to the County. MTA is not aware of any restriction on the title to the property that would affect the use of the property for other than rail purposes.

11. The level of labor protection: There are no rail employees whose interests would be adversely affected by this discontinuance.

12. Compliance with notice requirements of 49 C.F.R. §§ 1105.7, 1105.8, 1105.9, 1105.11, 1105.12 and 1152.50(d)(1): A copy of the Environmental and Historic Report required under 49 C.F.R. §§ 1105.7 and 1105.8 is attached as **Exhibit D**. Proof of publication of the newspaper notice required pursuant to 49 C.F.R. § 1105.12 is attached as **Exhibit E**. A certificate of compliance with the requirements of 49 C.F.R. § 1105.11, requiring transmittal of the Environmental and Historic Report, publication of notice in a newspaper of general circulation in each county in which the line is located pursuant to 49 C.F.R. § 1105.12, and the notice to agencies required under 1152.50(d)(1), is attached hereto as **Exhibit F**.

Respectfully submitted,

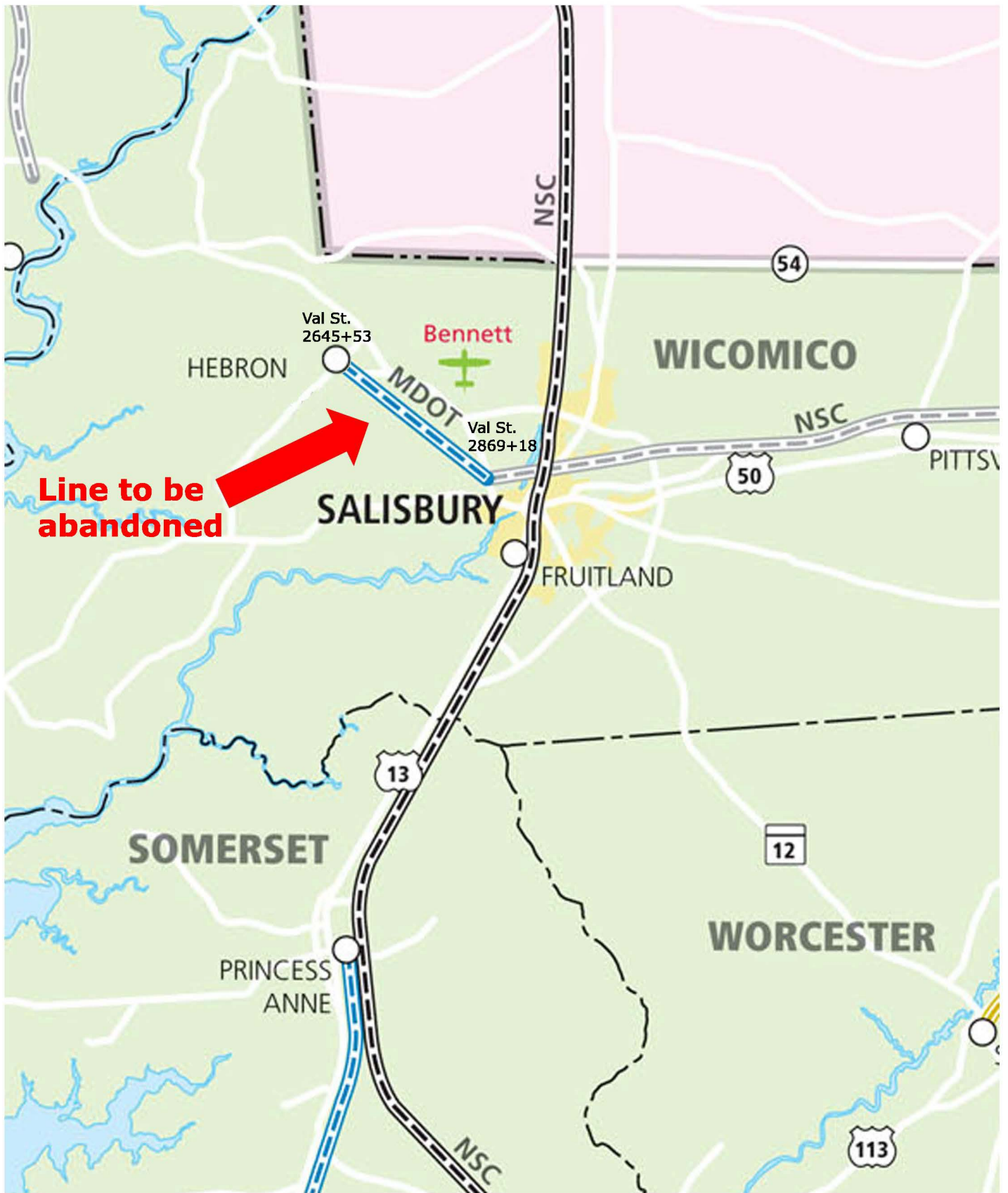


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*Counsel for the Maryland Transit
Administration*

EXHIBIT A

MARDELA TRACK LINE NO. 676



MDOT Maryland Department of Transportation
NSC Norfolk Southern Corporation

-  State-Owned Inactive Rail Line
-  Other Inactive Rail Line
-  State Boundary
-  County Boundary

EXHIBIT B

FINAL SYSTEM PLAN, VOL. II EXCERPT

INTERESTS DESIGNATED TO THE SOUTHERN

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
TRANSFEROR: BALTIMORE & EASTERN RAILROAD						
1239	PRESTON	HURLOCK	10.0	16.1	VIENNA RING TK	LINE TO SOU
1239	HURLOCK	HURLOCK	16.1	17.0	VIENNA RING TK	LINE TO SOU
1239	HEBROM	SALISBURY	35.2	40.8	HARDELLA TK	LINE TO SOU
1239	SALISBURY	SALISBURY	40.8	42.1	HARDELLA TK	LINE TO SOU
1239	SALISBURY	SALISBURY	42.1	42.7	HARDELLA TK	LINE TO SOU
1239	SALISBURY	EFFDUE SIDING	42.7	45.7	HARDELLA TK	LINE TO SOU
1239	BERLIN	BERLIN	64.0	65.2	OCEAN CITY TK	LINE TO SOU
1267	SALISBURY	HILL STREET	0.0	0.6	HILL STREET TK	LINE TO SOU

SYSTEM: READING COMPANY

TRANSFEROR: WILMINGTON & NORTHERN RAILROAD

0352	WILMINGTON	WILMINGTON	0.0	2.2	WILM & NORTHERN	TR TO SOU
0352	WILMINGTON	FISHER JCT BR	2.2	2.9	WILM & NORTHERN	TR TO SOU
0391	WILMINGTON	MARYLAND AVE	0.0	0.8	MARYLAND AVE BR	TR TO SOU
0393	DEL RIV EXT	CHRISTIANA AVE	0.0	1.8	CHRISTIANA AVE BR	TR TO SOU
0395	DEL RIV EXT	S WALNUT ST	0.0	1.3	SO WALNUT ST BR	TR TO SOU
0396A	MILL CREEK JCT	WARD	0.0	0.8	DEL RIVER EXT	TR TO SOU
0396B	WARD	PIGCON POINT	0.0	3.1	DEL RIVER EXT	TR TO SOU

PROJECT: IN 14 OFFERING PRICE \$100,954

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

8432	MT CARMEL	MT CARMEL BR+M	126.3	127.4	DANVL & CAIRO BR	TR TO SOU
8438	MT CARMEL EP&M	ILL/IND LINE	127.4	129.0	INDUSTRIAL TRAK	TR TO SOU
8438	ILL/IND LINE	GIB POWER SKELTN	129.0	132.0	INDUSTRIAL TRACK	TR TO SOU
8438	GIBPOWER SKELTN	MF 140	132.0	140.0	EVANSVILLE BR	LINE TO SOU
8438	MF 140	16K MP 1541	140.0	154.1	EVANSVILLE BR	LINE TO SOU

INTERESTS DESIGNATED TO THE TOLEDO, PEORIA, & WESTERN

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
PROJECT: TPW 1						

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

3107	VAN	KENNETH	1.2	5.7	MAIN LINE	TR TO TPW
3107	LOGANSPORT BACE	VAN	196.0	198.3	MAIN LINE	TR TO TPW

PROJECT: TPW 430 OFFERING PRICE \$234,923

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

3133	KENNETH	KENTLAND	5.7	57.2	EPFNER SEC	LINE TO TPW
3133	KENTLAND	EPFNER	57.2	61.3	EPFNER SEC	LINE TO TPW

PROJECT: TPW 577 A OFFERING PRICE \$72,797

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

8312	STEFF	IN/IL ST LINE	211.3	216.3	MAIN LINE	LINE TO TPW
8312	IN/IL LINE	SELDON	216.3	218.5	MAIN LINE	LINE TO TPW
8312	SELDON	SELDON	218.5	219.4	MAIN LINE	LINE TO TPW

SOU-4	Southern..... PC	Former passenger line and continuing right of way with tracks removed from the switch at Tasker to a former connection with Shellpot Secondary Track over Ragan, including a spur about ½-mile long that is out of service near the Delaware State Hospital.	Industries located on the aforesaid lines to be open to reciprocal switching for ConRail and Chessie.	CRC.
SOU-4	Southern..... PC	West Yard, beginning at the B&O and Reading connection at the east end of the Yard, continuing west on the connecting track which runs (1) across the throat of the MU Yard, (2) between the MU Yard and the Corridor, and (3) beyond the west end of the MU Yard to a connection with the Shellpot Secondary Track near Ragan. The MU Yard itself is excluded, with the exception of the connecting track specified above.	Industries located on the aforesaid lines to be open to reciprocal switching for ConRail and Chessie.	CRC.
SOU-4	Southern..... PC (Penn-del Co.).	Crisfield Secondary Track between King's Creek (Milepost 0.0) and Chesapeake Foods (Milepost 1.2) near King's Creek.		CRC.
SOU-4	Southern..... PC (Penn-del Co.).	Willards Track from Salisbury (Milepost 42.1) to a point east of Salisbury (Milepost 46.0).		CRC.
SOU-4	Southern..... PC (Penn-del Co.).	All rail properties, Salisbury (Milepost 40.8) to Hebron (Milepost 35.2).		(1).
SOU-4	Southern..... PC	Cambridge Secondary Track from Seaford, DE (Milepost 1.2) to Cambridge, MD (Milepost 32.9).		CRC for segment between Milepost 1.2 and Milepost 2.3. See Footnote 1 for segment between Milepost 2.3 and Milepost 32.9.
SOU-4	Southern..... PC	Portion of Preston Industrial Track from Preston (Milepost 10.0) to a point south of Hurlock, MD (Milepost 17.0).		(1).
SOU-4	Southern..... PC	DMV Secondary Track, Harrington (Milepost 0.0) to Georgetown (Milepost 23.9).		CRC.
SOU-4	Southern..... PC	Snow Hill Secondary Track Georgetown (Milepost 0.0) to Snow Hill (Milepost 42.0).		CRC.
SOU-4	Southern..... PC	Rehoboth Track, Georgetown (Milepost 23.9) to Lewes (Milepost 38.0).		(1).

See footnotes at end of table.

Crisfield	52
Kings Creek ¹	315
Total carloads generated by the line	380
Average carloads per week	7.3
Average carloads per mile	23.3
Average carloads per train	9.5
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,200
Train crew size	4
¹ Includes only shippers on this segment.	

Public Comments on Preliminary System Plan

The first 1.2-mile segment of this line west from Kings Creek to Milepost 1.2 has been reassessed by USRA and recommended for inclusion in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC	\$239,267
Average revenue per carload	\$630
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	126,831
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	25,320
Cost incurred beyond the branch line	153,262
Total variable (avoidable) cost	305,143
Net contribution (loss) : total	(66,146)
Average per carload	(174)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,150 crossties (an average of 255 crossties per mile).

Information received from Chesapeake Foods at Kings Creek indicated 442 cars in 1973. Association staff verified the existence of 315 carloads in 1973 and the 1.2 miles at Kings Creek was reanalyzed.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.2 (serving shippers at Kings Creek who generated 315 carloads in 1973) would generate \$210,600 in revenue and \$149,660 in costs with a resulting contribution of \$60,939.

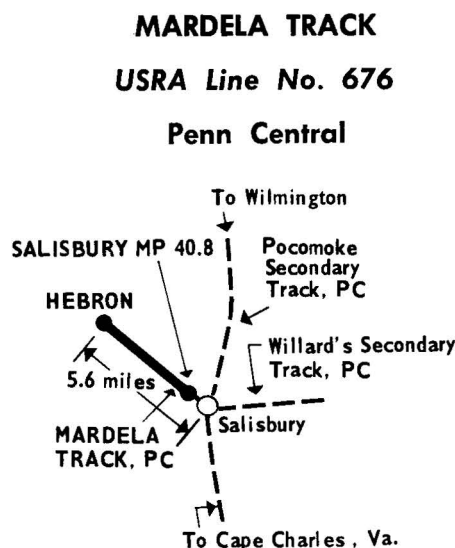
Service to the remainder of the line (from Milepost 1.2 to Milepost 16.3 serving shippers at Westover, Kingston, Marion, and Crisfield who generated 65 carloads in 1973) would generate \$28,667 in revenue and

\$162,780 in costs with a resulting loss of \$134,114. Recovery of costs would require approximately a sixfold increase in traffic or a 468-percent rate increase over 1973 levels.

Disposition

The portion of the Crisfield Secondary Track from Milepost 0.0 to Milepost 1.2 shall be offered for sale to the Southern Ry., a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Crisfield Secondary Track from Milepost 1.2 to Milepost 16.3 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.



The Marдела Track extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of 5.6 miles, in Wicomico County, Md. At Salisbury, this line connects with the Pocomo Secondary Track and the Willard's Secondary Track of the PC (see Line No. 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron	825
Salisbury ¹	45
Total carloads generated by the line	870
Average carloads per week	16.7
Average carloads per mile	155.4
Average carloads per train	7.0

See footnote at end of table.

1973 Operating information:

Number of round trips per year-----	125
Estimated time per round trip (hours)-----	3.0
Locomotive horsepower-----	1,200
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Koppers Co., Inc., operates a sawmill on this line at Hebron capable of supplying 300 carloads per year of crossties to ConRail plus 100 carloads per year of home building lumber.

Southern States Co-op. has a new facility planned on this branch which will receive approximately 60 carloads by the third year of operation.

Marvil Package Co., located at milepost 35.2, estimates 20 to 25 lost jobs in Hebron if rail service is ended.

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is \$16,863, excluding upgrading costs.

The Delmarva Advisory Council cannot understand how a branch line with a density of 155 cars per mile a year can be calculated a loser.

The traffic increases realized in 1974 and projected in the future should be considered.

Marvil contended that the cost figures attributed to this line should be cut in half, resulting in a \$50 per carload profit rather than a \$50 per carload loss. Marvil generated 951 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC-----	\$118,032
Average revenue per carload-----	\$136
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	77,725
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) -----	8,170
Cost incurred beyond the branch line-----	73,551
Total variable (avoidable) cost-----	159,446
Net contribution (loss): total-----	(41,414)
Average per carload-----	(48)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

Service to this line generated a loss of \$41,414 in 1973. Recovery of this loss would require approximately a 95-percent increase in traffic or a 35-percent rate increase. Testimony received from Marvil Package Co. indicated that a total of 853 cars were generated at Hebron. The additional 28 carloads would reduce the above deficit to approximately \$40,000. The crossties located at Hebron can be trucked to Salisbury for loading.

The Maryland DOT analysis of this line which was based on 817 carloads in 1973 resulted in a loss of approximately \$27,000. They noted, however, that acquisition of this line by a southern carrier would dramatically improve its operating results.

Disposition

The Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 870 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

INTERSTATE LINES**PORTION OF THE FREDERICK SECONDARY TRACK****USRA Line No. 198****Penn Central**

This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9) to *north of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pa., and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick (see Line No. 199) and northward from Spring Grove to York. Connections with the Western Maryland Ry. are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore.

EXHIBIT C

**VERIFICATION OF NOTICE OF EXEMPTION AND CERTIFICATION PURSUANT
TO 49 C.F.R. § 1152.50(b) and (d)(2)**

I, Matthew A. Lattin, Director of the Office of Real Estate, Maryland Transit Administration, verify under penalty of perjury that the facts recited in the foregoing Notice of Exemption with respect to the abandonment proceeding are true and correct to the best of my knowledge, information and belief. Further, I certify that I am qualified and authorized to cause this Verified Notice of Exemption to be filed.

Furthermore, I hereby certify that no local traffic has moved over the Line for at least two (2) years, that no overhead traffic will need to be rerouted, and that no formal complaint filed by a user of rail service on the Line (or state or local government entity acting on behalf of such a user) regarding cessation of service over the Line either is pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period.



Matthew A. Lattin
Director, Office of Real Estate
Maryland Transit Administration

Dated: May 04, 2023

EXHIBIT D

ENVIRONMENTAL AND HISTORIC REPORT

**Before the
Surface Transportation Board
Washington, D.C.**

Docket No. AB 590 (Sub-No. 2X)

**Maryland Transit Administration
Discontinuance and Abandonment Exemption in Wicomico County, MD**

Environmental and Historic Report

April 18, 2023

ENVIRONMENTAL REPORT

49 C.F.R. 1105.7(e) Requirements:

- (1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The Maryland Transit Administration (“MTA”), a non-carrier and unit of the Maryland Department of Transportation (“MDOT”) and of the State of Maryland (“State”), proposes to discontinue and abandon an approximately 4.19 mile line of railroad in Wicomico County, Maryland, extending between Rowastico Creek just north of Hebron, MD, (Station Number 2645+53) to the line’s intersection with Brick Kiln Road close to Owens Branch Rd. near Salisbury, MD (Station Number 2869+18) (the “Line”). The Line traverses U.S. Postal Service Zip Codes 21830 and 21801. The Line, a map of which is attached as **Exhibit A**, constitutes a

segment of the Mardela Track,¹ which was designated as Line No. 676 in the United States Railway Association's Final System Plan for Restructuring Railroads in the Northeast and Midwest Region Pursuant to the Regional Rail Reorganization Act of 1973 (1975) ("Final System Plan"). *See* Final System Plan Volume II at 132-33, excerpt attached as part of **Exhibit B**. Based on information in MTA's possession, the Line does not contain federally granted rights-of-way. Any documentation in MTA's possession will be made available promptly to those requesting it.

The Line was part of several rail lines purchased by the State to the use of MDOT, and the State Railroad Administration (now known as MTA), from the Penn Central Corporation, successor to the Penn Central Transportation Company, and the Baltimore and Eastern Railroad Company (collectively, the "Railroads") in 1982 following the Railroads' bankruptcy and passage of the Final System Plan, which provided for the transfer of designated Railroads' lines to the Consolidated Railroad Company ("Conrail"). Under the Final System Plan, the Mardela Track was not approved for transfer to Conrail. **Exhibit B**, Final System Plan, Volume II at 132-33. Instead, the Final System Plan stated that "[t]he Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. . . If this offer is not accepted, the line is not designated for transfer to [Conrail] and is available for subsidy. . . Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued." MTA has been unable to locate any discontinuance or abandonment proceedings or any other subsequent Interstate Commerce Commission or Board proceedings involving the Line.²

¹ At times in its history the name of the Mardela Track is also spelled as the Mardella Track.

² An abandonment proceeding originally filed by Conrail in 1996 for a different connected portion of the Mardela Track that it owns (STB Docket No. AB 167 (Sub-No. 1176-X)) addressed two segments totaling 1.80 miles in length near Salisbury, Maryland, approximately between Mileposts 40.80 and 42.00. These segments did not extend

While the State originally acquired the Line to preserve the possibility of rail service or other public use, the intervening years have demonstrated that there is no longer any demand or need for service, and indeed the Line has seen no actual service since being acquired by the State in 1982. MTA has recently undertaken discussions with Wicomico County (“County”) regarding acquisition of the Line by the County for use of a segment of the Line for non-rail related County purposes.

MTA, as owner of the Line, is exempt from the Board’s jurisdiction pursuant to 49 C.F.R. § 1150.22. Because MTA has been unable to locate additional information regarding the Line’s regulatory status subsequent to its designation in the Final System Plan and to facilitate transfer of MTA’s property interest in the Line to the County and ensure compliance with the Board’s procedures, MTA is following the Board’s exempt abandonment procedures to ensure the Line is completely removed from the Board’s jurisdiction.³

The alternative to abandonment is to not abandon the Line. This alternative is unsatisfactory in light of the absence of demand for freight rail service and lack of use of the Line for any other rail purpose. The cost of any upgrades or maintenance required to return the Line to active freight use would be prohibitive, particularly since there has been no demand for

as far as the Line. The STB’s docket for that matter reflects a request for interim trail use by MTA in 1997 and negotiations between MTA and Conrail through approximately the year 2000, but no indication that the trail use transaction was ever consummated. Accordingly, that portion of the Mardela Track appears to remain an active line of railroad and is not included in the Line.

³ In a previous proceeding involving the exempt abandonment and railbanking of another line on Maryland’s Eastern Shore acquired by the State in the same transaction that the State acquired the Line, the Board ruled that the line in question in those proceedings had already been abandoned and that, therefore, it was beyond the jurisdiction of the Board and unable to be railbanked pursuant to 16 U.S.C. § 1247. *See Maryland Transit Authority—Abandonment Exemption—In Somerset Co., Md.*, STB Docket No. AB 590, Sub No.-1 (May 14, 2015). Unlike the line in that proceeding, which had been indicated in the FSP as the subject of an interim application for abandonment under Section 304(d) of the Regional Railroad Reorganization Act of 1973, Pub. L. 93-236, 87 Stat. 985 (“3R Act”), the Mardela Track was *not* listed as the subject of an interim application for abandonment in the FSP. *See Exhibit B*. Furthermore, MTA has been unable to locate any additional documentation indicating that the Mardela track has ever been approved for abandonment. To remove any doubt regarding the jurisdictional status of the Line, MTA is hereby seeking discontinuance and abandonment exemption. If the Line was already fully abandoned and outside of the Board’s jurisdiction, these proceedings would merely serve as confirmation.

service for many years and, therefore, no current prospect of generating freight business to offset the cost of improvements.

- (2) **Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.**

MTA's proposed abandonment of the Line will have no effect on regional or local transportation systems and patterns. Because there has been no freight or other rail traffic on the Line for decades, no freight or other rail traffic will be diverted to other modes as a result of the proposed discontinuance and abandonment.

- (3) **Land use.**

- (i) **Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

The proposed action is consistent with existing land use plans for the surrounding area. Copies of the County's zoning and planning maps (available here: <http://www.wicomicocounty.org/536/Map-Room>) with the endpoints of the Line identified are attached as **Exhibit C**.⁴

- (ii) **Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

The proposed action will affect no prime agricultural land. The County's zoning map indicates that the southern portion of the Line is zoned for industrial purposes. There are no planned changes to the use of the northern portion of the Line, which traverses agricultural zoned land. *See Exhibit C.*

⁴ The southern portion of the Line is adjacent to the County's Department of Public Works ("DPW"), Newland Park landfill. The County is interested in expanding the current landfill site as one potential use of this segment of the Line. Expansion of the landfill, if and when it took place, is outside of the scope of the Board's jurisdiction and would be subject to separate applicable State and local environmental review procedures.

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.**

The Line proposed to be abandoned is located within a designated coastal zone. Because the federal action involved will result in abandonment of the Line for common carrier purposes and will itself result in no changes to the land use, no effect on the coastal zone is anticipated. In preparing this Report MTA has notified the Maryland agency responsible for coastal zone management, whose response will be incorporated into this Report.

- (iv) If the proposed action is an abandonment exemption, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.**

The Line has not been used for rail or other transportation purposes in decades. Abandonment will facilitate acquisition of the Line by the County for public purposes.

(4) Energy.

- (i) Describe the effect of the proposed action on transportation of energy resources.**

The proposed abandonment will have no effect on the transportation of energy resources. No freight traffic has moved over the Line in decades.

- (ii) Describe the effect of the proposed action on recyclable commodities.**

The proposed abandonment will not adversely affect movement or recovery of recyclable commodities. No freight traffic has moved over the Line in decades.

- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The abandonment will not have any impact on energy consumed in the transportation of freight, since no freight traffic has moved in this corridor in decades.

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than:**

(A) 1,000 rail carloads a year; or

- (B) **An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in Sec. 1105.7(e)(4)(iii) need not be supplied if the more detailed information in Sec. 1105.7(e)(4)(iv) is required.**

Not applicable. The proposed action will not cause any diversions of rail carloads per year over any part of the affected line meeting or exceeding the specific thresholds set forth in (iv) (A) or (B).

(5) Air.

(i) If the proposed action will result in either:

- (A) **An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or**
- (B) **An increase in rail yard activity of at least 100 percent (measured by carload activity), or**
- (C) **An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.**

Not applicable. The proposed action will not result in any increase in rail or truck traffic meeting or exceeding the specific thresholds for increased rail or truck traffic set forth in (i) (A), (B), or (C) above. There has been no freight traffic on the Line for decades.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

- (A) **An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,**
- (B) **An increase in rail yard activity of at least 20 percent (measured by carload activity), or**

- (C) **An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10502), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.**

Not applicable. The proposed action will not result in any increase in rail or truck traffic meeting or exceeding the specific thresholds for increased rail or truck traffic or rail yard activity set forth in (ii) (A), (B), or (C) above.

- (iii) **If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.**

Not applicable. The proposed abandonment will not affect the transportation of ozone depleting materials.

- (6) **Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:**

- (i) **An incremental increase in noise levels of three decibels Ldn or more; or**
- (ii) **An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.**

Not applicable. The proposed abandonment will cause none of these impacts.

- (7) **Safety.**

- (i) **Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).**

The proposed abandonment will have no adverse effect on health or public safety as the impacts of the abandonment have already been experienced with cessation of rail service many years ago.

- (ii) **If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

Not applicable. The abandonment will not result in the transportation of hazardous materials.

- (iii) **If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.**

There are no known hazardous waste sites or hazardous spill sites within the right-of-way.⁵

(8) Biological resources.

- (i) **Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.**

The proposed abandonment will have no adverse effect on endangered or threatened species as the impacts of the abandonment have already been experienced with cessation of freight rail service many years ago.

- (ii) **State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

No National or State parks and no wildlife sanctuaries or refuges will be affected by the proposed abandonment.

⁵ The Wicomico County Newland Park Landfill located near to the southern portion of the Line is not permitted to accept any hazardous waste. See Wicomico County, Maryland, Department of Public Works, Solid Waste Division, *10-Year Comprehensive Solid Waste Management Plan (2013-2024) Wicomico County, Maryland*, Section 5.2.6 (2015), available at: <https://www.wicomicocounty.org/DocumentCenter/View/4389/Wicomico-County-2014-2024-Solid-Waste-Management-Plan>.

(9) Water.

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State, or local water quality standards. Describe any inconsistencies.**

The proposed abandonment will have no impact on applicable Federal, State, or local water quality standards as there will be no ground disturbance or changes to drainage patterns.

- (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

No permits are required for the proposed abandonment.

- (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)**

No permits are required for the proposed abandonment.

- (10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.**

The proposed abandonment will not change any conditions currently existing on the Line.

Accordingly, no mitigation of impacts will be required in connection with the proposed action.

- (11) Additional Information for Rail Constructions. The following additional information should be included for rail construction proposals (including connecting track construction):**

- (i) Describe the proposed route(s) by State, county, and subdivision, including a plan view, at a scale not to exceed 1:24,000 (7½ minute U.S.G.S. quadrangle map), clearly showing the relationship to the existing transportation network (including the location of all highway and road crossings) and the right-of-way according to ownership and land use requirements.**

Not applicable.

- (ii) Describe any alternative routes considered, and a no-build alternative (or why this would not be applicable), and explain why they were not selected.**

Not applicable.

- (iii) Describe the construction plans, including the effect on the human environment, labor force requirements, the location of borrow pits, if any, and earthwork estimates.**

Not applicable.

- (iv) Describe in detail the rail operations to be conducted upon the line, including estimates of freight (carloads and tonnage) to be transported, the anticipated daily and annual number of train movements, number of cars per train, types of cars, motive power requirements, proposed speeds, labor force, and proposed maintenance-of-way practices.**

Not applicable.

- (v) Describe the effects, including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing energy, noise and air impacts in Sec. 1105.7(e)(4), (5), or (6) are met.**

Not applicable.

- (vi) Describe the effects, including impacts on essential public services (e.g., fire, police, ambulance, neighborhood schools), public roads, and adjoining properties, in communities to be traversed by the line.**

Not applicable.

- (vii) Discuss societal impacts, including expected change in employment during and after construction.**

Not applicable.

HISTORIC REPORT

49 C.F.R. 1105.8(d) Requirements:

The Historic Report should contain the information required by § 1105.7(e)(1):

- (1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.**

See the discussion of the proposed action at Sec. 49 C.F.R. § 1105.7(e)(1) of the preceding Environmental Report.

49 C.F.R. 1105.8(d) Requirements: additional historic information:

- (1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;**

See **Exhibit D** for a topographic map. As discussed below at subsection (3), survey information and documentation for historic and cultural preservation purposes is available through Maryland's Cultural Resource Information System ("Medusa") spatial database hosted by the Maryland Historical Trust ("MHT") at: <https://mht.maryland.gov/secure/medusa/>. Copies of MHT's documentation for the Line right-of-way available on Medusa are attached as **Exhibit E**.

- (2) A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;**

The Maryland Historical Trust Inventory Form describes the Mardela Track, including the segment constituting the Line (part of the "remaining 6.55 miles of the corridor [that] is no longer in use" as described below) as follows:

[T]he right-of-way of those areas of the former Baltimore, Chesapeake and Atlantic Railroad Corridor [is] presently owned by the state of Maryland. The single track rail line extends approximately 10.23 miles and travels through suburban and urban areas of Salisbury and rural, agricultural lands west of Salisbury before reaching the present western terminus of Hebron. The study corridor's easternmost 3.68 miles remains an active line serving to facilitate rail transportation between the Purdue plant at its eastern terminus along Zion Church Road and the Norfolk Southern Railroad. Within the active track corridor, rail track, crossings and signal equipment have been upgraded and reflect the line's present use. The remaining 6.55 miles of the corridor is no longer in use; significant lengths of track are deteriorated and overgrown. At grade crossings, track has either been removed or paved over. A portion of the line which formerly carried the railroad directly through the city of Salisbury has been removed. Salisbury's abandoned and deteriorated Union Station and the nicely maintained Hebron Passenger Station are all that remain of the passenger and freight stations which formerly served this corridor. The surviving bridge crossings are not maintained and deteriorated. The rail corridor, as it presently exists, no longer reflects its historic and cultural significance.

Maryland Historical Trust, Architectural Survey File, Baltimore, Chesapeake & Atlantic Railroad Corridor, MIHT Inventory Number WI-669 (2013), available: <https://mht.maryland.gov/secure/Medusa/PDF/Wicomico/WI-669.pdf>, attached as part of **Exhibit E**.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

The MHT has surveyed and documented the historical significance of the Mardela Track right-of-way and the resulting information is available through the MHT's Medusa database (Maryland Inventory of Historic Properties ("MIHP") Inventory Number WI-699, <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-669.pdf>). Copies of the documentation available for the Mardela Track on MHT's Medusa site is attached as **Exhibit E**.

The northern end of the Line extends through the Hebron Historic District (MIHP Inventory Number WI-400, <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-400.pdf>), which has been identified as eligible for inclusion in the National Register of Historic Places. Information regarding the Hebron Historic District is listed below, and documentation available from MHT's Medusa database is attached as **Exhibit F**. Outside of the Line right-of-way itself, the Hebron Historic District is outside of the scope of the abandonment.

In addition, MHT's Medusa database indicates several railroad structures adjacent to the right-of-way have been surveyed for historical or cultural value. While these structures or the properties upon which they are located are not part of the Line's right-of-way and are not within the scope of this proposed abandonment, in the interest of a complete record these structures are listed below, and documentation available from MHT's Medusa database is attached as **Exhibit G**.

- Rockawalkin Station (MIHP Inventory Number WI-408, <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-408.pdf>).
- Hebron Passenger Station (MIHP Inventory Number WI-401, <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-401.pdf>).

MHT's Medusa database indicates several non-railroad structures and properties adjacent to the right-of-way have also been surveyed. While these structures and properties are not part of the Line and are outside the scope of the proposed abandonment, in the interest of a complete record these structures and properties are listed below. Copies of the documentation available on MHT's Medusa site for these structures and properties may be reviewed through the links provided below.

- Agricultural buildings, Hebron MD (MIHP Inventory Number WI-614, <https://mht.maryland.gov/secure/Medusa/PDF/Wicomico/WI-614.pdf>).
- Thelma Breeding House, Hebron MD (MIHP Inventory Number WI-400-1, <https://mht.maryland.gov/secure/Medusa/PDF/Wicomico/WI-400-1.pdf>).
- Hebron Savings Bank, Hebron Town Hall (MIHP Inventory Number WI-402, <https://mht.maryland.gov/secure/Medusa/PDF/Wicomico/WI-402.pdf>).
- Hebron Fire Department (MIHP Inventory Number WI-405, <https://mht.maryland.gov/secure/Medusa/PDF/Wicomico/WI-405.pdf>).

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

According to the inventory conducted by the Maryland Historical Trust, the Mardela Track was originally constructed in 1867-1868.

The Rockawalkin Station and Hebron Passenger Station are outside of the scope of this abandonment. The Rockawalkin Station was erected around 1891. The Hebron Passenger Station was built around 1910. Hebron Passenger Station was established when the Baltimore & Eastern Shore Railroad Company laid its new track through the fields of Wicomico County in 1890.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

According to available documentation from MHT (MIHP Inventory Number WI-669), construction of the Mardela Track began in 1867 under the Wicomico & Pocomoke Railroad. The Wicomico & Pocomoke Railroad was acquired by the Baltimore and Eastern Shore Railroad Company in 1890, which itself was sold at foreclosure to the Baltimore, Chesapeake, and Atlantic Railroad (“BC&A”) in 1894. In 1928, the BC&A was acquired by the Pennsylvania Railroad. Rail service on Maryland’s Eastern Shore lines, including the Mardela Track, decreased in the second half of the twentieth century due to a number of factors, including increased accessibility by automobile. As indicated in the description of the Line in Environmental Report, the Final System Plan did not provide for acquisition of the Line by Conrail. Instead, the State acquired the Line in 1982. Since the State’s acquisition of the Line in 1982, no rail carrier operations have occurred. Additional details regarding the history of the Line are available in the MHT document attached as **Exhibit E** (MIHP Inventory Number WI-669).

(6) A brief summary of documents in the carrier’s possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

MTA possesses railroad valuation maps of the Line.

(7) An opinion (based on readily available information in the railroad’s possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

The Mardela Track, including the portion constituting the Line, was determined not NRHP eligible. See Maryland Historical Trust, Medusa, *Determinations of Eligibility*:

Architectural *Inventory*, MIHP No. WI-669,

<https://mht.maryland.gov/secure/medusa/MIHPDetails.aspx?ID=36164&ID1=36164&ID2=undefined&Section=archInv&PropertyID=47150&selRec=archInv> [visited Mar. 27, 2023], attached as part of **Exhibit E**. The Line was used for nearly 100 years as an active railroad right-of-way, making it unlikely that any prior archeological resources were left undisturbed by this use. Given that the Line has been surveyed for historic and cultural significance, it is unlikely that there are previously unknown historic properties in the project area. MTA is providing MHT with this Report, and its input will be incorporated into this Report.

The northern end of the Line extends through the Hebron Historic District (MIHP Inventory Number WI-400, <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-400.pdf>), which has been identified as eligible for inclusion in the National Register of Historic Places. However, the Line was determined not to be a contributing resource to that district. Information regarding the Hebron Historic District is listed below, and documentation available from MHT's Medusa database is attached as **Exhibit F**.

The Rockawalkin Station and the Hebron Passenger Station are not included in the State's ownership of the Line and are, therefore, not within the scope of this abandonment. In the interest of a complete record, these properties have been determined eligible for listing in the National Register of Historic Places. Additional information may found at <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-408.pdf> (Rockawalkin Station), and <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-401.pdf> (Hebron Passenger Station), copies of which are included in **Exhibit G**.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

The Line was constructed well over 100 years ago and was in operation as an active rail line for most of the twentieth century. Beyond this, MTA, on whose behalf the State has owned the Line for the past 40 years, is not aware of any prior subsurface ground disturbance or fill or environmental conditions that might affect the archeological recovery of resources. MTA is not aware of any known hazardous waste sites or hazardous spill sites within the right-of-way.

The southern portion of the Line is adjacent to the County's Newland Park landfill.⁶ The landfill's proximity to the landfill might affect the archeological recovery of resources on the adjacent portion of the Line. The Maryland Historical Trust has not identified any buildings or features of historical significance within this portion of the Line's right-of-way (see <https://mht.maryland.gov/secure/medusa/PDF/Wicomico/WI-669.pdf> and Exhibit F).

- (9) **Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e., prehistoric or native American).**

MTA has served the MHT with a copy of this Environmental and Historic Report and will respond to any further requests for information.

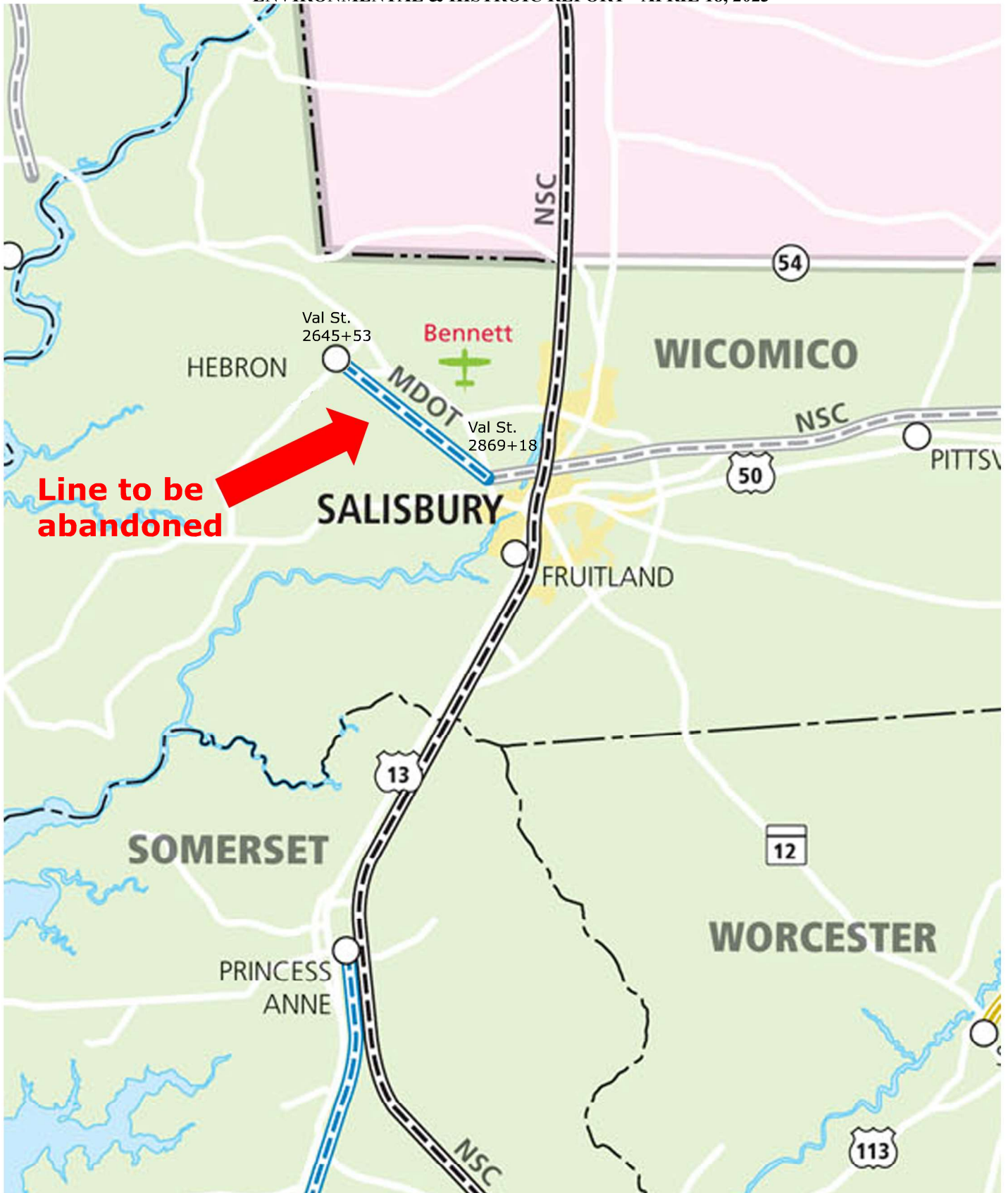
⁶ The Wicomico County Newland Park Landfill located near to the southern portion of the Line is not permitted to accept any hazardous waste. See Wicomico County, Maryland, Department of Public Works, Solid Waste Division, *10-Year Comprehensive Solid Waste Management Plan (2013-2024) Wicomico County, Maryland*, Section 5.2.6 (2015), available at: <https://www.wicomicocounty.org/DocumentCenter/View/4389/Wicomico-County-2014-2024-Solid-Waste-Management-Plan>.

Additional Information

Any responses received from state and federal agencies regarding this Environmental and Historic Report will be attached at **Exhibit H**.

EXHIBIT A

Map of the Line



MDOT Maryland Department of Transportation
NSC Norfolk Southern Corporation

-  State-Owned Inactive Rail Line
-  Other Inactive Rail Line
-  State Boundary
-  County Boundary

EXHIBIT B

Final System Plan Excerpts

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

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INTERESTS DESIGNATED TO THE SOUTHERN

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
TRANSFEROR: BALTIMORE & EASTERN RAILROAD						
1239	PRESTON	HURLOCK	10.0	16.1	VIENNA RING TK	LINE TO SOU
1239	HURLOCK	HURLOCK	16.1	17.0	VIENNA RING TK	LINE TO SOU
1239	HEBROW	SALISBURY	35.2	40.8	MARDELLA TK	LINE TO SOU
1239	SALISBURY	SALISBURY	40.8	42.1	MARDELLA TK	LINE TO SOU
1239	SALISBURY	SALISBURY	42.1	42.7	MARDELLA TK	LINE TO SOU
1239	SALISBURY	FEEDUE SIDING	42.7	45.7	MARDELLA TK	LINE TO SOU
1239	BERLIN	BERLIN	64.0	65.2	OCEAN CITY TK	LINE TO SOU
1267	SALISBURY	HILL STREET	0.0	0.6	HILL STREET TK	LINE TO SOU

SYSTEM: BEADING COMPANY

TRANSFEROR: WILMINGTON & NORTHERN RAILROAD

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
0352	WILMINGTON	WILMINGTON	0.0	2.2	WILM & NORTHERN	TR TO SOU
0352	WILMINGTON	FISHER JCT BO	2.2	2.9	WILM & NORTHERN	TR TO SOU
0391	WILMINGTON	MARYLAND AVE	0.0	0.8	MARYLAND AVE BR	TR TO SOU
0393	DEL RIV EXT	CHRISTIANA AVE	0.0	1.8	CHRISTIANA AVE BR	TR TO SOU
0395	DEL RIV EXT	SO WALNUT ST	0.0	1.3	SO WALNUT ST BR	TR TO SOU
0396A	MILL CREEK JCT	WARD	0.0	0.8	DEL RIVER EXT	TR TO SOU
0396B	WARD	PIECE POINT	0.0	3.1	DEL RIVER EXT	TR TO SOU

PROJECT: IN 14 OFFERING PRICE \$100,954

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
8432	MT CARMEL	MT CARMEL EM+M	126.3	127.4	DANVL & CAIRO BR	TR TO SOU
8438	MT CARMEL EP&M	ILL/IND LINE	127.4	129.0	INDUSTRIAL TRAK	TR TO SOU
8438	ILL/IND LINE	GIB POWER SKELTN	129.0	132.0	INDUSTRIAL TRACK	TR TO SOU
8438	GIBPOWER SKELTN	MP 140	132.0	140.0	EVANSVILLE BR	LINE TO SOU
8438	MP 140	16K MP 1541	140.0	154.1	EVANSVILLE BR	LINE TO SOU

INTERESTS DESIGNATED TO THE TOLEDO, PEORIA, & WESTERN

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
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PROJECT: TPW 1

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
3107	VAN	KENNETH	1.2	5.7	MAIN LINE	TR TO TPW
3107	LOGANSPOUT RACE	VAN	196.0	198.3	MAIN LINE	TR TO TPW

PROJECT: TPW 630 OFFERING PRICE \$234,923

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
3133	KENNETH	KENTLAND	5.7	57.2	EPFNER SEC	LINE TO TPW
3133	KENTLAND	EPFNER	57.2	61.3	EPFNER SEC	LINE TO TPW

PROJECT: TPW 577 A OFFERING PRICE \$72,797

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
8312	SHEFF	IN/IL ST LINE	211.3	216.3	MAIN LINE	LINE TO TPW
8312	IN/IL LINE	SELDON	216.3	218.5	MAIN LINE	LINE TO TPW
8312	SELDON	SELDON	218.5	219.4	MAIN LINE	LINE TO TPW

SOU-4	Southern.....	PC	Former passenger line and continuing right of way with tracks removed from the switch at Tasker to a former connection with Shellpot Secondary Track over Ragan, including a spur about ½-mile long that is out of service near the Delaware State Hospital.	Industries located on the aforesaid lines to be open to reciprocal switching for ConRail and Chessie.	CRC.
SOU-4	Southern.....	PC	West Yard, beginning at the B&O and Reading connection at the east end of the Yard, continuing west on the connecting track which runs (1) across the throat of the MU Yard, (2) between the MU Yard and the Corridor, and (3) beyond the west end of the MU Yard to a connection with the Shellpot Secondary Track near Ragan. The MU Yard itself is excluded, with the exception of the connecting track specified above.	Industries located on the aforesaid lines to be open to reciprocal switching for ConRail and Chessie.	CRC.
SOU-4	Southern.....	PC (Penn-del Co.).	Crisfield Secondary Track between King's Creek (Milepost 0.0) and Chesapeake Foods (Milepost 1.2) near King's Creek.		CRC.
SOU-4	Southern.....	PC (Penn-del Co.).	Willards Track from Salisbury (Milepost 42.1) to a point east of Salisbury (Milepost 46.0).		CRC.
SOU-4	Southern.....	PC (Penn-del Co.).	All rail properties, Salisbury (Milepost 40.8) to Hebron (Milepost 35.2).		(1).
SOU-4	Southern.....	PC	Cambridge Secondary Track from Seaford, DE (Milepost 1.2) to Cambridge, MD (Milepost 32.9).		CRC for segment between Milepost 1.2 and Milepost 2.3. See Footnote 1 for segment between Milepost 2.3 and Milepost 32.9.
SOU-4	Southern.....	PC	Portion of Preston Industrial Track from Preston (Milepost 10.0) to a point south of Hurlock, MD (Milepost 17.0).		(1).
SOU-4	Southern.....	PC	DMV Secondary Track, Harrington (Milepost 0.0) to Georgetown (Milepost 23.9).		CRC.
SOU-4	Southern.....	PC	Snow Hill Secondary Track Georgetown (Milepost 0.0) to Snow Hill (Milepost 42.0).		CRC.
SOU-4	Southern.....	PC	Rehoboth Track, Georgetown (Milepost 23.9) to Lewes (Milepost 38.0).		(1).

See footnotes at end of table.

MARYLAND

676

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Crisfield	52
Kings Creek ¹	315
Total carloads generated by the line.....	380
Average carloads per week.....	7.3
Average carloads per mile.....	23.3
Average carloads per train.....	9.5
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	5.0
Locomotive horsepower	1,200
Train crew size.....	4

¹ Includes only shippers on this segment.

Public Comments on Preliminary System Plan

The first 1.2-mile segment of this line west from Kings Creek to Milepost 1.2 has been reassessed by USRA and recommended for inclusion in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC.....	\$239,267
Average revenue per carload.....	\$630
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	126,831
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	25,320
Cost incurred beyond the branch line.....	153,262
Total variable (avoidable) cost.....	305,143
Net contribution (loss) : total.....	(66,146)
Average per carload.....	(174)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,150 crossties (an average of 255 crossties per mile).

Information received from Chesapeake Foods at Kings Creek indicated 442 cars in 1973. Association staff verified the existence of 315 carloads in 1973 and the 1.2 miles at Kings Creek was reanalyzed.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.2 (serving shippers at Kings Creek who generated 315 carloads in 1973) would generate \$210,600 in revenue and \$149,660 in costs with a resulting contribution of \$60,939.

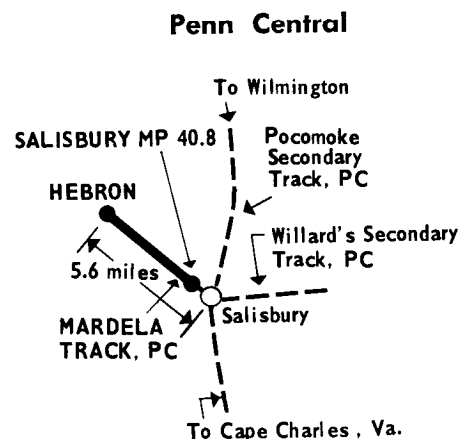
Service to the remainder of the line (from Milepost 1.2 to Milepost 16.3 serving shippers at Westover, Kingston, Marion, and Crisfield who generated 65 carloads in 1973) would generate \$28,667 in revenue and

\$162,780 in costs with a resulting loss of \$134,114. Recovery of costs would require approximately a sixfold increase in traffic or a 468-percent rate increase over 1973 levels.

Disposition

The portion of the Crisfield Secondary Track from Milepost 0.0 to Milepost 1.2 shall be offered for sale to the Southern Ry., a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Crisfield Secondary Track from Milepost 1.2 to Milepost 16.3 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARDELA TRACK
USRA Line No. 676

The Mardela Track extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of 5.6 miles, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Willard's Secondary Track of the PC (see Line No. 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Hebron	825
Salisbury ¹	45
Total carloads generated by the line.....	870
Average carloads per week.....	16.7
Average carloads per mile	155.4
Average carloads per train.....	7.0

See footnote at end of table.

1973 Operating information:

Number of round trips per year.....	125
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.**Public Comments on Preliminary System Plan**

Koppers Co., Inc., operates a sawmill on this line at Hebron capable of supplying 300 carloads per year of crossties to ConRail plus 100 carloads per year of home building lumber.

Southern States Co-op. has a new facility planned on this branch which will receive approximately 60 carloads by the third year of operation.

Marvil Package Co., located at milepost 35.2, estimates 20 to 25 lost jobs in Hebron if rail service is ended.

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is \$16,863, excluding upgrading costs.

The Delmarva Advisory Council cannot understand how a branch line with a density of 155 cars per mile a year can be calculated a loser.

The traffic increases realized in 1974 and projected in the future should be considered.

Marvil contended that the cost figures attributed to this line should be cut in half, resulting in a \$50 per carload profit rather than a \$50 per carload loss. Marvil generated 951 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC.....	\$118,032
Average revenue per carload.....	\$136

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	77,725
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,170
Cost incurred beyond the branch line.....	73,551

Total variable (avoidable) cost..... 159,446

Net contribution (loss): total.....	(41,414)
Average per carload.....	(48)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

Service to this line generated a loss of \$41,414 in 1973. Recovery of this loss would require approximately a 95-percent increase in traffic or a 35-percent rate increase. Testimony received from Marvil Package Co. indicated that a total of 853 cars were generated at Hebron. The additional 28 carloads would reduce the above deficit to approximately \$40,000. The crossties located at Hebron can be trucked to Salisbury for loading.

The Maryland DOT analysis of this line which was based on 817 carloads in 1973 resulted in a loss of approximately \$27,000. They noted, however, that acquisition of this line by a southern carrier would dramatically improve its operating results.

Disposition

The Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 870 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

INTERSTATE LINES**PORTION OF THE FREDERICK SECONDARY TRACK****USRA Line No. 198****Penn Central**

This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9) to *north of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pa., and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick (see Line No. 199) and northward from Spring Grove to York. Connections with the Western Maryland Ry. are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore.

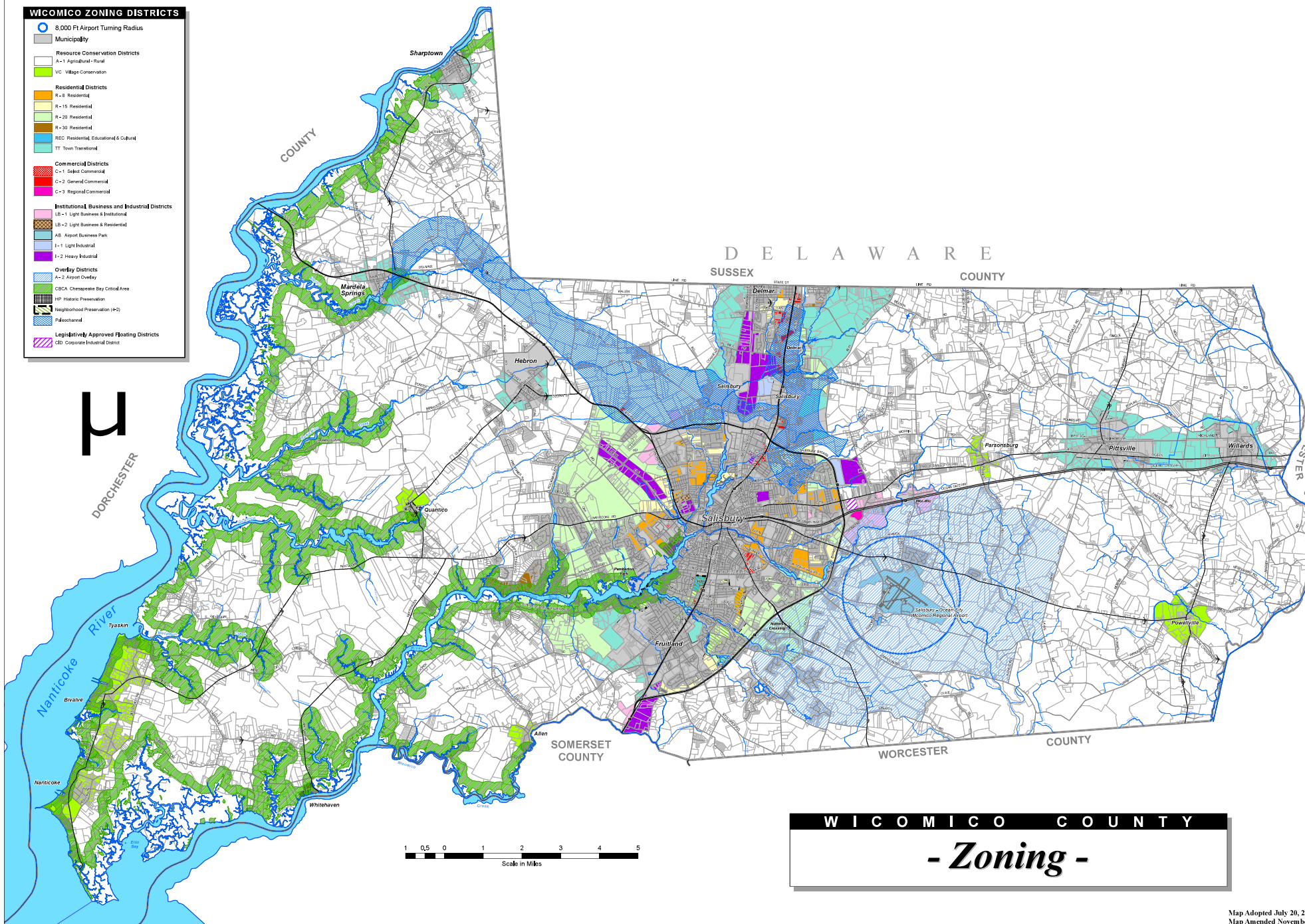
EXHIBIT C

Wicomico County Zoning Map and Planning Map

W I C O M I C O C O U N T Y

WICOMICO ZONING DISTRICTS

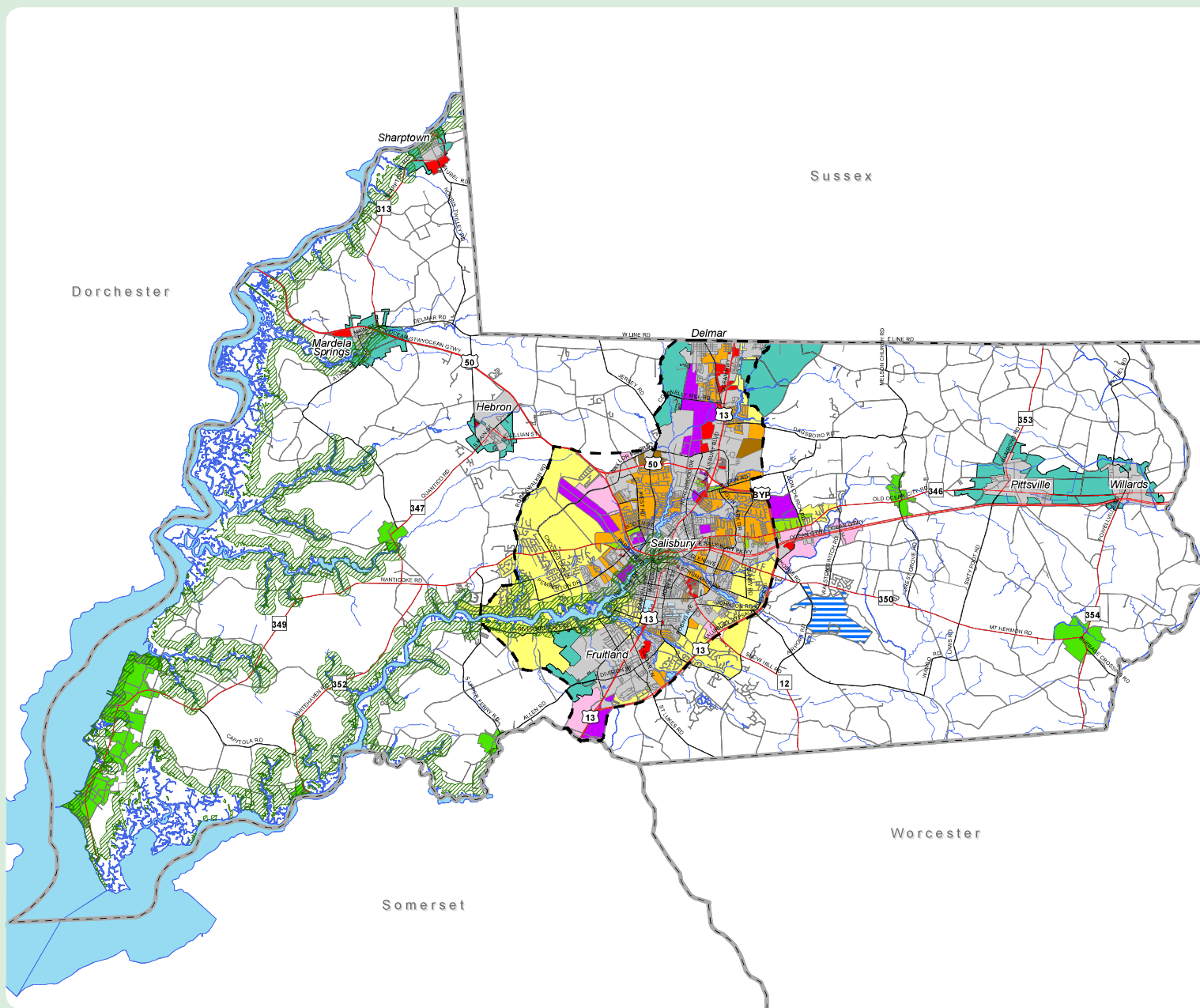
- 8,000 Ft Airport Turning Radius
- Municipality
- Resource Conservation Districts**
 - A-1 Agricultural-Rural
 - VC Village Conservation
- Residential Districts**
 - R-8 Residential
 - R-15 Residential
 - R-20 Residential
 - R-30 Residential
 - REC Residential, Educational & Cultural
 - TT Town Transitional
- Commercial Districts**
 - C-1 Suburban Commercial
 - C-2 General Commercial
 - C-3 Regional Commercial
- Institutional, Business and Industrial Districts**
 - IB-1 Light Business & Institutional
 - IB-2 Light Business & Residential
 - AB Airport Business Park
 - I-1 Light Industrial
 - I-2 Heavy Industrial
- Overlay Districts**
 - A-2 Airport Overlay
 - CICA Chesapeake Bay Critical Area
 - HP Historic Preservation
 - Neighborhood Preservation (N-2)
 - Paleochannel
- Legislatively Approved Floating Districts**
 - CID Corporate Industrial District



ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

W I C O M I C O C O U N T Y

- Zoning -



Wicomico County COMPREHENSIVE PLAN

- County Boundaries
- Metro Core
- Municipal Areas
- Critical Area (2001)
- Land Use Plan**
 - Agricultural Resource
 - Airport
 - Commercial
 - Industrial
 - Light Business and Residential
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Municipality
 - Salisbury University Planning Area
 - Town Transition
 - Urban Corridor
 - Rural Village

Sources:
 *Salisbury/Wicomico Department of Planning,
 Zoning & Community Development
 *CBCA - Maryland DNR (2001)



Salisbury/Wicomico County Department
 of Planning, Zoning & Community Development

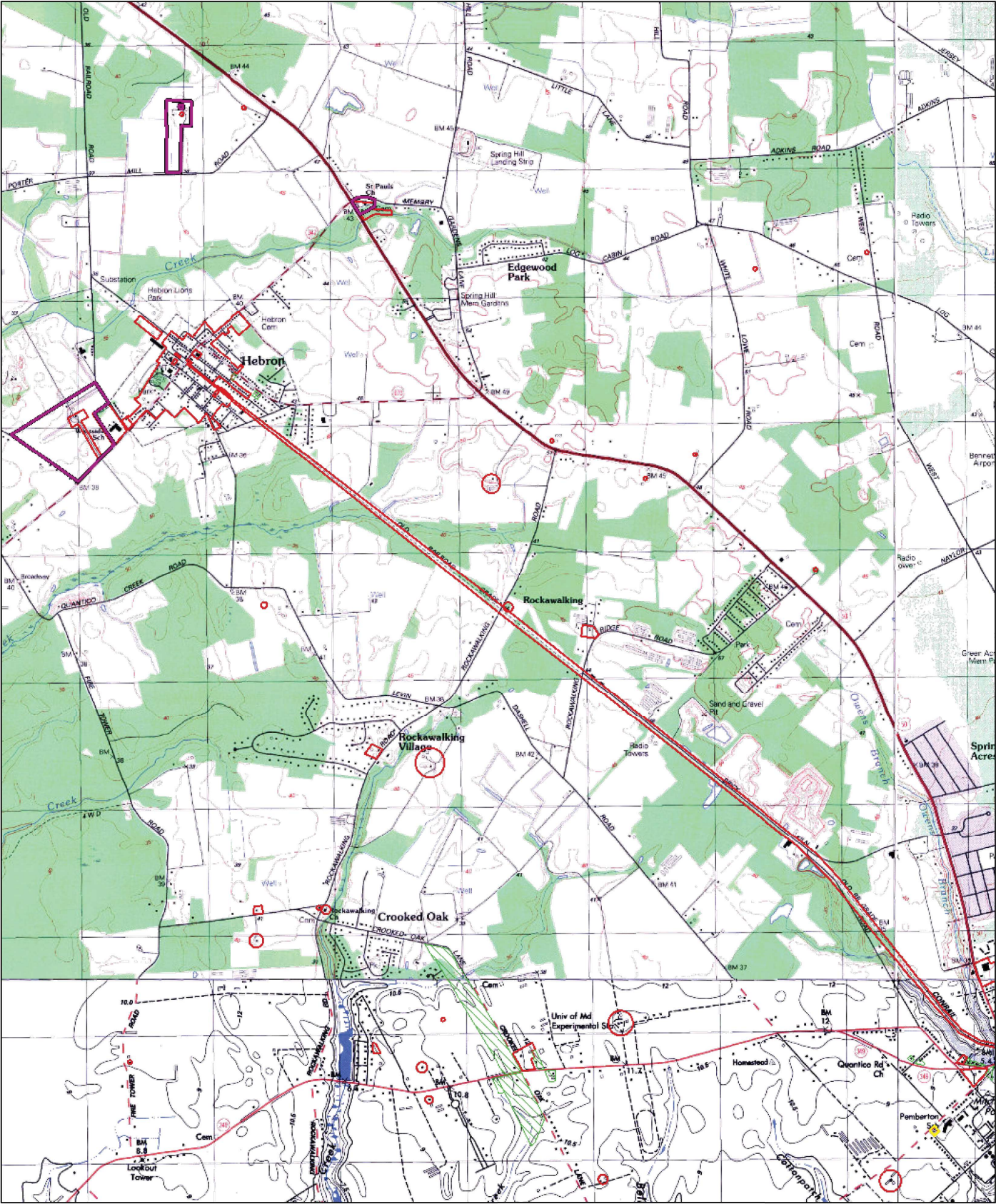
0 16,000 32,000 Feet



EXHIBIT D

Topographical Context Map

Medusa Printout
ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023



March 27, 2023

- MHT Preservation Easements
- National Register of Historic Places
- Determination of Eligibility Short Forms
- Maryland Inventory of Historic Properties
- Pending Submittal Maryland Inventory of Historic Properties

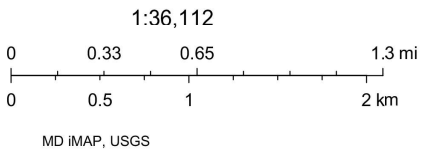


EXHIBIT E

Maryland Historical Trust Medusa Information for Baltimore, Chesapeake & Atlantic Railroad Corridor (WI-699)

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Medusa, Maryland's Cultural Resource Information System	
Maryland Inventory of Historic Properties (Architectural Inventory)	
Search Map Reports Back	Log In
<u>General Information</u> Inventory Number: WI-669 Name: Baltimore, Chesapeake & Atlantic Railroad Corridor Other Names: Documentation Status: On File ☐ No longer extant Scanned Forms Last Scan: 4/4/2013 ☐ Additional Info in Survey File <u>About the Resource</u> Comments: See Also: <u>Address Information</u> Address: Town: Zip Code: Counties: Wicomico USGS Quad(s): Hebron, Salisbury <u>Related Records</u> NRHP No NRHP Records Easement No Easement Records DOE Baltimore, Chesapeake & Atlantic Railroad Corridor <u>GIS/Map/Other Information</u> In map-based Medusa?: ☒ Map Layer: MIHP Material in Vertical File?: <u>Historic or Survey District Information</u> Within NR listed or eligible district: ☐ Within Survey District: ☒ <u>Database Entry Information</u> Date Record Entered:	

Please note that some material is only available at the MHT Library in Crownsville, MD. This includes architectural reports (such as historic structures reports, and additional miscellaneous notes in the vertical files. Although scanned versions of the forms are available (see the "Open Scanned Inventory Form" link), consultants may also want to see the prints of photographs, etc. The presence of unscanned material is noted with a check in "Additional Info in Survey File," above).

WI-669

Baltimore, Chesapeake & Atlantic Railroad Corridor

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 04-04-2013

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐no ☐Property Name: Baltimore, Chesapeake and Atlantic Railroad Corridor Inventory Number: WI-669

Address: _____ City: _____ Zip Code: _____

County: Wicomico USGS Topographic Map: Hebron, SalisburyOwner: Maryland Transit Administration Is the property being evaluated a district? Yes

Tax Parcel

Number: N/A Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: _____

Site visit by MHT Staff: ☐ no ☐ yes Name: _____ Date: _____Is the property located within a historic district? ☐ yes ☐ no

If the property is within a district

District Inventory Number: WI-400NR-listed district ☐ yes Eligible district ☒ yesDistrict Name: Hebron Survey District

Preparer's

Recommendation: Contributing resource ☒ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's

Recommendation: Eligible ☐ yes ☒ no

Criteria: _____ B _____ C _____ D Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G _____ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo)

A physical description of the Baltimore, Chesapeake & Atlantic Railroad Corridor may be found under item 7 on the Maryland Inventory of Historic Properties form; the significance of the resource is evaluated under Item 8.

The section of the former Baltimore, Chesapeake & Atlantic Railroad Corridor contained within this study area is not eligible for listing in the National Register. The study corridor's easternmost 3.68 miles remains an active line serving to facilitate rail transportation between the Purdue plant at its eastern terminus along Zion Church Road and the Norfolk Southern Railroad. Within the active track corridor, rail track, crossings and signal equipment have been upgraded and reflect the line's present use. The remaining 6.55 miles of the corridor is no longer in use, significant sections are deteriorated and overgrown; Salisbury's abandoned Union Station and the nicely maintained Hebron Passenger Station are

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: _____ A _____ B _____ C _____ D Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G _____ None

Comments: _____

Reviewer, Office of Preservation Services

Reviewer, NR Program

7/26/2011

Date

8/4/11

Date

201107522

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

MIHP# WI - 669

all which remain of the passenger and freight stations once utilized within this corridor. The surviving bridge crossings are not maintained and deteriorated. The rail corridor, as it presently exists, no longer reflects its historic and cultural significance. While the Baltimore, Chesapeake & Atlantic Railroad played a significant role in the economic and social development of the communities through which it traveled, few historic elements survive to reflect the corridor's intended use and significance. This determination has been made in accordance with the National Register Bulletin entitled *How to Apply the National Register Criteria for Evaluation* (National Park Service 1988) and the National Register Bulletin entitled *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (National Park Service 1989, revised 1999).

Prepared by:

Joseph SchuchmanDate Prepared: March 8, 2011

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI-669

1. Name of Property (indicate preferred name)

historic Baltimore, Chesapeake and Atlantic Railroad Corridor

other Baltimore and Eastern Shore Railroad ; Walston to Hebron Railroad Corridor

2. Location

street and number

___ not for publication

city, town

___ vicinity

county

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

name Maryland Transit Administration

street and number 6 St. Paul Street

telephone (410) 539-5000

city, town Baltimore

state MD

zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

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
☒ district	☐ public	☐ agriculture	Contributing
☐ building(s)	☐ private	☐ landscape	Noncontributing
☐ structure	☐ both	☐ commerce/trade	Contributing 2
☐ site		☐ defense	Noncontributing 1
☐ object		☐ recreation/culture	Contributing 2
		☐ religion	Noncontributing 1
		☐ domestic	Contributing 4
		☒ social	Noncontributing 2
		☐ education	
		☐ transportation	
		☐ work in progress	
		☐ unknown	
		☐ health care	
		☐ vacant/not in use	
		☐ industry	
		☐ other:	
			Number of Contributing Resources previously listed in the Inventory
			2

7. Description

Inventory No. WI-669

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.

This linear resource consists of the right-of-way of those areas of the former Baltimore, Chesapeake and Atlantic Railroad Corridor presently owned by the state of Maryland. The single track rail line extends approximately 10.23 miles and travels through suburban and urban areas of Salisbury and rural, agricultural lands west of Salisbury before reaching the present western terminus of Hebron.

The study corridor's easternmost 3.68 miles remains an active line serving to facilitate rail transportation between the Purdue plant at its eastern terminus along Zion Church Road and the Norfolk Southern Railroad. Within the active track corridor, rail track, crossings and signal equipment have been upgraded and reflect the line's present use. The remaining 6.55 miles of the corridor is no longer in use; significant lengths of track are deteriorated and overgrown. At grade crossings, track has either been removed or paved over. A portion of the line which formerly carried the railroad directly through the city of Salisbury has been removed. Salisbury's abandoned and deteriorated Union Station and the nicely maintained Hebron Passenger Station are all that remain of the passenger and freight stations which formerly served this corridor. The surviving bridge crossings are not maintained and deteriorated.

The rail corridor, as it presently exists, no longer reflects its historic and cultural significance.

8. Significance

Inventory No. WI-669

Period	Areas of Significance	Check and justify below		
☐ 1600-1699	☐ agriculture	☐ economics	☐ health/medicine	☐ performing arts
☐ 1700-1799	☐ archeology	☐ education	☐ industry	☐ philosophy
☒ 1800-1899	☐ architecture	☐ engineering	☐ invention	☐ politics/government
☒ 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: _____

Specific dates 1886; 1894**Architect/Builder** Baltimore and Eastern Shore Railroad Company**Construction dates** 1890

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.)

The rail line is a surviving although abandoned component of what was once a significantly larger railroad corridor.

In the period following the Civil War, across the nation railroads were opening and developing new territory. One such railroad, the Wicomico and Pocomoke, was incorporated in 1864 with a capital stock of \$400,000. As the name implied, the rail line was to be an overland connection between the Wicomico and Pocomoke Rivers with Salisbury and Berlin, twenty-three miles apart, as respectively the western and eastern terminals. Construction began in 1867 and the Wicomico & Pocomoke Railroad was completed in 1868 (Hayman: 87).

The Baltimore and Eastern Shore Railroad Company was chartered in April 1886 with the intended purpose of providing transportation between Maryland's largest city and the state's eastern shore counties. Two years later, the Baltimore and Eastern Shore Railroad Company purchased the Wicomico and Pocomoke Railroad and in 1890 a contract was made for the purchase of the Bay Ridge and Annapolis Railroad and the property of the Chesapeake Terminal Company (News of the Railroads, July 20, 1894).

The August 26, 1890 issue of *The New York Times* announced the opening of the Baltimore and Eastern Shore Railroad:

"A special dispatch from Baltimore to *The Times* brings the information that the first regular train from Baltimore over the Baltimore and Eastern Shore Railroad left Camden Station at 8:30 o'clock yesteryear morning. For the initial trip the train was patronized by an unexpectedly large number of people. This new route is expected to bring back to Baltimore a great deal of the peninsular trade which now goes to Philadelphia and New York. The line is over the Annapolis and Baltimore short line to Bay Ridge, thence transfer boat eleven miles across the Chesapeake Bay to Bay City on the Talbot Shore.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI - 669

Name
Continuation SheetNumber 8 Page 1

From Bay City the road runs across Talbot, Caroline, Dorchester, Wicomico and Worcester Counties reaching Ocean City from Salisbury by the old Wicomico and Pocomoke Railroad. It thus provides a new route from Baltimore to the ocean and passes such business points as Easton, Preston, Vienna, Salisbury and Berlin. For the present, two trains a day will be run" (News About Railroads, August 26, 1890).

The railroad's moment in the sun was brief. On October 20, 1894, the Baltimore & Eastern was sold at foreclosure to the Baltimore, Chesapeake and Atlantic (B. C. & A.) Railroad which had been organized the preceding September. The company's chief backers were closely allied with the Pennsylvania Railroad which thereafter exerted a major role in the line's management and operations. Owing to the thick black smoke and spray of fine cinders which poured from the stack of the steam engine, it soon became popular to refer to the line as "Black, Cinders and Ashes" (Hayman: 95: New of the Railroads, 1894).

From its earliest days the B. C. & A. was a flourishing operation. Although the railroad operated year round, a major portion of its business was carrying families on pleasant outing to and from the beach resort at Ocean City, Maryland. In 1902, the Pennsylvania Railroad acquired a controlling interest in the line although operations continued under its own organization (Hayman: 96-97).

Salisbury long served as the company's headquarters housing offices and the railroad's main yards shop buildings and turntable. In Salisbury, the east-west lines of the B. C. & A. crossed the north-south New York, Philadelphia and Norfolk Line. Local newspapers had complained long and loud the two stations then in use, one per line, did not befit a town the size of Salisbury. In 1913-14, a new and long promised Union Station was finally completed to more adequately service the needs of travelers on both lines (Hayman: 99; Tourat).

In 1905, the Maryland Delaware and Virginia (M. D. & V., the former Queen Anne Railway), then owned by the Pennsylvania Railroad, was placed under the control of the B. C. & A. These two rail lines were essentially twins crossing the peninsula from west to east, but whereas the B. C. & A. was a success, the upper shore M. D. & V. was a chronic money loser whose financial burdens its successful southern counterpart was forced to share (Hayman: 123).

By 1923, having become such a burden; the M. D. & V. was sold at a foreclosure sale. In late 1927, having been operating in the red for a number of years, the B. C. & A. filed a petition of bankruptcy. On March 29, 1928, the Pennsylvania Railroad, the sole bidder acquired all the railroad formerly owned by the B. C. & A. Railroad Company, "beginning at the pier in Claiborne and extending easterly to Ocean

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI-669

Name
Continuation SheetNumber 8 Page 2

City together with all the branches and connections." Operations were assumed by the Baltimore and Eastern Railroad, a Pennsylvania Railroad subsidiary (Hayman: 114-115).

The opening of the Bay Bridge in 1952 would forever change travel patterns on the Eastern Shore leading to, among other factors, increased accessibility by automobile, a concurrent decreased need for passenger rail service and subsequently consolidation of and abandonment of rail lines. As a result of the bridge's opening and other postwar elements which contributed to a reduced the need for a passenger service, the Pennsylvania Railroad discontinued passenger service on the line in 1958. Conrail assumed control over the now exclusively freight line in 1976 (<http://www.hosam.com/roads/prres.html>).

Conrail called for the continuance of freight service on the spur line east of Salisbury to the Purdue Plant near Walston which would connect with the north-south line (the former New York, Philadelphia and Norfolk Railroad) which runs through Salisbury. This spur line forms the eastern 3.68 miles of the study corridor. Through joint financing between Purdue and Conrail, this spur line was upgraded with welded rail and in the intervening years has become one of the busiest tracks in the Salisbury area (<http://www.hosam.com/roads/prres.html>).

Conrail's final system plan did not provide for the inclusion of the line west of Salisbury to Hebron, which remained important to regional shippers. The Wicomico County Council agreed in 1978 to finance the Salisbury to Hebron line appropriating \$6,500 "as insurance the track will stay open another year and as an investment in the county's goal of attracting heavy industry here." This arrangement continued until April 30, 1981 when, with the concurrence of rail users, county financing was withdrawn and freight service ceased. The rail line has been abandoned since that time and continues to deteriorate (<http://www.hosam.com/roads/prres.html>).

9. Major Bibliographical References

Inventory No. WI-669

The Maryland Room Collection, Talbot County Library, Clippings Files.

Publications:

Hayman, John C., *Rails Along the Chesapeake, A History of Railroading on the Delmarva Peninsula, 1827-1978* (Marvadel Publishers, 1979)

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"News About Railroads." *The New York Times*, July 20, 1894

Tourart, Paul, *Hebron Survey District*, Maryland Historic Trust State Historic Site Inventory Form, (Unpublished Document: February, 1999).

Tourart, Paul, *Hebron Passenger Station*, Maryland Historic Trust State Historic Site Inventory Form, (Unpublished Document: February, 1999).

Tourart, Paul, *Union Station, National Register Nomination* (Unpublished Document: October, 2000).

Maps:

Baltimore Chesapeake and Atlantic - June 1930 (<http://www.r2parks.net/B&E.html>).

Atlas of Wicomico, Somerset and Worcester Counties, Maryland (1877) as reprinted in The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland (Salisbury: The Wicomico Bicentennial Commission, 1976).

Map of Caroline County Maryland (Ridgely, Maryland: M. L. Saulsbury, Civil Engineer, 1897; reproduced for historical reference by the authority of the County Commissioners of Caroline County, 1969).

Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, July 1, 1899

Pennsylvania Railroad and its Connections, December 1, 1911.

Salisbury, Maryland Including Hebron and Mandala Springs (New York: Sanborn Map & Publishing Company, April, 1911.

Salisbury, Maryland Including Hebron and Mandala Springs (New York: Sanborn Map & Publishing Company, March 1931

United States Department of Agriculture, United States Geological Service *Wicomico County, Maryland*, Topographic Quadrangle Mosaic (2000).

United States Geological Service, "Atlas, State of Maryland," *Cecilton, Maryland, Edition of 1900*.

Right of Way and Track Map, Baltimore, Chesapeake and Atlantic Railroad, Station 2630+38 to Station 2683+18, Office of Superintendent, Salisbury, Maryland, June, 1915

Websites:

Pennsylvania Railroad Eastern Shore Operations (<http://www.hosam.com/roads/prres.html>)

10. Geographical Data

Acreeage of surveyed property 31 acres approx.

Acreeage of historical setting _____

Quadrangle name Hebron, MD, Salisbury, MD

Quadrangle scale: 1:24 000

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI - 669

Name
Continuation SheetNumber 8 Page 1

Verbal boundary description and justification

This resource consists of the right-of-way of those areas of the former Baltimore, Chesapeake and Atlantic Railroad Corridor presently owned by the state of Maryland. The eastern boundary of the railroad begins east of Salisbury, Maryland and extends approximately 10.23 miles northwest traversing through suburban and urban areas of Salisbury and rural, agricultural lands before reaching the present western terminus of Hebron. Contributing elements include the single line track, associated road and bridge crossings, signal equipment and signage and two surviving passenger stations.

11. Form Prepared by

name/title	Joseph Schuchman	date	March 8, 2011
organization	STV Inc	telephone	(610) 385-8360
street & number	205 West Welsh Drive	state	PA
city or town	Douglassville		

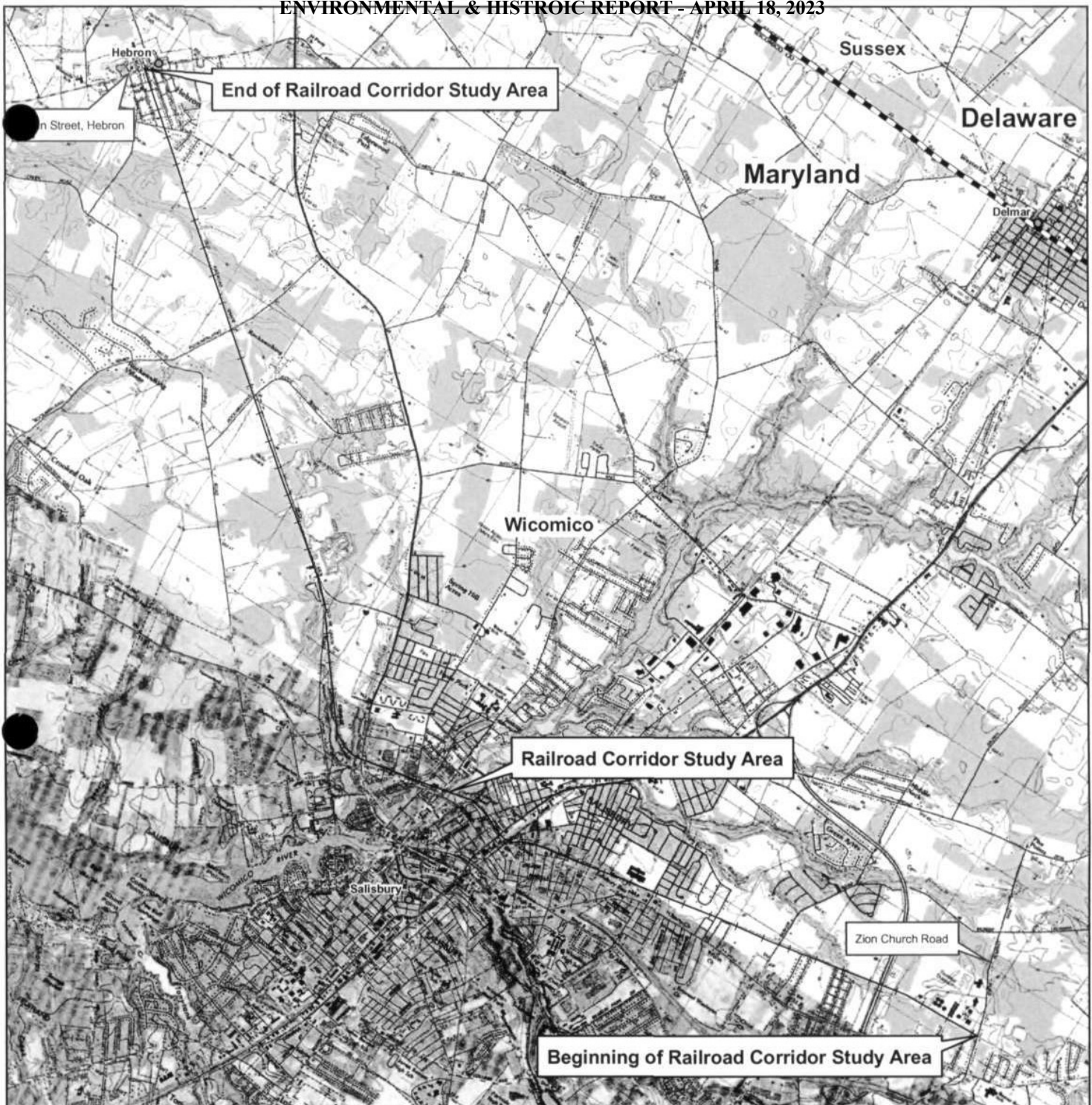
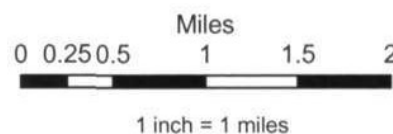


Figure 1
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Source: U.S. Geological Survey, Wicomico County, MD
 Topographic Quadrangle Mosaic



Legend	
	Rail line
	County line
	State line



Figure 2a
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Delmar MD
 and Salisbury MD 7.5-Minute Topographic Quadrangles



0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +—+— Rail line
- County/state line



Figure 2b
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Delmar MD and
 Salisbury MD 7.5-Minute Topographic Quadrangles



0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +— Rail line
- County/state line

 Rail line
 County/state line

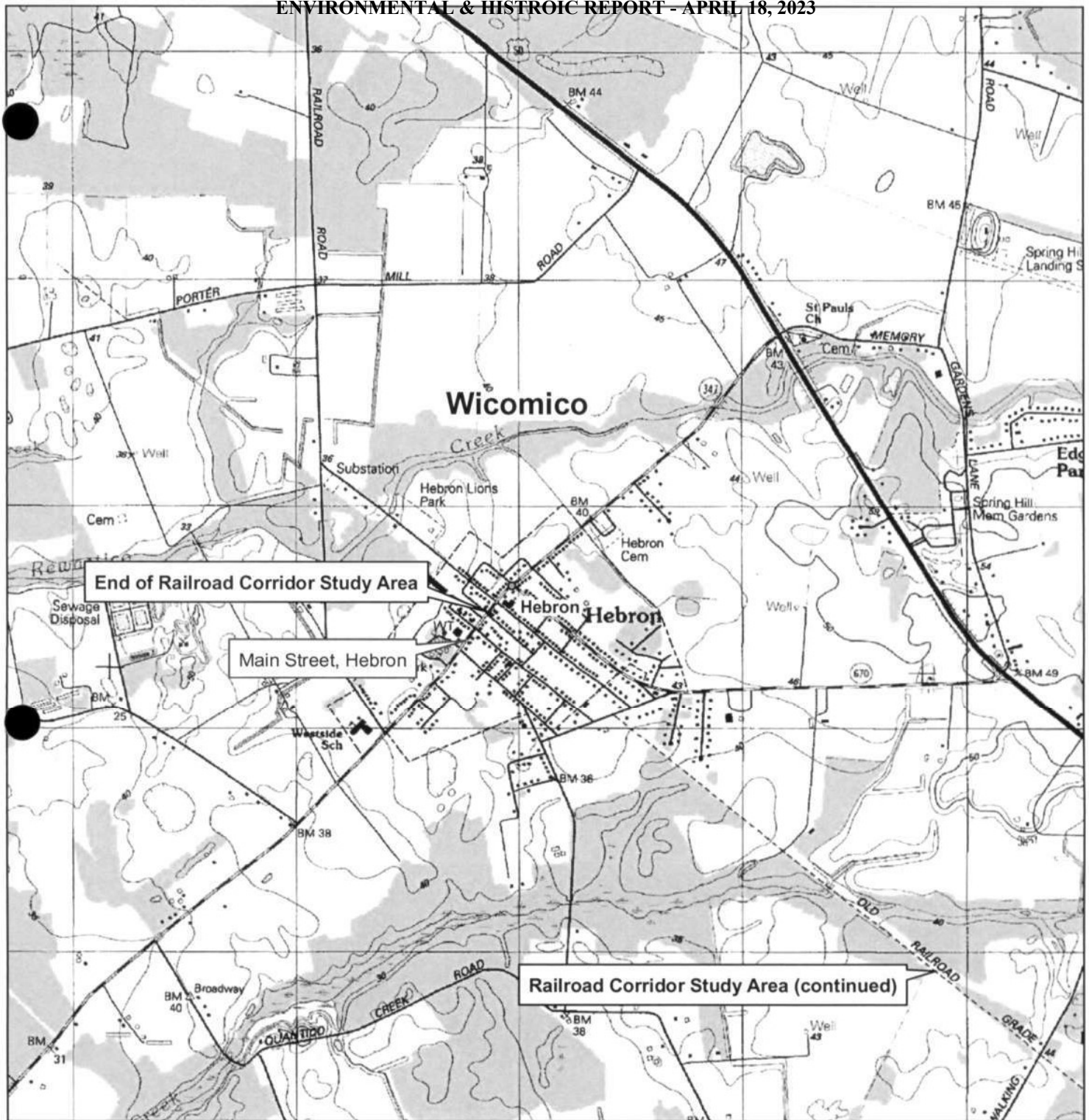


Figure 2d
Baltimore, Chesapeake, and Atlantic Railroad Corridor-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

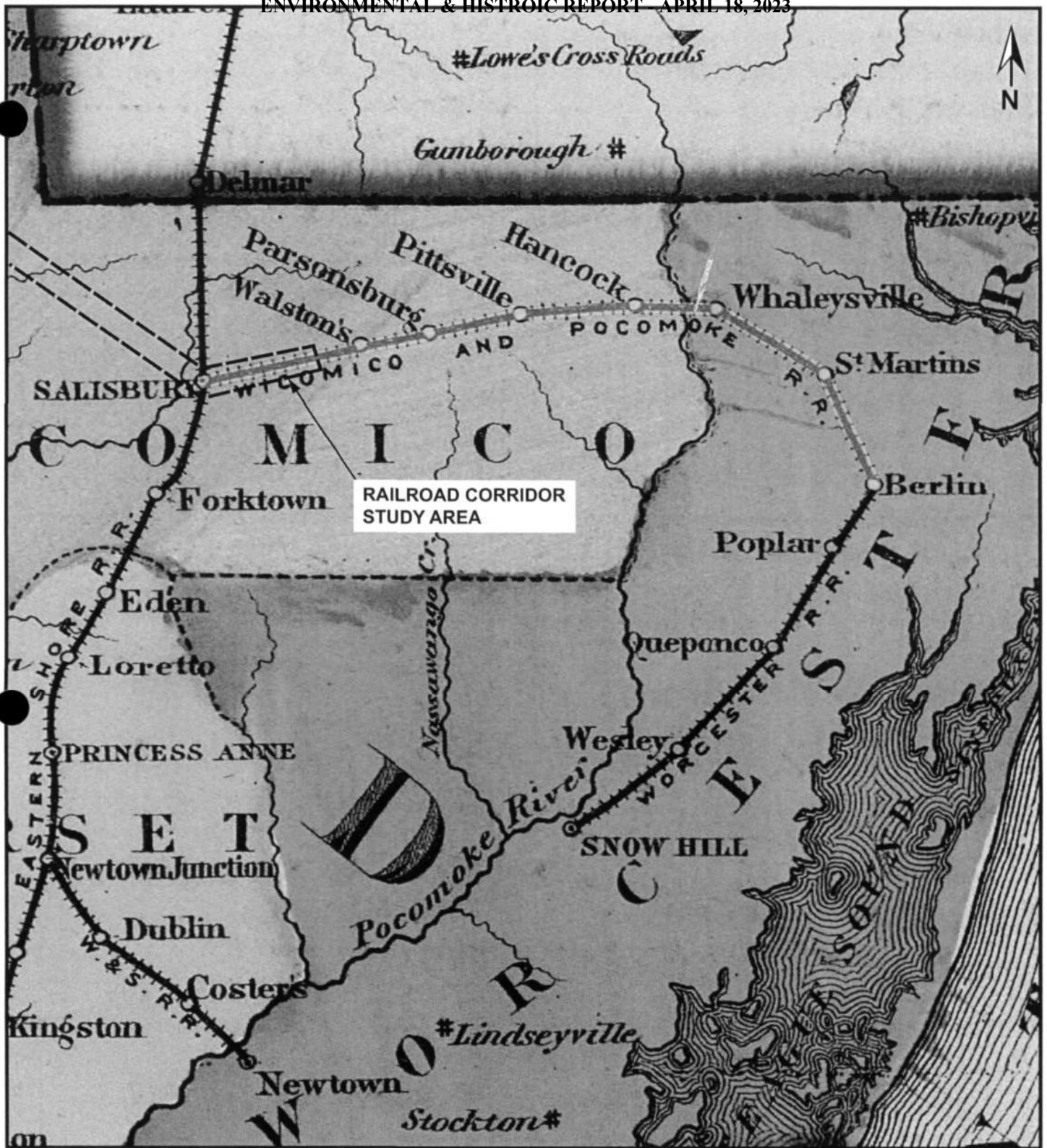
Sources: U.S. Geological Survey, Hebron MD
 7.5-Minute Topographic Quadrangle



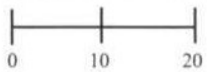
0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +— Rail line
- - - County/state line

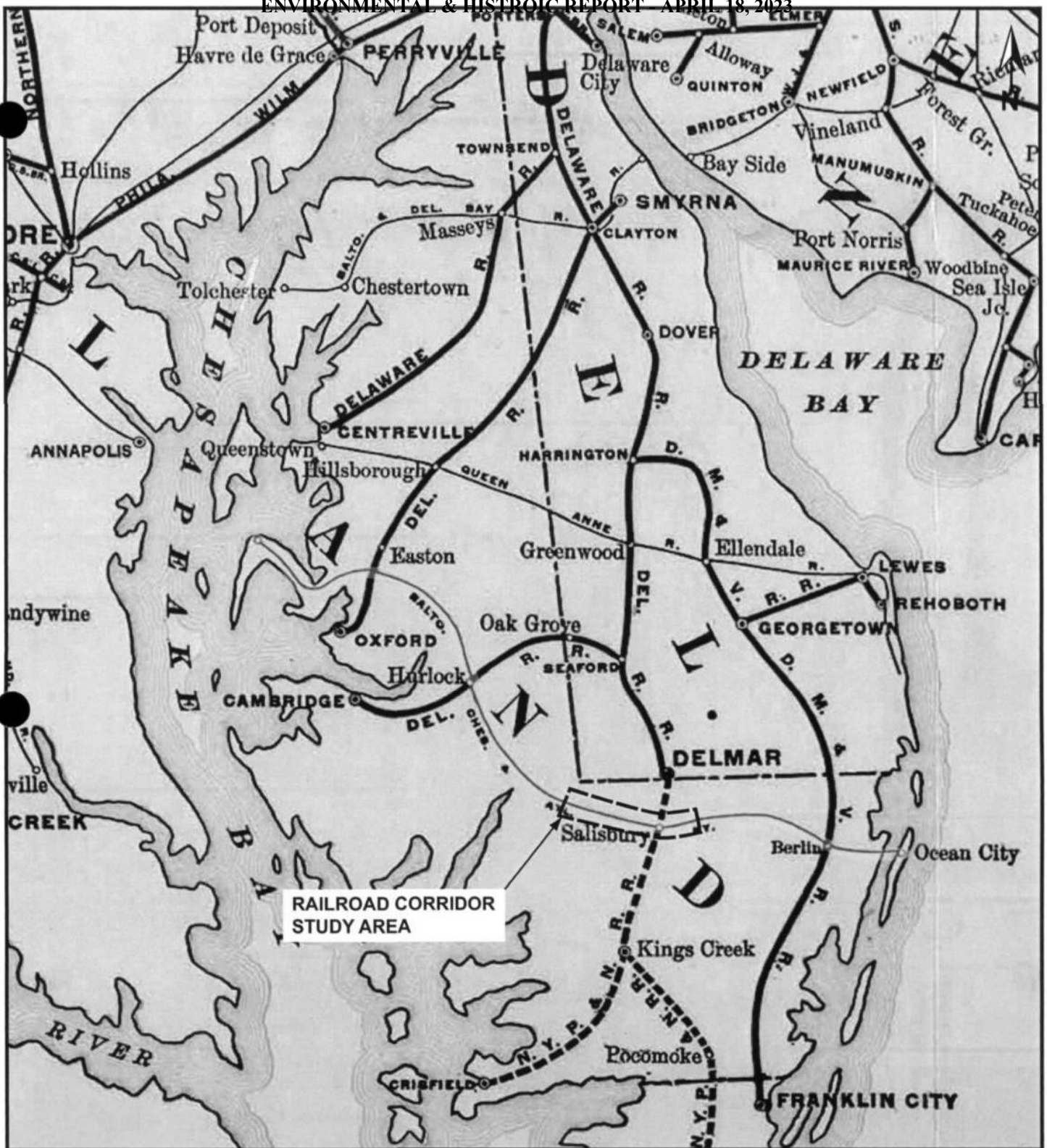


SCALE: 1" = 20 miles



REFERENCE: 1873 New Railroad Map of the States of Maryland, Delaware and the District of Columbia

FIGURE 3
THE WICOMICO AND POCOMOKE RAILROAD - 1873
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



REFERENCE: Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899

FIGURE 4
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1899
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

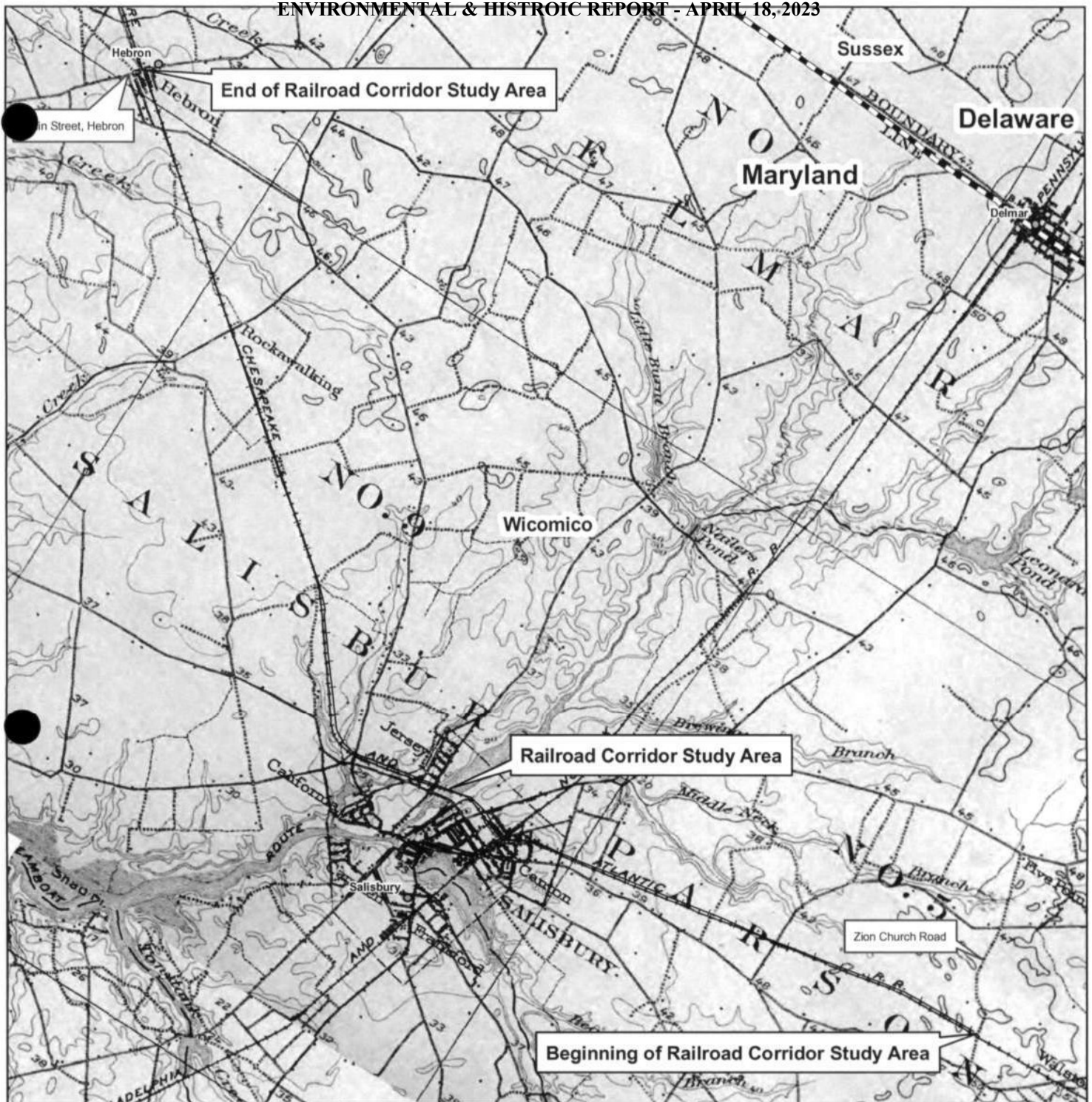


Figure 5
Baltimore, Chesapeake, and Atlantic Railroad Corridor (circa 1901)-WI-669
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

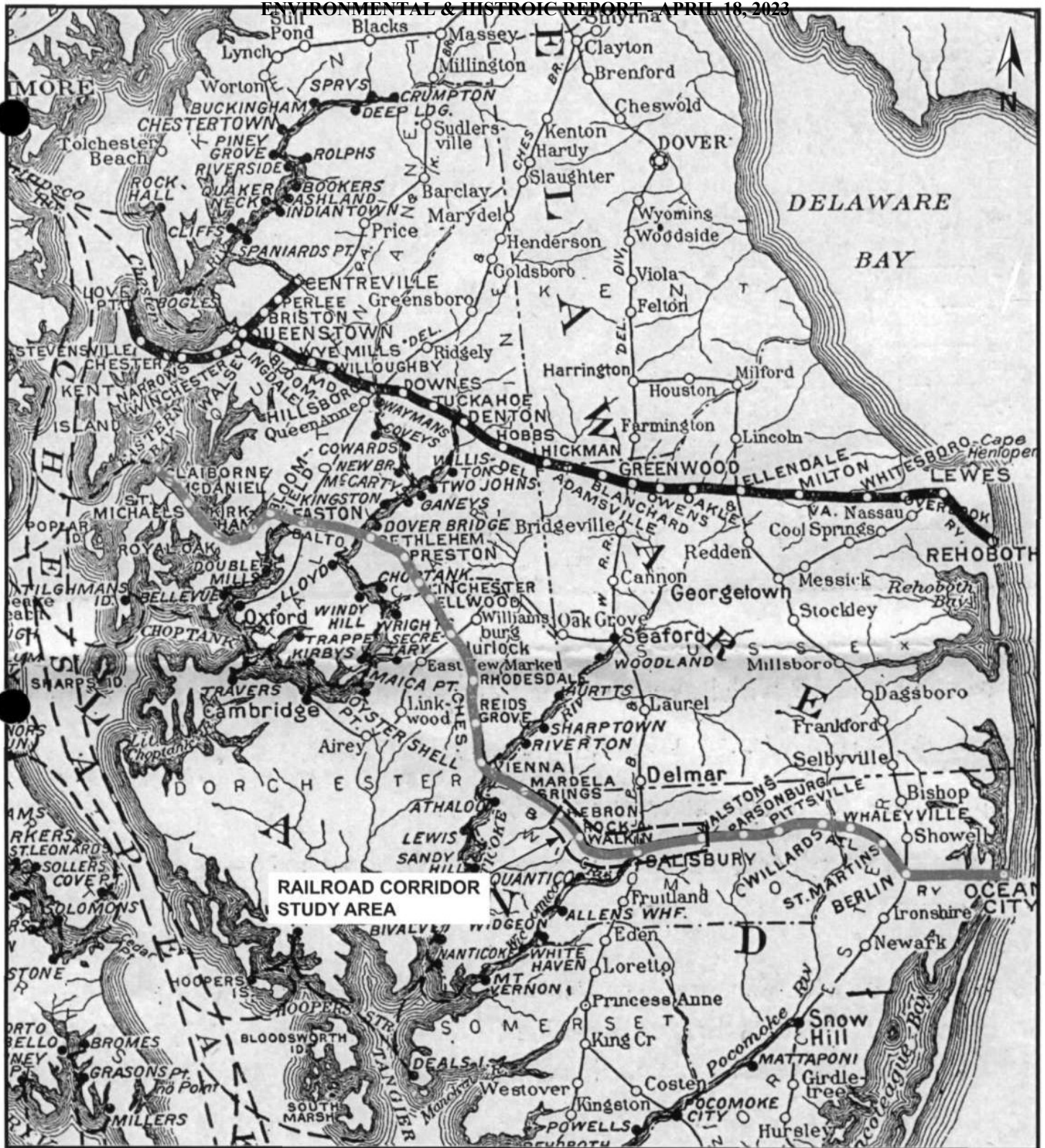
Source: MyTopo.com, 1901 Salisbury, MD U.S.
 Geological Survey 15-Minute Topographic Quadrangle



SCALE: Unknown

REFERENCE: Pennsylvania Railroad and its Connections,
Dated December 1, 1911

FIGURE 6
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1911
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



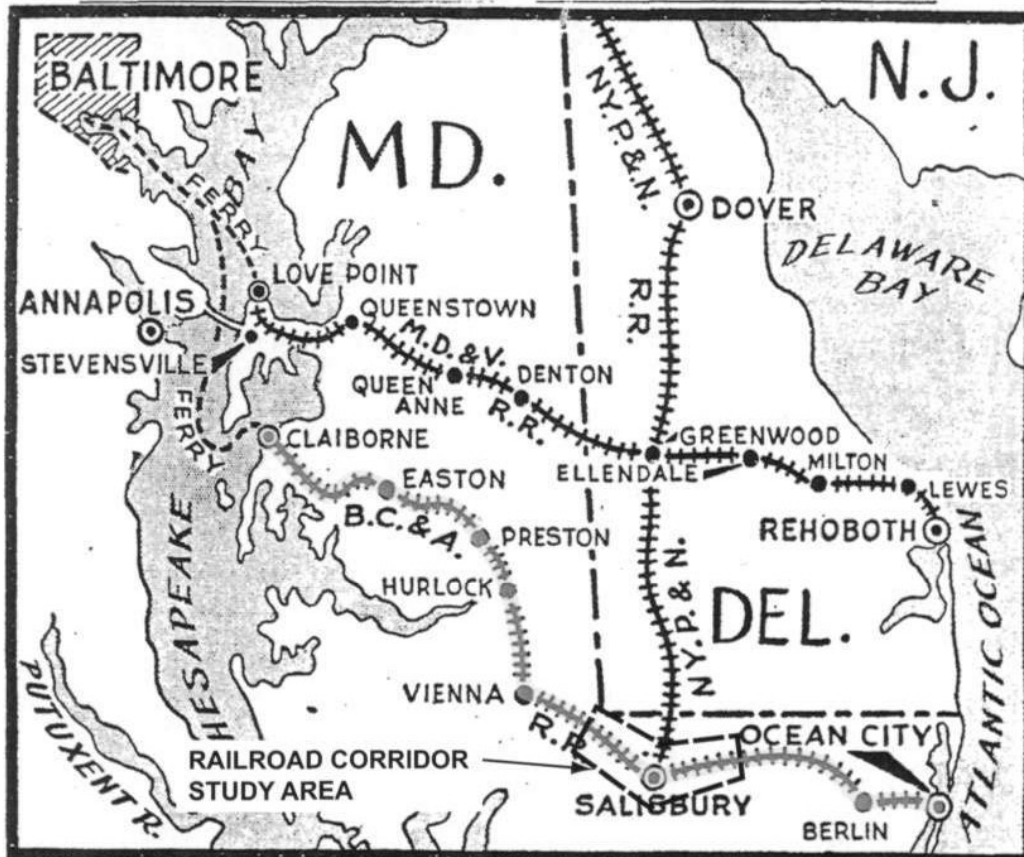
SCALE: Unknown

REFERENCE: B&E Map, Dated June 1930

FIGURE 7
 THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1930
 BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
 WICOMICO COUNTY, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



THE EVENING SUN, BALTIMORE, TUESDAY, MARCH 17, 1953

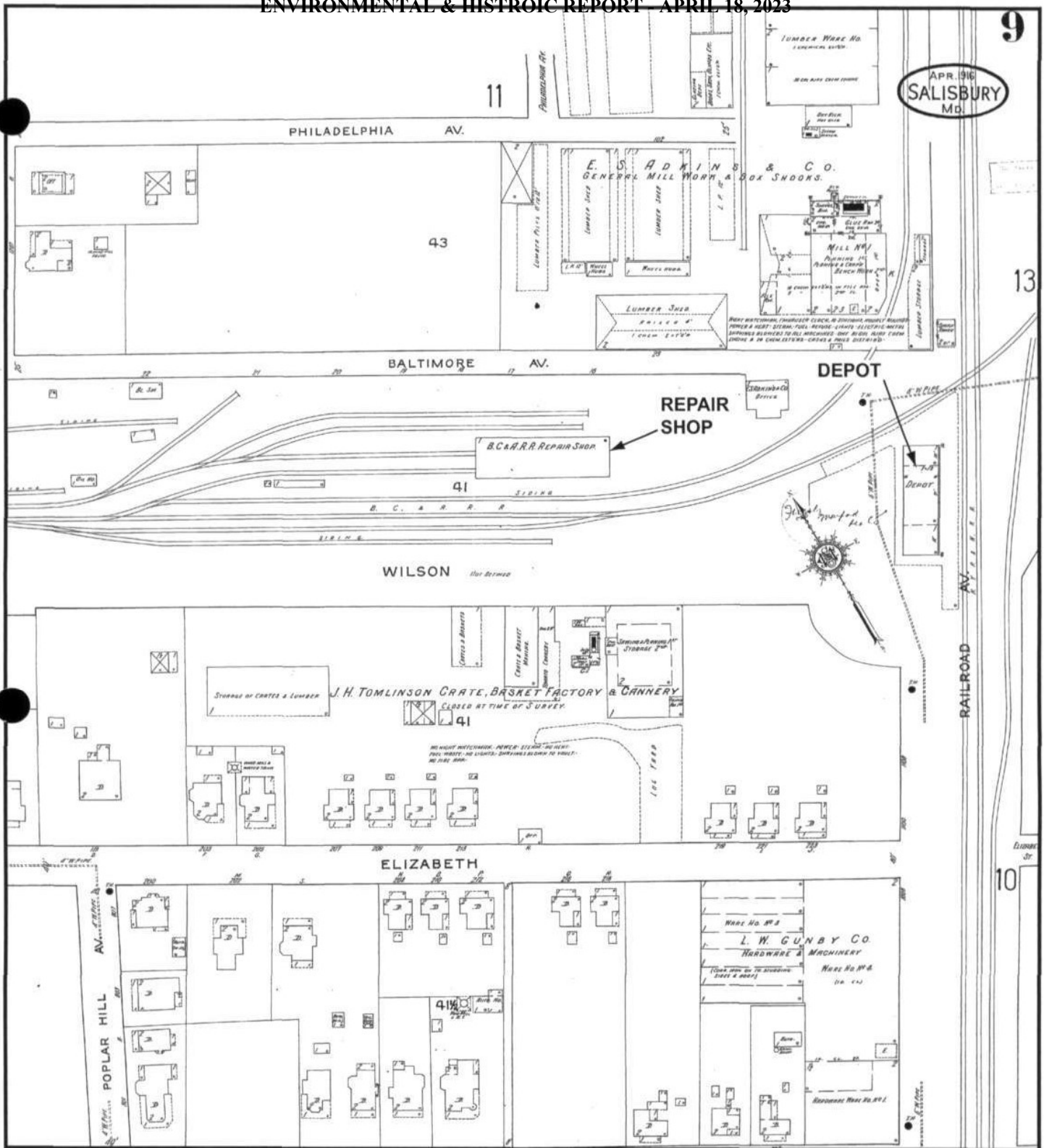


The trains—they once went thataway

SCALE: Unknown

REFERENCE: The Baltimore Evening Sun Newspaper,
Dated: Tuesday, March 17, 1953

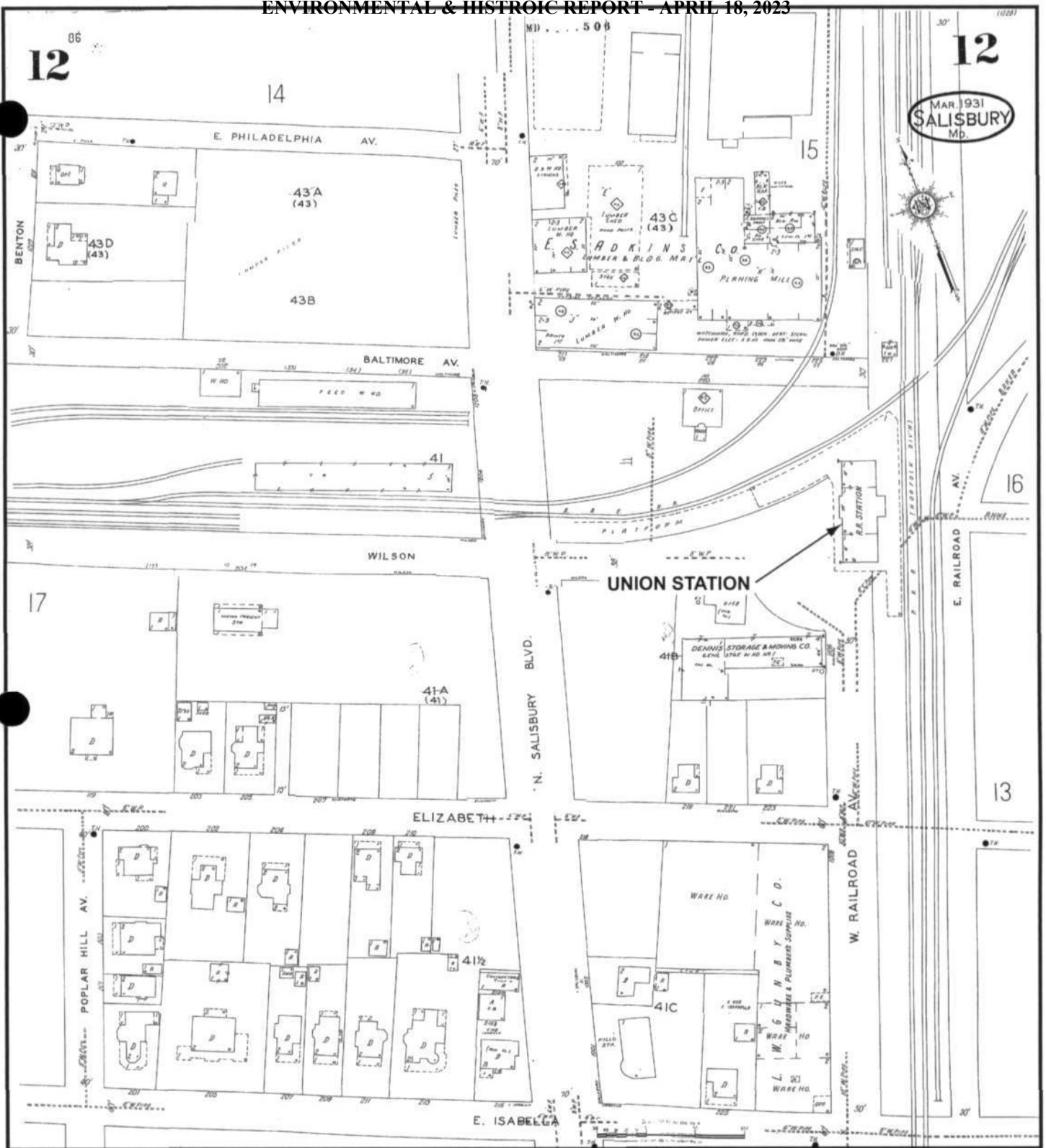
FIGURE 8
THE BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD - 1953
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Insurance Map Company (Salisbury including Hebron and Mardela Springs, Wicomico Co., MD) Dated: March 1916

FIGURE 9
REPAIR SHOPS AND DEPOT - 1916
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Insurance Map Company (Salisbury including Hebron and Mardela Springs, Wicomico Co., MD) Dated: March 1931

FIGURE 10
UNION STATION, SALISBURY AND ASSOCIATED RAIL LINES - 1931
BALTIMORE, CHESAPEAKE AND ATLANTIC RAILROAD CORRIDOR - WI-669
WICOMICO COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

WI-699

Baltimore, Chesapeake and Atlantic Railroad Corridor,
Wicomico County, Maryland

Joseph Schuchman, Photographer

Ink and Paper used as listed in National Register of Historic Places Photograph Policy:
Epson Ultra Chrome Pigmented Inks and prints produced on Epson Premium Glossy
paper.

Photograph 1: WI-669_2010-05-22_01.tif - View looking northwest towards the present-day eastern terminus of the Baltimore, Chesapeake and Atlantic Railroad Corridor, at Perdue Farms, Zion Church Road, Pine Grove vicinity. Perdue Farms is a major chicken processing facility.

Photograph 2: WI-669_2010-05-22_02.tif - View looking east from US 13/50 towards the present-day eastern terminus of the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 3: WI-669_2010-05-22_03.tif - View looking west from US 13/5- towards the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 4: WI-669_2010-05-22_04.tif - View looking east from Atlantic Avenue towards the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 5: WI-669_2010-05-22_05.tif - View looking north-northeast toward the intersection of Parker Road and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 6: WI-669_2010-05-22_06.tif - View looking east from the intersection of Beaglin Park Drive and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 7: WI-669_2010-05-22_07.tif - View looking south-southeast toward the vehicular and pedestrian crossing gates at the intersection of Beaglin Park Drive and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 8: WI-669_2010-05-22_08.tif - View looking west from the intersection of Beaglin Park Dr and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

Photograph 9: WI-669_2010-05-22_09.tif - View looking west from the intersection of Aydolette Road and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury vicinity.

WI-699: Baltimore, Chesapeake and Atlantic Railroad Corridor, Wicomico County, MD

Photograph 10: WI-669_2010-11-22_10.tif - View looking west from the intersection of Priscilla Street and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury. The existing track continues northward to meet the Norfolk-Southern Railroad, the Baltimore, Chesapeake and Atlantic formerly continued eastward.

Photograph 11: WI-669_2010-11-22_11.tif - View looking northwest towards the former crossing of the Baltimore, Chesapeake and Atlantic and the New York, Philadelphia and Norfolk Railroads and the east façade of Union Station.

Photograph 12: WI-669_2010-11-22_12.tif - View looking northeast toward the west façade of Salisbury's now abandoned Union Station.

Photograph 13: WI-669_2010-11-22_13.tif - View looking east- towards the west façade of Salisbury's Union Station and, at left, the track of the Baltimore, Chesapeake and Atlantic Railroad.

Photograph 14: WI-669_2010-11-22_14.tif - View looking northwest towards the intersection of Salisbury Boulevard (Business Route 13) and the Baltimore, Chesapeake and Atlantic Railroad Corridor, Salisbury.

Photograph 15: WI-669_2010-11-22_15.tif - View looking west from Salisbury Boulevard (Business Route 13) towards the Baltimore, Chesapeake and Atlantic Railroad corridor. Salisbury.

Photograph 16: WI-669_2010-11-22_16.tif - View looking east from the intersection of Division Street towards the Baltimore, Chesapeake and Atlantic Railroad corridor main line at right and spur line, Salisbury

Photograph 17: WI-669_2010-11-22_17.tif - View looking north-northwest towards the intersection of Division Street and the Baltimore, Chesapeake and Atlantic Railroad corridor, Salisbury.

Photograph 18: WI-669_2010-11-22_18.tif - View looking west from the intersection of Division Street toward the Baltimore, Chesapeake and Atlantic Railroad corridor, Salisbury.

Photograph 19: WI-669_2010-11-22_19.tif - View looking south from Isabella Street towards a now-abandoned spur line of the Baltimore, Chesapeake and Atlantic Railroad; this spur line parallels Mill Street, Salisbury.

WI-699: Baltimore, Chesapeake and Atlantic Railroad Corridor, Wicomico County, MD

Photograph 20: WI-669_2010-11-22_20.tif - View looking north from Isabella Street towards the trestle bridge (Mill Street Bridge) which carried the Baltimore, Chesapeake and Atlantic Railroad over North Prong of the Wicomico River (Johnson Pond) Salisbury.

Photograph 21 WI-669_2010-11-22_21.tif - View looking north towards the deteriorated remains of Bridge 41.49 which carried the Baltimore, Chesapeake and Atlantic Railroad over the Owens Branch.

Photograph 22: WI-669_2010-11-22_22.tif - View looking east from Bridge 41.49 toward the Baltimore, Chesapeake and Atlantic Railroad corridor.

Photograph 23: WI-669_2010-11-22_23.tif - View looking west-northwest from 7190 Brick Kiln Road; the line of trees represents the overgrown corridor of the Baltimore, Chesapeake and Atlantic Railroad, Rockawalking vicinity.

Photograph 24: WI-669_2010-11-22_24.tif - View looking northwest from Rockawalkin Ridge Road towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Rockawalking vicinity.

Photograph 25: WI-669_2010-11-22_25.tif - View looking southeast from Rockawalkin Road towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Rockawalking vicinity.

Photograph 26: WI-669_2010-11-22_26.tif - View looking northwest from Rockawalkin Road towards the Baltimore, Chesapeake and Atlantic Rail Railroad corridor, Rockawalking vicinity.

Photograph 27: WI-669_2010-11-22_27.tif - View looking southeast from Wilson Street, Hebron towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Hebron.

Photograph 28: WI-669_2010-11-22_28.tif - View looking northwest from Wilson Street, Hebron towards the Baltimore, Chesapeake and Atlantic Railroad corridor, Hebron.

Photograph 29 WI-669_2010-11-22_29.tif - View looking northwest towards the Hebron Passenger Station and platform, Hebron.

Photograph 30: WI-669_2010-11-22_30.tif - View looking southeast towards the Baltimore, Chesapeake and Atlantic Railroad main line corridor, spur line and the Hebron Passenger Station and platform, Hebron.

Photograph 31: WI-669_2010-11-22_31.tif - View looking northwest towards the Baltimore, Chesapeake and Atlantic Railroad main line corridor and spur line, Hebron.

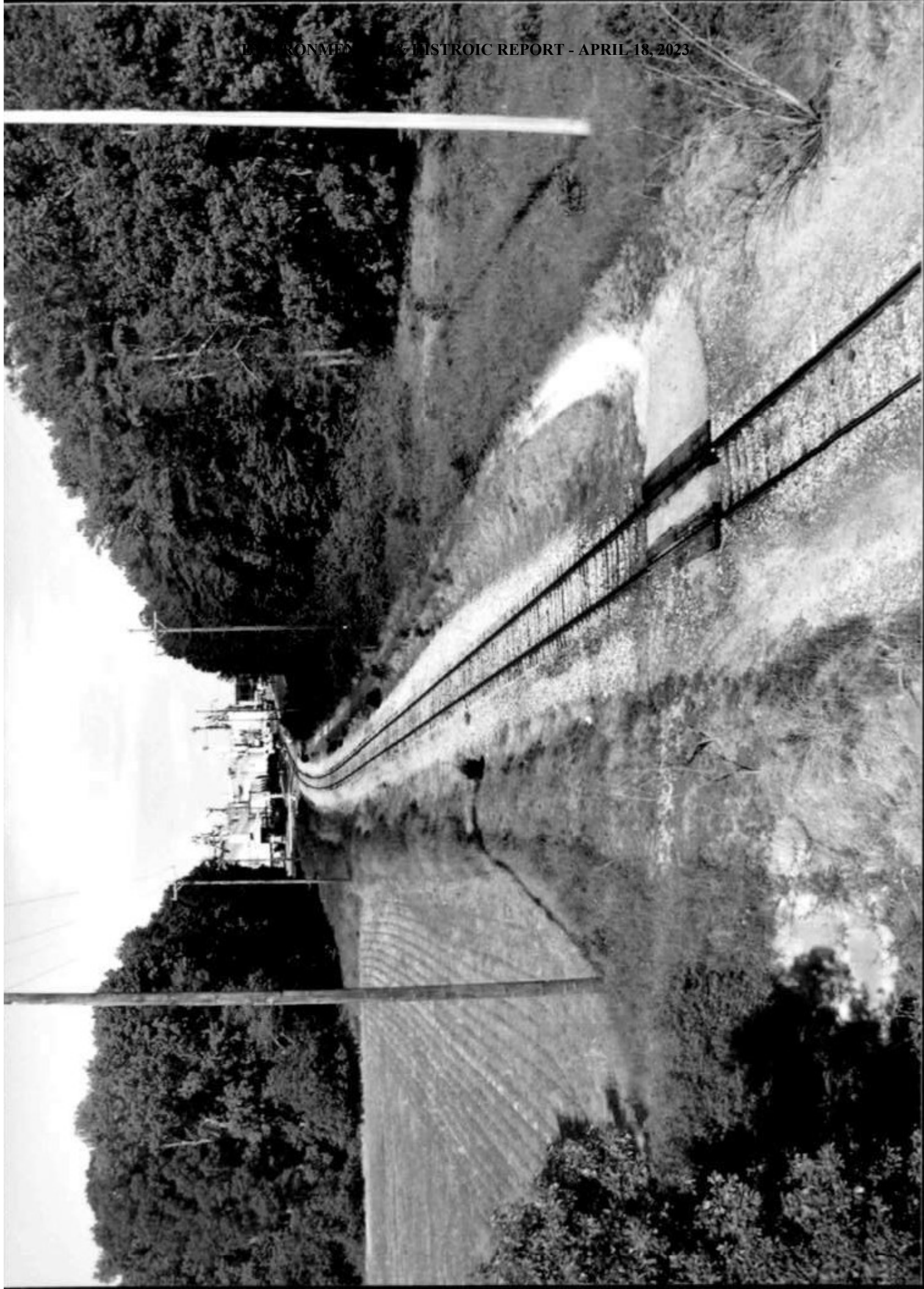


1/31 WI-669 BC & APP

Wicomico Co., MD

J. Schuchman, 5/22/10

NW RR corridor @ Zion Church Rd, Pine Grove vicinity



2/31 W1-669 BC #ARR

Wicomico Co, MD

J. Schuchman, 5/22/10

5 from US 13/60 toward RR Corridor, Salisbury vicinity



3/31 W1-609 BC & ARP

Wisomco Co., MD

J. Schuchman 5/22/10

W from US 131/5 toward RR corridor, Salisbury vicinity



4/31 W1-669 BC & APP

Wicomico Co, MD

J. Schuchman 5/20/10

E from Atlantic Ave Toward RR corridor, Salisbury vicinity



5/31 W1-669 BC & RR

Wicomico Co., MD

J. Schuchman 5/22/10

N-NE

toward Parker Rd and the RR corridor, Salisbury vicinity

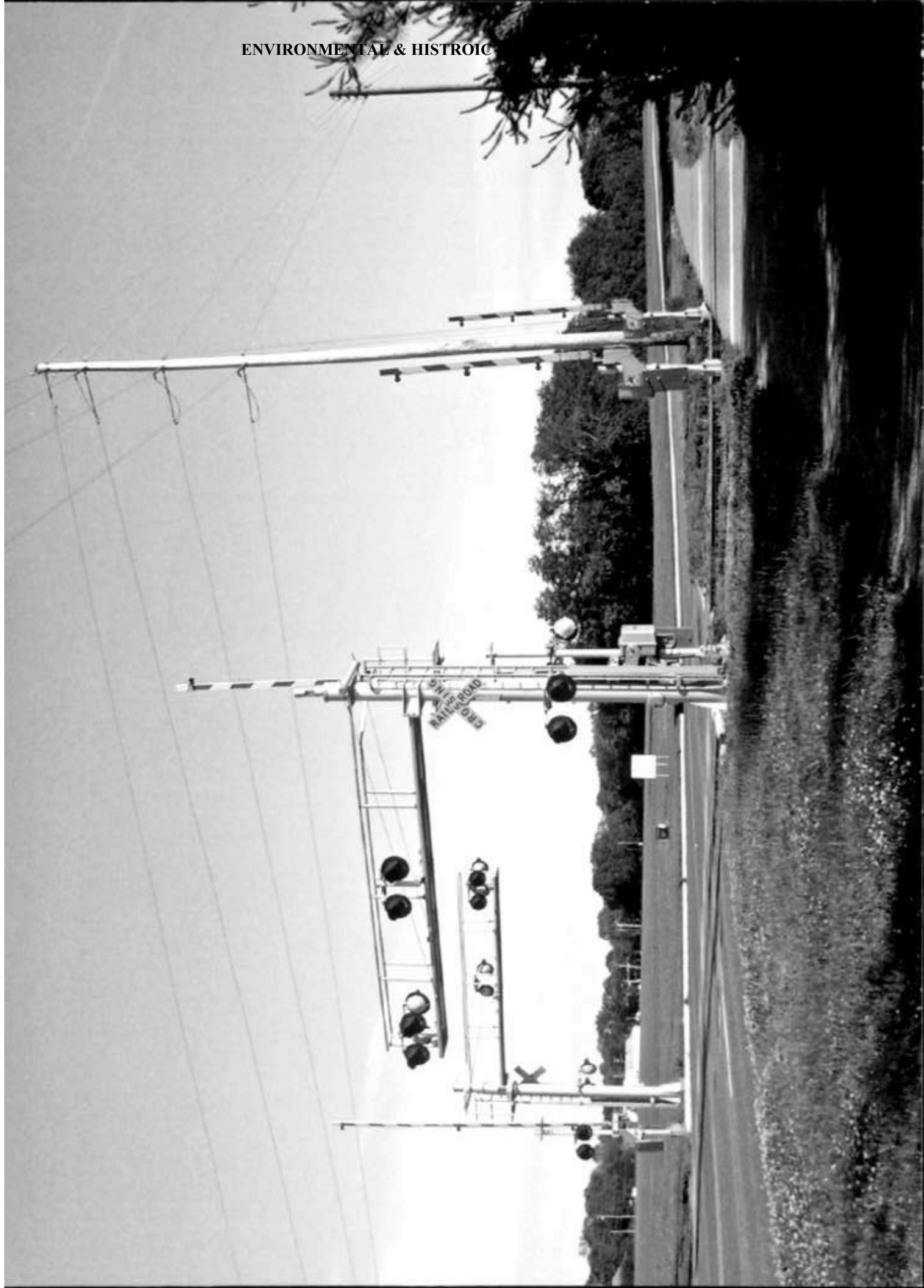


6/31 W1-669 DC & AER

Wicomico Co., MD

J. Schuchman 5/22/10

E from the intersection of Beaglin Park Dr. & the
RR corridor, Salisbury vicinity



7/31 W1-669 BC & ARP

Wicomico Co. MD

J. Schuchman 5/22/10

S-SE toward the intersection of Beaglin Park Dr.
and RR corridor, Salisbury vicinity



8/31 W1-66A BC EARR

Wicomico Co., MD

J. Schuchman 5/22/10

W from the intersection of Beaglin Park Dr. and
corridor, Salisbury vicinity



9/31 WI-609 BC & ARR

Wicomico Co., MD

J. Schuchman 5/22/10

W from intersection of Dydolette Rd & RR corridor
Salisbury vicinity

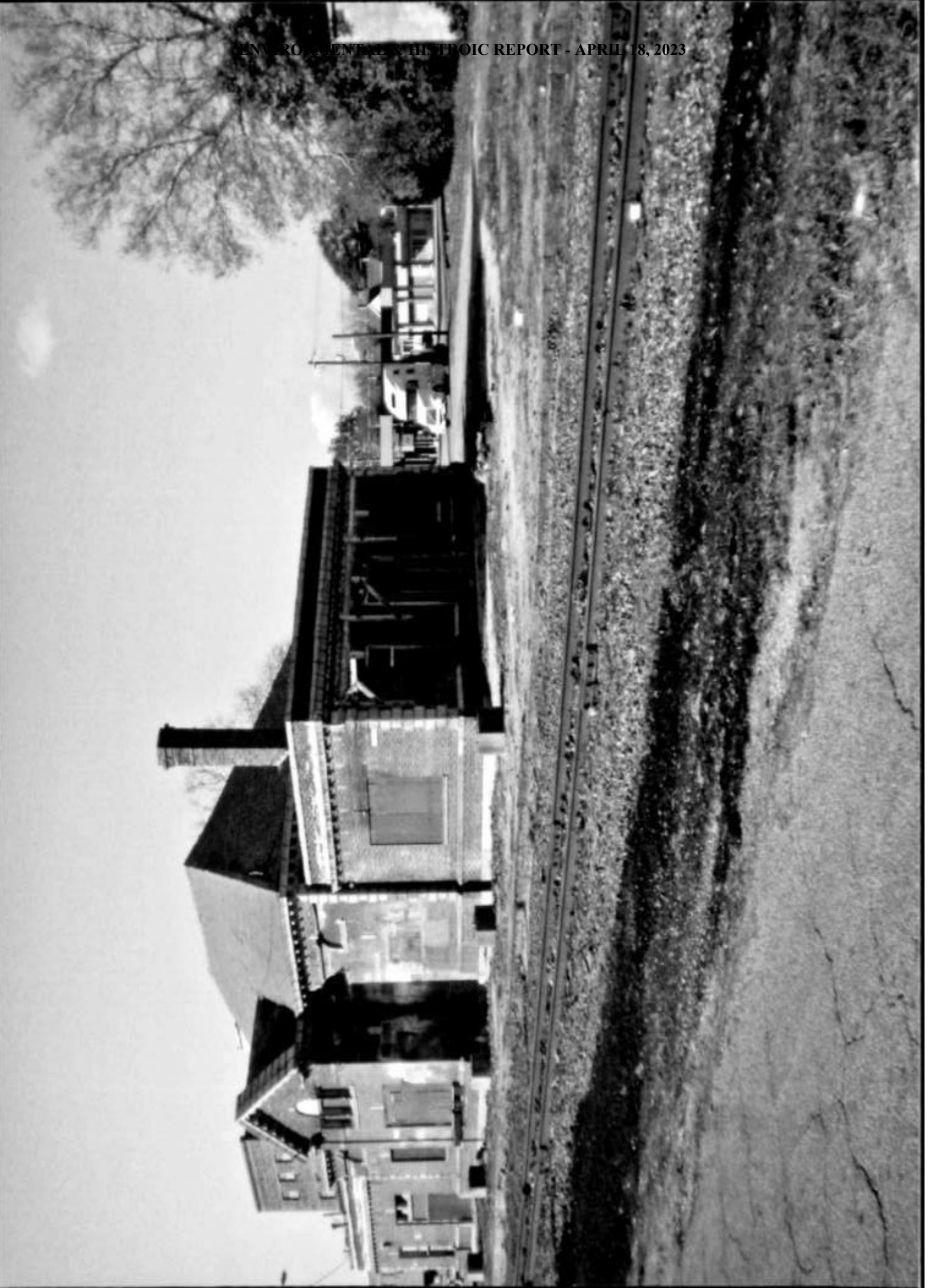


10/31 W1-669 BC & ARP

Wicomico Co., MD

J. Schuchman 11/22/10

W from the intersection of Paveilla St. & RR corridor
Salisbury



11/31 W1-669 BC & APP
Wicomico Co., MD
J. Schuchman 11/22/10
NW toward Union Station & the former crossing of the
BC & A RR and the NY P & N RR.



12/31 W1-669 BC & ARR
Wicomco Co., MD
J. Schuchman 11/22/10
NE toward Union Station, Salisbury



13/31 W1-669 BC & A RR
Wicomico Co., MD
J. Schuchman 11/22/10
E - Towards the Salisbury's Union Station & BCSA RR
corridor.



14/31 WI-669 BC & A RR

Wicomics Co., MD

J. Schuchman 11/22/10

NW toward Salisbury Blvd. (Business Route 13) & the

RR corridor



15/31 W1-669 BC & A RR

Wicomico Co., MD

J. Schwachman 11/22/10

W from Salisbury Blvd. (Business Route 13) towards
RR corridor. Salisbury



16/31 W1-669 BC & Δ RR

Wicomico Co., MD

J. Schuchman 11/22/10

E from Division & RR corridor main line & spur line, Salisbury



17/31 W-669 BC & APP

Wicomico Co. MD

J. Schuchman 11/22/10

N-NW toward Division St. & RR corridor, Salisbury



18/31 W1-669 BC & Δ RR

Wicomico Co., MD

Schuchman 11/22/10

West from Division Street toward RR corridor, Salisbury



19131 W-669 BE + A RR

Wilcomico Co. MD

J. Schuchman 11/22/10

South from Isabella Street toward RR spur line Salisbury



20131 W1-669 BC & A RR
Wicomico Co., MD
J. Schuchman 11/22/10
North from Isabella St. Toward the Trestle bridge over
N. Prong of the Wicomico River



21/31 WI-669 Dec 9, APR

Wisconsin Co, MD

11/22/10

J. Schuchman
N Towards Bridge # 41.49 over the Owens Branch.



22/31 W1-669 BC & A RR

Wicomico Co., MD

J. Schaeferman 4/22/10

E from Bridge #41.49 toward RR corridor



23/31 W1-664 BC & AER

Wilcombs Co., MD

Schwabman 11/22/10

W-NW from 7190 Brick Kiln Rd toward RR corridor,

Rockawalking vicinity

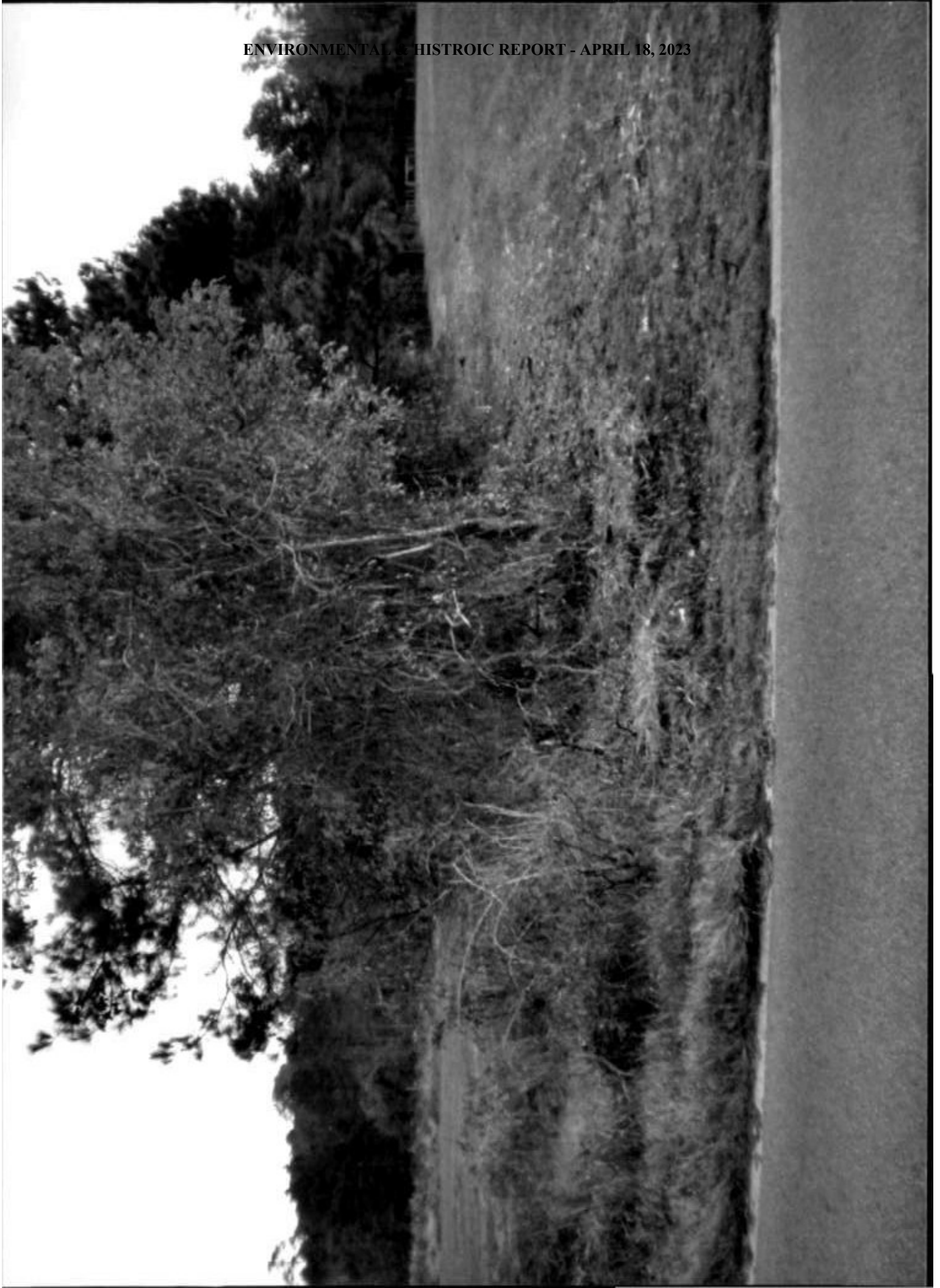


24/31 W1-669 BC & A RE

Wicomico Co., MD

J. Schuchman 11/22/10

NW from Rockawalkin Ridge Rd toward the RR corridor,
Rockawalking vicinity.



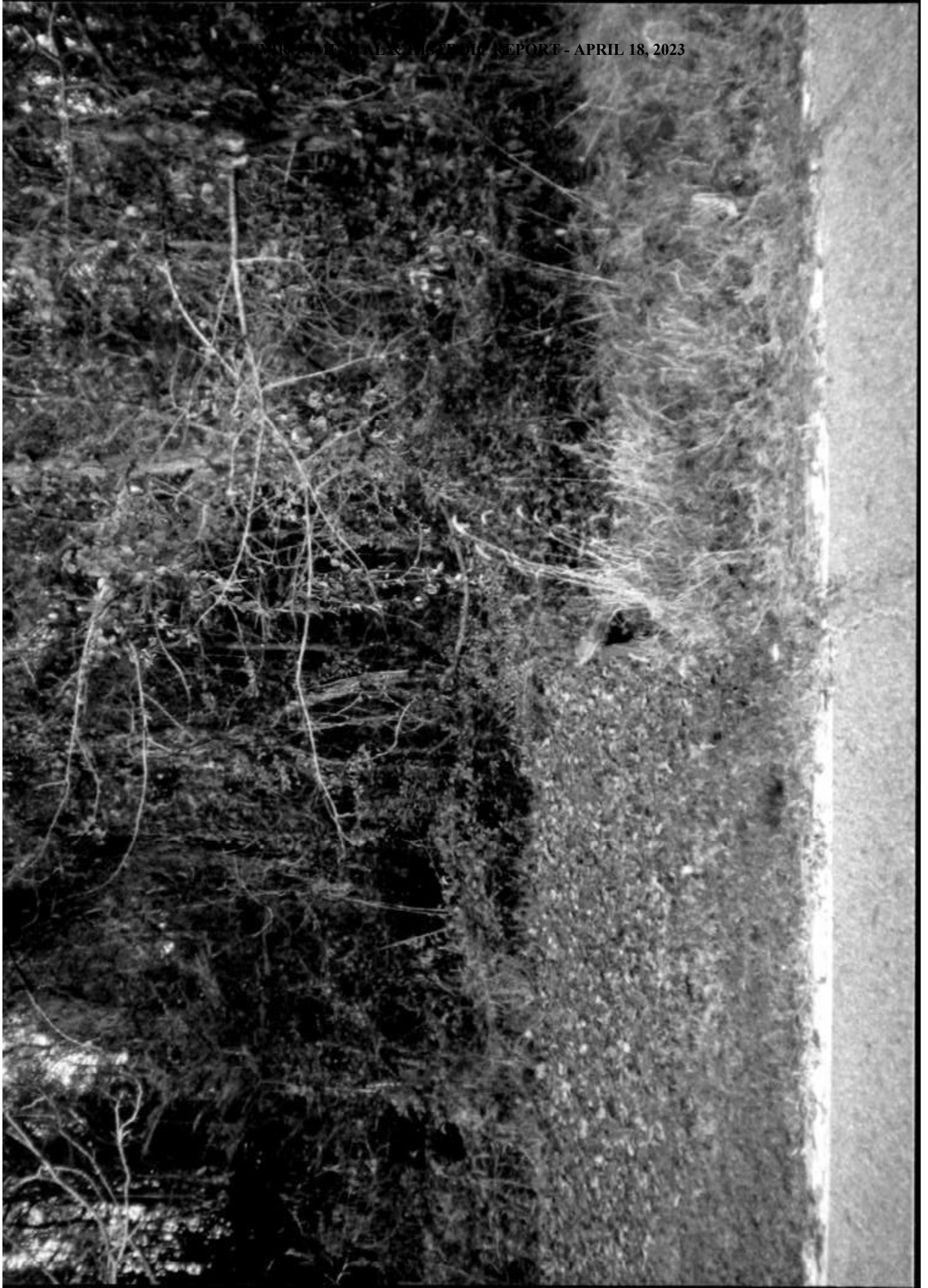
25/31 W1-669 BC: A RR

Wicomico Co. MD

J. Schuchman 11/22/10

SE from Rockaway Rd toward the RR corridor,

Rockaway vicinity



26131 W1-669 BC & A RR
Wicomico Co., MD
J. Schuchman 11/22/10
NW from Rockaway Rd toward the RR corridor
Rockaway vicinity.



27/31 W1-669 BC & APP

Wicomico Co. MD

J. Schuchman 11/22/10

SE from Wilson St. Hebron Toward the RR corridor.



28/31 W1-669 BC & A RR

Wicomico Co. MD

J. Schuchman 11/22/10

Now from Wilson St. Hebron Toward the RR corridor.



29/31 W1-669 BC & A EF

Wilcom Co., MD

J. Schuckman 11/22/10

NW towards the Hebron Passenger Station, Hebron



30/31 W1-669 BC & A RR

Wilcomico Co., MD

J. Schudman 11/22/10

SE toward RR corridor to the Hebron Passenger Station, Hebron



31/31 WI-669 BCG & AER

Wicomco Co., MD

J. Schuchman 11/22/10

NW toward RR corridor Hebron.

Environmental Paper
40584

EXHIBIT F

Maryland Historical Trust Medusa Information for Hebron Historic District (WI-400)

Maryland Historical Trust **Determination of Eligibility Form**

Property Name: Hebron Historic District **Inventory Number:** WI-400
Address: _____ **Historic District:** X **Yes** **No**
City: Hebron **Zip Code:** _____ **County:** Wicomico
USGS Quadrangle(s): Hebron
Property Owner: _____ **Tax Account ID Number:** _____
Tax Map Parcel Number(s): _____ **Tax Map Number:** _____
Project: TEA-21 DOE **Agency:** Maryland Historical Trust
Agency Prepared By: Maryland Historical Trust
Preparer's Name: Thomas Reinhart **Date Prepared:** 2003-09-05
Documentation Is Presented In: _____
Preparer's Eligibility Recommendation: X **Eligibility Recommended** **Eligibility Not Recommended**
Criteria: **A** **B** X **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: X **Yes** **No** **Name:** Thomas Reinhart **Date:** _____

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

The Hebron Historic District is composed of 230 resources, the majority of the which are residential. In addition, there are two churches, roughly a dozen commercial structures, and several public facilities, including a picnic or fair ground. Of the 230 resources, 212 contribute to the potential district; 18 do not contribute. Although a period of significance has yet to be identified, the district's resources date primarily to the late-nineteenth century and the early-twentieth century. A number of contributing commercial and residential structures date from the 1910s through 1950. There are only a handful of resources from the latter half of the twentieth century. Most of the contributing resources retain a high level of integrity, despite the widespread use of vinyl and aluminum siding.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:**
Criteria: **A** **B** **C** **D** **Considerations:** **A** **B** **C** **D** **E** **F** **G**
MHT Comments:

Reviewer, Office of Preservation Services

Peter Kurtze

Reviewer, National Register Program

Date

2003-09-09

Date

**Maryland Historical Trust
Determination of Eligibility Form**

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X

Eligibility Not Recommended:

Criteria: A B C D

Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Peter Kurtze

Reviewer, National Register Program

Date

2003-09-09

Date

WI-400

Hebron Historic District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 05-15-2018

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023
MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: Hebron Historic District Inventory Number: WI-400
Address: _____ Historic district: ☒ yes ☐ no
City: Hebron Zip Code: _____ County: Dorchester
USGS Quadrangle(s): Hebron
Property Owner: _____ Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: TEA-21 DOE Agency: Maryland Historical Trust
Agency Prepared By: Maryland Historical Trust
Preparer's Name: Thomas Reinhart Date Prepared: 9/5/2003
Documentation is presented in: _____
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 ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☒ yes ☐ no Name: Thomas Reinhart Date: 5/23/2001

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

The Hebron Historic District is composed of 230 resources, the majority of the which are residential. In addition, there are two churches, roughly a dozen commercial structures, and several public facilities, including a picnic or fair ground. Of the 230 resources, 212 contribute to the potential district; 18 do not contribute. Although a period of significance has yet to be identified, the district's resources date primarily to the late-nineteenth century and the early-twentieth century. A number of contributing commercial and residential structures date from the 1910's through 1950. There are only a handful of resources from the latter half of the twentieth century. Most of the contributing resources retain an high level of integrity, despite the widespread use of vinyl and aluminum siding.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Reviewer, Office of Preservation Services

Reviewer, National Register Program

Date

9/9/03

Date

WI-400
Hebron Historic District
Hebron quad

Hebron Historic District

The Hebron Historic District is composed of 230 resources, the majority of the which are residential. In addition, there are two churches, roughly a dozen commercial structures, and several public facilities, including a picnic or fair ground. Of the 230 resources, 212 contribute to the potential district; 18 do not contribute. Although a period of significance has yet to be identified, the district's resources date primarily to the late-nineteenth century and the early-twentieth century. A number of contributing commercial and residential structures date from the 1910's through 1950. There are only a handful of resources from the latter half of the twentieth century. Most of the contributing resources retain an high level of integrity, despite the widespread use of vinyl and aluminum siding.

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Hebron Historic District

Hebron quad

Contributing Resources

102 Bradley Street, Map 27a, p. 218
104 Bradley Street, Map 27a, p. 219
106 Bradley Street, Map 27a, p. 220
108 Bradley Street, Map 27a, p. 221
110 Bradley Street, Map 27a, p. 222
112 Bradley Street, Map 27a, p. 223

103 Chestnut Street, Map 27a, p. 385
104 Chestnut Street, Map 27a, p. 93
302 Chestnut Street, Map 27a, p. 96
304 Chestnut Street, Map 27a, p. 97
308 Chestnut Street, Map 27a, p. 99
401 Chestnut Street, Map 27a, p. 13
403 Chestnut Street, Map 27a, p. 100
405 Chestnut Street, Map 27a, p. 85
407 Chestnut Street, Map 27a, p. 84
409 Chestnut Street, Map 27a, p. 27
416 Chestnut Street, Map 27a, p. 102
422 Chestnut Street, Map 27a, p. 103

103 East Church Street, Map 27a, p. 268
105 East Church Street, Map 27a, p. 269
107 East Church Street, Map 27a, p. 270
111 East Church Street, Map 27a, p. 271
112 East Church Street, Map 27a, p. 327
113 East Church Street, Map 27a, p. 272
114 East Church Street, Map 27a, p. 328
115 East Church Street, Map 27a, p. 273
116 East Church Street, Map 27a, p. 253-2
117 East Church Street, Map 27a, p. 274
201 East Church Street, Map 27a, p. 312
203 East Church Street, Map 27a, p. 311
205 East Church Street, Map 27a, p. 310
207 East Church Street, Map 27a, p. 309
209 East Church Street, Map 27a, p. 308
211 East Church Street, Map 27a, p. 307
213 East Church Street, Map 27a, p. 306
301 East Church Street, Map 27a, p. 305
303 East Church Street, Map 27a, p. 304
305 East Church Street, Map 27a, p. 303

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

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Hebron Historic District

Hebron quad

307 East Church Street, Map 27a, p. 302
311 East Church Street, Map 27a, p. 301
313 East Church Street, Map 27a, p. 300
315 East Church Street, Map 27a, p. 299
317 East Church Street, Map 27a, p. 298
329 East Church Street, Map 27a, p. 297
321 East Church Street, Map 27a, p. 336

102 West Church Street, Map 27a, p. 171
104 West Church Street, Map 27a, p. 172
105 West Church Street, Map 27a, p. 160
106 West Church Street, Map 27a, p. 173
107 West Church Street, Map 27a, p. 161
108 West Church Street, Map 27a, p. 174
110 West Church Street, Map 27a, p. 175
111 West Church Street, Map 27a, p. 163
112 West Church Street, Map 27a, p. 176
200 West Church Street, Map 27a, p. 177
201 West Church Street, Map 27a, p. 166
202 West Church Street, Map 27a, p. 178
203 West Church Street, Map 27a, p. 167
204 West Church Street, Map 27a, p. 179
205 West Church Street, Map 27a, p. 168
206 West Church Street, Map 27a, p. 180

101 Culver Street, Map 27a, p. 341

100 Elm Street, Map 27a, p. 332
103 Elm Street, Map 27a, p. 88
104 Elm Street, Map 27a, p. 331 and 79 (both contributing)
107 Elm Street, Map 27a, p. 87
109 Elm Street; Map 27a, p. 86 (2 houses; one face Chestnut)

103 Grove Street, Map 27a, p. 65
104 Grove Street, Map 27a, p. 62
105 Grove Street, Map 27a, p. 64
107 Grove Street, Map 27a, p. 63

102 Howard Street, Map 27a, p. 69
103 Howard Street, Map 27a, p. 76
104 Howard Street, Map 27a, p. 68
105 Howard Street, Map 27a, p. 77
106 Howard Street, Map 27a, p. 67
107 Howard Street, Map 27a, p. 78

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Hebron Historic District
Hebron quad

108 Howard Street, Map 27a, p. 66

101 East Lillian Street, Map 27a, p. 225
103 East Lillian Street, Map 27a, p. 226
105 East Lillian Street, Map 27a, p. 227
106 East Lillian Street, Map 27a, p. 261
107 East Lillian Street, Map 27a, p. 228
108 East Lillian Street, Map 27a, p. 260
109 East Lillian Street, Map 27a, p. 229
110 East Lillian Street, Map 27a, p. 259
111 East Lillian Street, Map 27a, p. 230
112 East Lillian Street, Map 27a, p. 258
113 East Lillian Street, Map 27a, p. 231
114 East Lillian Street, Map 27a, p. 257
200 East Lillian Street, Map 27a, p. 275
201 East Lillian Street, Map 27a, p. 234
203 East Lillian Street, Map 27a, p. 235
205 East Lillian Street, Map 27a, p. 236
207 East Lillian Street, Map 27a, p. 238
208 East Lillian Street, Map 27a, p. 278
209 East Lillian Street, Map 27a, p. 234
210 East Lillian Street, Map 27a, p. 279
211 East Lillian Street, Map 27a, p. 241
212 East Lillian Street, Map 27a, p. 280
213 East Lillian Street, Map 27a, p. 242
301 East Lillian Street, Map 27a, p. 373

101 West Lillian Street, Map 27a, p. 185
103 West Lillian Street, Map 27a, p. 186
105 West Lillian Street, Map 27a, p. 187
107 West Lillian Street, Map 27a, p. 188

North Main Street, Map 27a, p. 315
200 North Main Street, Map 27a, p. 266
202 North Main Street, Map 27a, p. 265
205 North Main Street, Map 27a, p. 181
207 North Main Street, Map 27a, p. 182
209 North Main Street, Map 27a, p. 183
211 North Main Street, Map 27a, p. 184
230 North Main Street, Map 27a, p. 170
North Main Street, Map 27a, p. 263
300 North Main Street, Map 27a, p. 212
301 North Main Street, Map 27a, p. 190

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Hebron Historic District

Hebron quad

302 North Main Street, Map 27a, p. 213
303 North Main Street, Map 27a, p. 191
304 North Main Street, Map 27a, p. 214
305 North Main Street, Map 27a, p. 192
306 North Main Street, Map 27a, p. 215
307 North Main Street, Map 27a, p. 379
406 North Main Street, Map 27a, p. 196
404 North Main Street, Map 27a, p. 195
402 North Main Street, Map 27a, p. 194
400 North Main Street, Map 27a, p. 193
500 North Main Street, Map 27a, p. 198
502 North Main Street, Map 27a, p. 200
504 North Main Street, Map 27a, p. 201
506 North Main Street, Map 27a, p. 203
508 North Main Street, Map 27a, p. 205
510 North Main Street, Map 27a, p. 206
512 North Main Street, Map 27a, p. 207
514 North Main Street, Map 27a, p. 208
516 North Main Street, Map 27a, p. 210

101 South Main Street, Map 27a, p. 49
103 South Main Street, Map 27a, p. 50
105 South Main Street, Map 27a, p. 51
107 South Main Street, Map 27a, p. 355
South Main Street, Map 27a, p. 146; 115
South Main Street, Map 27a, p. 359
203 South Main Street, Map 27a, p. 52
205 South Main Street, Map 27a, p. 54
207 South Main Street, Map 27a, p. 55
211 South Main Street, Map 27a, p. 57
305 South Main Street, Map 27a, p. 90
307 South Main Street, Map 27, p. 13
309 South Main Street, Map 27a, p. 89
401 South Main Street, Map 27a, p. 387-1
402 South Main Street, Map 27a, p. 361
403 South Main Street, Map 27a, p. 387-3
405 South Main Street, Map 27a, p. 387-5
407 South Main Street, Map 27a, p. 387-6
500 South Main Street, Map 27a, p. 154
502 South Main Street, Map 27a, p. 153
504 South Main Street, Map 27a, p. 152
506 South Main Street, Map 27a, p. 151
508 South Main Street, Map 27a, p. 150
510 South Main Street, Map 27a, p. 149

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WI-400
Hebron Historic District
Hebron quad

514 South Main Street, Map 27a, p. 147

516 South Main Street, Map 27a, p. 335

Phillips Avenue; 27a, p. 387-24

100 East Railroad Avenue, Map 27a, p. 48

101 East Railroad Avenue, Map 27a, p. 316

102 East Railroad Avenue, Map 27a, p. 45

103 East Railroad Avenue, Map 27a, p. 317

104 East Railroad Avenue, Map 27a, p. 44

105 East Railroad Avenue, Map 27a, p. 318

106 East Railroad Avenue, Map 27a, p. 42

107 East Railroad Avenue, Map 27a, p. 319

109 East Railroad Avenue, Map 27a, p. 320

110 East Railroad Avenue, Map 27a, p. 40

111 East Railroad Avenue, Map 27a, p. 321

115 East Railroad Avenue, Map 27a, p. 323

117 East Railroad Avenue, Map 27a, p. 324

119 East Railroad Avenue, Map 27a, p. 353-1

121 East Railroad Avenue, Map 27a, p. 316 (2 buildings)

West Railroad Avenue, Map 27a, p. 142

107 West Railroad Avenue, Map 27a, p. 143

West Railroad Avenue, Map 27a, p. 144

101 East Walnut Street, Map 27a, p. 47

102 East Walnut Street, Map 27a, p. 61

106 East Walnut Street, Map 27a, p. 59

200 East Walnut Street, Map 27a, p. 70

201 East Walnut Street, Map 27a, p. 39

203 East Walnut Street, Map 27a, p. 38

204 East Walnut Street, Map 27a, p. 69

209 East Walnut Street, Map 27a, p. 35

300 East Walnut Street, Map 27a, p. 71

301 East Walnut Street, Map 27a, p. 33

303 East Walnut Street, Map 27a, p. 31

304 East Walnut Street, Map 27a, p. 73

305 East Walnut Street, Map 27a, p. 30

306 East Walnut Street, Map 27a, p. 74

400 East Walnut Street, Map 27a, p. 80

401 East Walnut Street, Map 27a, p. 29

402 East Walnut Street, Map 27a, p. 81

403 East Walnut Street, Map 27a, p. 28

404 East Walnut Street, Map 27a, p. 82

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

WI-400
Hebron Historic District
Hebron quad

405 East Walnut Street, Map 27a, p. 26
406 East Walnut Street, Map 27a, p. 83
408 East Walnut Street, Map 27a, p. 10
409 East Walnut Street, Map 27a, p. 383-1
411 East Walnut Street, Map 27a, p. 838-3

101 West Walnut Street, Map 27a, p. 130
103 West Walnut Street, Map 27a, p. 131
105 West Walnut Street, Map 27a, p. 132
109 West Walnut Street, Map 27a, p. 134
111 West Walnut Street, Map 27a, p. 135
113 West Walnut Street, Map 27a, p. 136
115 West Walnut Street, Map 27a, p. 137

Non-contributing Resources

101 East Church Street, Map 27a, p. 267
118 East Church Street, Map 27a, p. 330

102 Elm Street, Map 27a, p. 75
109 Elm Street, Map 27a, p. 86

101 Grove Street, Map 27a, p. 283

104 East Lillian Street, Map 27a, p. 262
206 East Lillian Street, Map 27a, p. 277
303-305 East Lillian Street, Map 27a, p. 245/243

North Main Street, Map 27a, p. 314

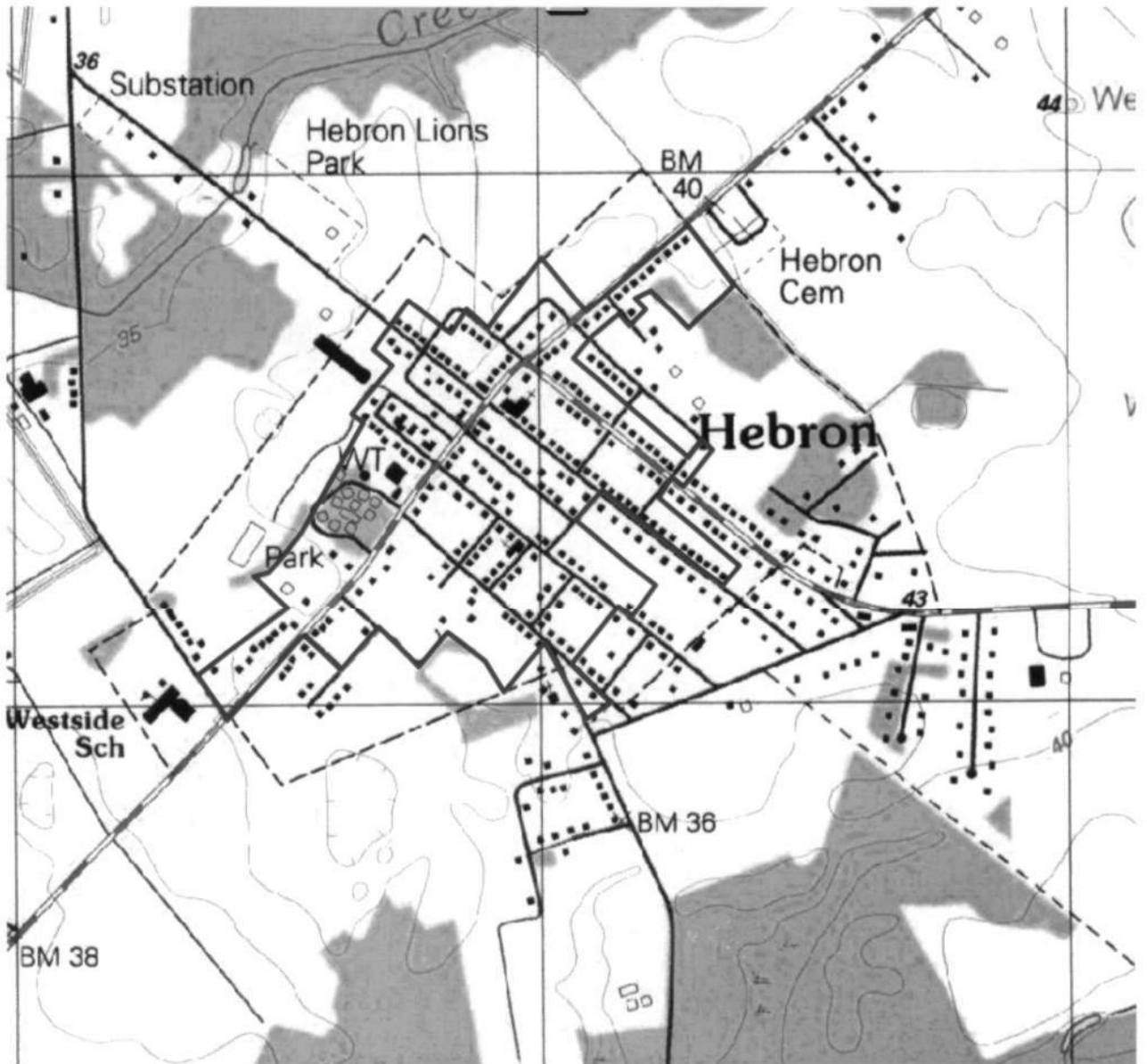
101 South Main Street, Map 27a, p. 156
303 South Main Street, Map 27a, p. 92
300 South Main Street, Map 27a, p. 155
512 South Main Street, Map 27a, p. 148
South Main Street, Map 27a, p. 138

113 East Railroad Avenue, Map 27a, p. 322

West Railroad Avenue, Map 27a, p. 32
West Railroad Avenue; Map 27a, p. 165

105 East Walnut Street, Map 27a, p. 43

WI-400
Hebron Historic District
Hebron quadrangle



WI-400
Hebron
Salisbury vicinity
Private and Public

Nineteenth and twentieth centuries

The town of Hebron was established when the Baltimore & Eastern Shore Railroad Company laid its new track through the fields of Wicomico County in 1890. Prior to the construction of the railroad there was a scatter of houses and a steam saw mill in this location, which was along the main road that connected Quantico with Spring Hill Church. General Joseph B. Seth, one of the railroad's financiers, is credited with naming the new town after the biblical Hebron.

The town grew immediately with the presence of the railroad. Nelson's Memorial Methodist Episcopal congregation was started by the Rev. M. P. Johnson at a camp meeting the same year the railroad was completed to Salisbury. Sally Nelson donated the land, and a new frame church was dedicated two years later. A Methodist Protestant congregation named St. Paul's was established in 1898.

With an immediate source of quick transportation in the midst of a productive agricultural region, canning houses were located in Hebron, first by George A. Bounds & Co. in 1895. Others soon followed; J. L. Nelson & Co. in 1908; Spring Hill Canning Company in 1910, and Wilson Canning Co. in 1919. Concurrent with the vegetable and fruit canning was the establishment of an attendant business to canning, the manufacture of berry crates and box shooks, as well as lath and other building products. George C. Bounds and W. H. Phillips were associates with George A. Bounds in the Bounds Packing Corporation.

Another vital industry in the early twentieth-century history of Hebron was the

manufacture of shirts, which employed scores of men and women. The bright economic prospects for the town of Hebron were so optimistic during the early 1920s that an article appeared in the *Salisbury Advertiser and Wicomico Countian* praising the town's achievements:

The town of Hebron, though without corporate law, is one of the most progressive towns on the line of the B. C. & A. Railway Company. Its progress has been very rapid and almost entirely the product of local talent and local money...

The chief industry of the town is the large manufacturing plant of G. A. Bounds & Company. It was this industry more than any other that started the town on its era of prosperity.

In line of industry the shirt factories have contributed very much to the growth and prosperity of the town, and greatly increased earning capacity of families large and small. There are at present five shirt factories and all supplied with operators, averaging thirty or more to the factory...

During the year 1923, there were seven new residences built in the town that are ornaments to the town and a credit to the owners. One new shirt factory was also built last year and many improvements made this year will likely equal, if not exceed, last year in point of improvements. With the progress of the year there were two heavy losses by fire, one a shirt factory and the other a potato house and its contents...

The town is expanding in two directions, one toward Spring Hill Church and one toward Salisbury and all this territory will be a [few] years in full observation of the town. From the appearance of the premises of both town and community, much attention is now given to poultry raising which has proven a very profitable industry.

The stock market failure five years after this article, coupled with the deepening Depression during the early 1930s, slowed new construction and additional investment in Hebron as it did across the lower Shore. Despite the economic hardships of the Depression the George A. Bounds & Company continued packing tomatoes and sweet potatoes until 1952, and the Bounds manufacturing plant remained in business until the mid 1960s.

Hebron's grid of streets are oriented on diagonal axes, Main Street runs in a northeast/southwesterly direction and the old railroad right-of-way runs the other way, from the northwest to southeast. The buildings that define Hebron include a cross-section of late nineteenth- and early twentieth-century architectural forms popular in the eyes of the middle income residents of the town. Variations of two-and-a-half story, cross-gabled frame dwellings with a pointed arch and a decorated porch were common to the late nineteenth century as were tee- or ell-shaped dwellings with semi-octagonal bays and wraparound porches. After the turn of the century, these house forms continued to be built alongside newer architectural forms that accompanied the early twentieth century. Popular across the lower Shore were various versions of Colonial Revival and bungalow style houses.

The center business district survives today with a few remnants of its economic successes. The Hebron passenger station (WI-401) was built around 1910 by the Baltimore, Chesapeake, & Atlantic Railroad Company in the picturesque architectural mode with broad eaves supported by heavy, chamfered brackets. The trustees of the Hebron Savings bank, on the other hand, chose to erect a new structure in neoclassical taste (WI-402), surely in an effort to capitalize on the popular wave of neoclassicism and Colonial Revival architecture embraced by upper and middle class Americans. In contrast to these buildings is the stylish Nelson's Memorial Methodist Episcopal church (WI-403), erected in 1916 in Gothic Revival fashion, which dominated religious architecture on the lower Shore for close to a century.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Hebron Survey District

MHT INVENTORY NUMBER: WI-400

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s):
Architecture
Transportation
2. Geographic Orientation: Eastern Shore
3. Chronological/Development Period(s): Industrial/Urban Dominance
1870-1930
4. Resource Type(s):
Dwellings
Churches
Railroad depot
Bank
Store

Maryland Historical Trust
State Historic Sites Inventory Form**1. Name** (indicate preferred name)

historic Hebron

and/or common Hebron Survey District

2. Locationstreet & number Various streets ☐ not for publicationcity, town Hebron ☐ vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name Various owners

street & number telephone no.:

city, town state and zip code

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

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Survey No. WI-400

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date of move _____

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

The town of Hebron is located one mile east of US Route 50 on MD 670 northwest of Salisbury, Wicomico County, Maryland. Located in the center of the Hebron election district, the town is also reached by way of MD Route 347, which also intersects US Route 50 approximately a mile northeast of town. MD Route 347 serves as the town's main street, which runs in a northeast/southwest direction. The town is laid out on a grid plan, which is oriented to the rail line that extended through the town on its way from Mardela Springs to Salisbury.

The housing stock of Hebron consists of approximately two-hundred-and-fifty (250) structures erected between 1890 and 1950, and the largest percentage of these predate 1930 when the town was experiencing its most prosperous period. One of the most significant historic structures is the Hebron Passenger Station (WI-401), which dates around 1910. The Nelson's Memorial United Methodist Church, built in 1915-16 also stands out as a particularly prominent building (WI-403).

The historic building stock of Hebron includes a range of late nineteenth and early twentieth century building types. Most common to the late nineteenth century are dozens of two-story, three-bay, single-pile frame houses with center cross gables pierced with pointed arch windows. Supported on low brick foundations, the exteriors are clad with a variety of materials including wood shingles, horizontal weatherboards, aluminum, or vinyl siding. The floor plans follow a center hall or side hall/parlor plan with a single story or two-story rear wing. Contemporaneous to these structures are the asymmetrical ell- or tee-shaped frame dwellings with semi-octagonal bay fronts and turned post porches with decorative brackets. Narrow brick stove chimneys pierce the roofline, and two-over-two or single-pane sash windows light the interiors.

Typical of the turn of the century and the first decades of the twentieth century are several two-and-a-half story, Queen Anne frame dwellings with asymmetrical plans and steeply pitched pyramidal or hip roofs extended by semi-octagonal bays. At the same time, the bungalow form was widely employed, and various examples with modest or more elaborate detail are located in the survey district. The smaller bungalows are rectangular gable-front dwellings with medium pitched roofs. Some of the larger bungalows have tapered post porches and large dormers that light the second floor.

Hebron's business district has been cleared of many buildings over the years but Main Street or Railroad Avenue are still defined by several significant structures, including the old Hebron Savings Bank (See WI-402) and several old storefronts. The Hebron Firemen's Carnival, located at the southwest end of the town, is one of the best known features of the place.

8. Significance

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Survey No. WI-400

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	☒ architecture	☐ education	☐ military	☐ social/
☐ 1700-1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates

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 town of Hebron was established when the Baltimore & Eastern Shore Railroad Company laid its new track through the countryside of Wicomico County in 1890. Prior to the construction of the railroad there was a scatter of houses and a steam saw mill in this location, which was along the main road that connected Quantico with Spring Hill Church. General Joseph B. Seth, one of the railroad's financiers, is credited with naming the new town after the biblical Hebron.

The town grew immediately with the presence of the railroad. Nelson's Memorial Methodist Episcopal congregation was started by the Rev. M. P. Johnson at a camp meeting the same year the railroad was completed to Salisbury. Sally Nelson donated the land, and a new frame church was dedicated two years later.¹ A Methodist Protestant congregation named St. Paul's was established in 1898.²

With an immediate source of transportation in the midst of a productive agricultural region, canning houses were located in Hebron, first by George A. Bounds & Co. in 1895.³ Others soon followed; J. L. Nelson & Co. in 1908; Spring Hill Canning Company in 1910, and Wilson Canning Co. in 1919.⁴ Concurrent with the vegetable and fruit canning was the establishment of an associated business to canning, the manufacture of berry crates, box shooks, as well as lath and other building products. George C. Bounds and W. H. Phillips were associates with George A. Bounds in the Bounds Packing Corporation.⁵

¹ E. C. Hallman, *The Garden of Methodism*, Peninsula Annual Conference of the Methodist Church, 1948. p. 348.

² Hallman, p. 350.

³ R. Lee Burton, Jr., *Canneries of the Eastern Shore*, Tidewater Publishers: Centreville, MD, 1986. p. 157.

⁴ Burton, pp. 161-62.

⁵ Burton, p. 157.

9. Major Bibliographical References

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Survey No. WI-400

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

D

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E

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F

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G

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H

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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 Private Consultant

date 4/28/99

street & number P. O. Box 5

telephone 410-651-1094

city or town Westover

state Maryland 21871

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

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

8.1 SIGNIFICANCE

Hebron Survey District, WI-400

Salisbury vicinity, Wicomico County, Maryland

Another vital industry in the early twentieth-century history of Hebron was the manufacture of shirts, which employed scores of men and women. The bright economic prospects for the town of Hebron were so optimistic during the early 1920s that an article appeared in the *Salisbury Advertiser and Wicomico Countian* praising the town's achievements:

The town of Hebron, though without corporate law, is one of the most progressive towns on the line of the B. C. & A. Railway Company. Its progress has been very rapid and almost entirely the product of local talent and local money...

The chief industry of the town is the large manufacturing plant of G. A. Bounds & Company. It was this industry more than any other that started the town on its era of prosperity.

In line of industry the shirt factories have contributed very much to the growth and prosperity of the town, and greatly increased earning capacity of families large and small. There are at present five shirt factories and all supplied with operators, averaging thirty or more to the factory...

During the year 1923, there were seven new residences built in the town that are ornaments to the town and a credit to the owners. One new shirt factory was also built last year and many improvements made this year will likely equal, if not exceed, last year in point of improvements. With the progress of the year there were two heavy losses by fire, one a shirt factory and the other a potato house and its contents...

The town is expanding in two directions, one toward Spring Hill Church and one toward Salisbury and all this territory will be a [few] years in full observation of the town. From the appearance of the premises of both town and community, much attention is now given to poultry raising which has proven a very profitable industry.⁶

The stock market failure five years after this article, coupled with the deepening Depression during the early 1930s, slowed new construction and additional investment in Hebron as it did across the lower Shore. Despite the economic hardships of the Depression the George A. Bounds & Company continued packing tomatoes and sweet potatoes until 1952, and the Bounds manufacturing plant remained in business until the mid 1960s.⁷

Hebron's grid of streets are oriented on diagonal axes, Main Street runs in a

⁶ *Salisbury Advertiser and Wicomico Countian*, April 26, 1924.

⁷ Burton, p. 160.

8.2 SIGNIFICANCE

Hebron Survey District, WI-400

Salisbury vicinity, Wicomico County, Maryland

northeast/southwesterly direction and the old railroad right-of-way runs counter to that, from northwest to southeast. The buildings that define these streets include a cross-section of late nineteenth- and early twentieth-century architectural forms popular in the eyes of middle income residents of the town. Variations of two-and-a-half story, cross-gabled frame dwellings with a pointed arch and a decorated porch were common to the late nineteenth century as were tee- or ell-shaped dwellings with semi-octagonal bays and wraparound porches. After the turn of the century, these house forms continued to be built alongside newer architectural forms that accompanied the early to mid twentieth century. Popular across the lower Eastern Shore were various versions of Colonial Revival and bungalow style houses.

The center business district survives today with a few remnants of the town's past economic success. The Hebron passenger station (WI-401) was erected around 1910 by the Baltimore, Chesapeake & Atlantic Railroad Company in the picturesque architectural mode with broad eaves supported on heavy chamfered brackets. The trustees of the Hebron Savings Bank, on the other hand, chose to erect a new structure in neoclassical taste (WI-402), surely in an effort to capitalize on the popular wave of neoclassicism and Colonial Revival architecture embraced by upper and middle class Americans. In contrast to the railroad station and the bank is the stylish Nelson's Memorial Methodist Episcopal church (WI-403), erected in 1916 in Gothic Revival fashion, which dominated religious architecture on the lower Shore for close to a century.

Salisbury Advertiser and Wicomico Countian, April 26, 1924

Hebron Wide Awake Town of West Side Place of Industry

The town of Hebron, though without corporate law, is one of the most progressive towns on the line of the B. C. & A. Railway Company. Its progress has been very rapid and almost entirely the product of local talent and local money....

The chief industry of the town is the large manufacturing plant of G. C. Bounds & Company. It was this industry more than any other that started the town on its era of prosperity.

In line of industry the shirt factories have contributed very much to the growth and prosperity of the town, and greatly increased the earning capacity of families, large and small. There are at present five shirt factories and all supplied with operators, averaging thirty or more to the factory.

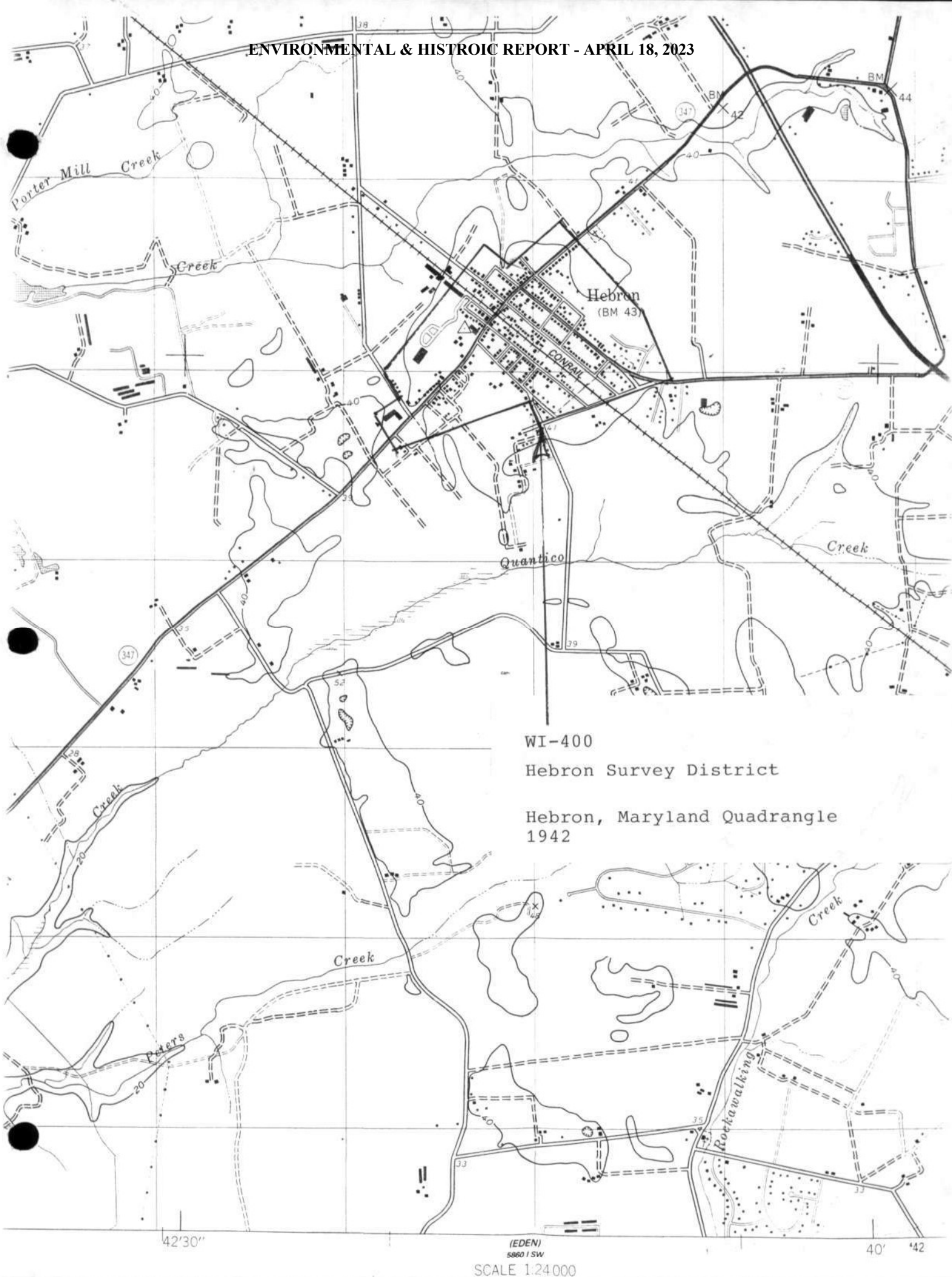
The financial part of the town's business is well cared for by the Hebron Savings Bank. This is a strong, safe and well-managed institution and has been of great value to the town and community. It is steadily growing and is equipped with one of the best safe-deposit vaults on the Shore. It has a fine brick building that is an ornament to the town.

During the year 1923, there were seven new residences built in the town that are ornaments to the town and a credit to the owners. One new shirt factory was also built last year and many improvements made this year will likely equal, if not exceed, last year in point of improvements. With the progress of the year there were two heavy losses by fire; one a shirt factory and the other a potato house and its contents....

The town is expanding in two directions, one toward Spring Hill Church and one toward Salisbury and all this territory will be in a [few] years in full observation of the town. From the appearance of the premises of both the town and community, much attention is now given to poultry raising which has proven to be a very profitable industry.

Hebron-established in 1890 along the route of the Baltimore, Chesapeake & Atlantic Railroad.

Names by General Joseph B. Seth



WI-400

Hebron Survey District

Hebron, Maryland Quadrangle
1942

(EDEN)
5860 I SW

SCALE 1:24000

EXHIBIT G

Maryland Historical Trust Medusa Information for Rockawalkin Station (WI-408) and Hebron Passenger Station (WI-401)

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Medusa, Maryland's Cultural Resource Information System	
Maryland Inventory of Historic Properties (Architectural Inventory)	
Search Map Reports Back	Log In
General Information Inventory Number: WI-408 Name: Rockawalkin Station Other Names: Documentation Status: On File ☐ No longer extant Scanned Forms Last Scan: 8/29/2003 ☐ Additional Info in Survey File About the Resource Comments: See Also: Address Information Address: Rockawalkin Road Town: Hebron Zip Code: Counties: Wicomico USGS Quad(s): Hebron Related Records NRHP No NRHP Records Easement No Easement Records DOE No DOE Records GIS/Map/Other Information In map-based Medusa?: ☒ Map Layer: MIHP Material in Vertical File?: Historic or Survey District Information Within NR listed or eligible district: ☐ Within Survey District: ☐ Database Entry Information Date Record Entered:	

Please note that some material is only available at the MHT Library in Crownsville, MD. This includes architectural reports (such as historic structures reports, and additional miscellaneous notes in the vertical files. Although scanned versions of the forms are available (see the "Open Scanned Inventory Form" link), consultants may also want to see the prints of photographs, etc. The presence of unscanned material is noted with a check in "Additional Info in Survey File," above).

WI-408

Rockawalkin Station

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 08-29-2003

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):

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

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

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2025

Survey No. WI-408

Condition

☐ excellent
☐ good
☒ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☐ original site
☒ moved date of move _____

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 an 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.

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	☒ architecture	☐ education	☐ military	☐ social/
☐ 1700–1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800–1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☐ 1900–	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

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.

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

WI-408

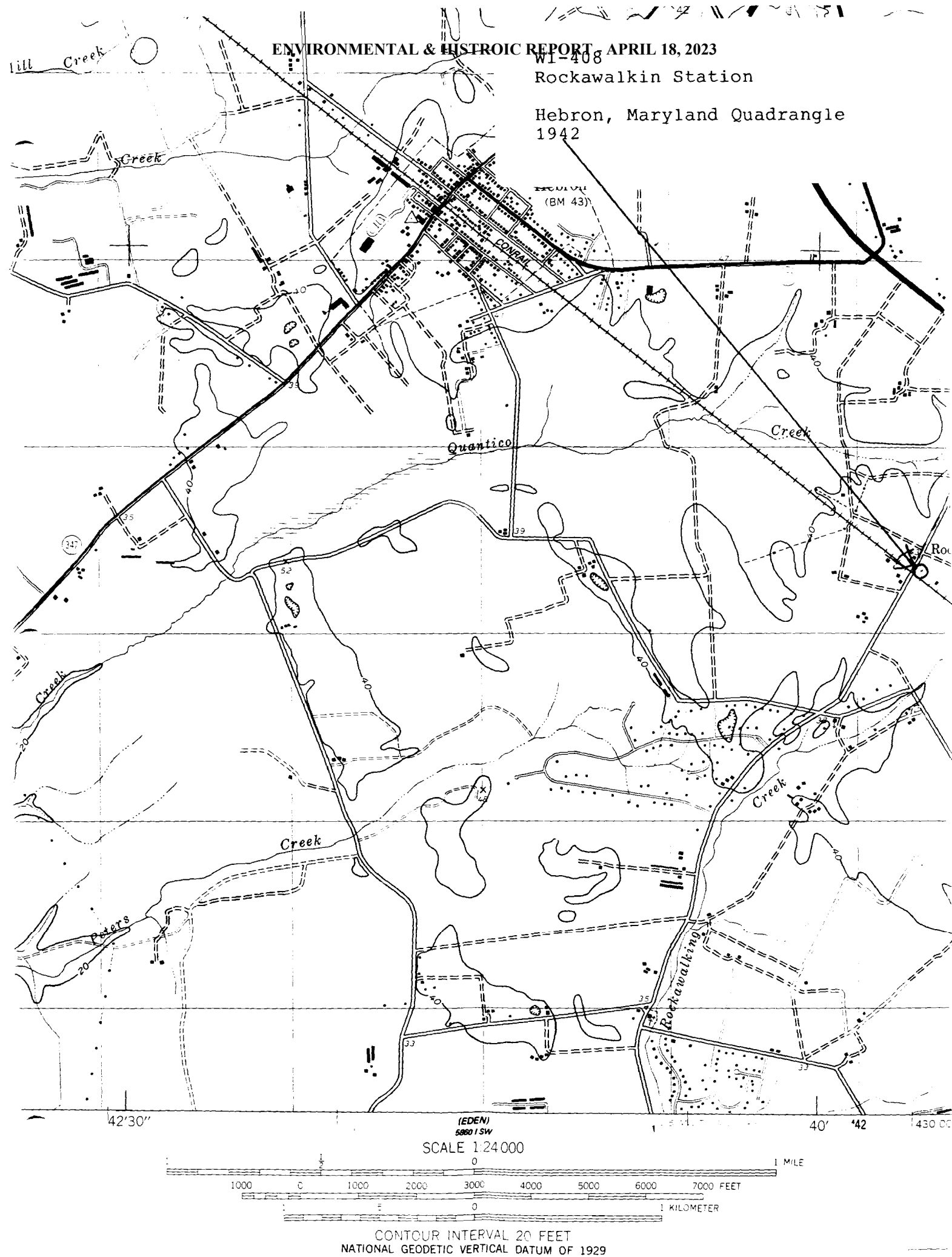
PS-2746

ENVIRONMENTAL & HISTORIC REPORT, APRIL 18, 2023

WI-408

Rockawalkin Station

Hebron, Maryland Quadrangle
1942





W. 400

Revised Survey

Highway 400 to 1000 ft. Elevation

from 1000 ft. Elevation

from 1000 ft. Elevation

from 1000 ft. Elevation

1000 ft.



WV 400

Rocky Mountain

Historical & Cultural Resources

Project: 2000-2001

2000-2001

2000-2001

2003



ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023

Medusa, Maryland's Cultural Resource Information System	
Maryland Inventory of Historic Properties (Architectural Inventory)	
Search Map Reports Back	Log In
General Information Inventory Number: WI-401 Name: Hebron Passenger Station Other Names: Documentation Status: On File ☐ No longer extant Scanned Forms Last Scan: 8/29/2003 ☐ Additional Info in Survey File About the Resource Comments: See Also: Address Information Address: Railroad Avenue Town: Hebron Zip Code: Counties: Wicomico USGS Quad(s): Hebron Related Records NRHP No NRHP Records Easement No Easement Records DOE No DOE Records Historic or Survey District Information Within NR listed or eligible district: ☒ Within Survey District: ☐ GIS/Map/Other Information In map-based Medusa?: ☒ Map Layer: MIHP Material in Vertical File?: Please note that some material is only available at the MHIT Library in Crownsville, MD. This includes architectural reports (such as historic structures reports, and additional miscellaneous notes in the vertical files. Although scanned versions of the forms are available (see the "Open Scanned Inventory Form" link), consultants may also want to see the prints of photographs, etc. The presence of unscanned material is noted with a check in "Additional Info in Survey File," above). Database Entry Information Date Record Entered:	

WI-401

Hebron Passenger Station

Architectural Survey File

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All material is property of the Maryland Historical Trust.

Last Updated: 08-29-2003

WI-401
Hebron Passenger Station
Hebron
Private

c. 1910

The distinctive shape of the jerkinhead roof with broad eaves supported by large chamfered edge brackets quickly identify this building as a former passenger depot. Its early twentieth century date of construction, although not documented on the building itself, is indicated by its poured concrete foundation as well as its overall design. The Hebron Station bears a close resemblance to the Newark's Queponco Station in Worcester County, which has a 1911 date pressed into its concrete foundation. The Hebron Station survives in well preserved condition, and like Queponco, is divided into three essential rooms; a center ticket office, a passenger waiting room, and a freight storage room. The ticket office is defined on the exterior by a projecting bay on the track side. Large size six-over-one and nine-over-one sash windows light the three-room interior.

Hebron Station is one of the best preserved rural stations surviving in Wicomico County. Its distinctive form and railroad history encouraged local residents and town officials to preserve the building and adapt it as a small museum.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Hebron Passenger Station

MHT INVENTORY NUMBER: WI-401

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s):
Architecture
Transportation
2. Geographic Orientation: Eastern Shore
3. Chronological/Development Period(s): Industrial/Urban Dominance
1870-1930
4. Resource Type(s): Passenger Station

Maryland Historical Trust State Historic Sites Inventory Form

HISTORIC PROPERTIES

1. Name (indicate preferred name)

historic Hebron Passenger Station

and/or common

2. Location

street & number Railroad Avenue ___ not for publication

city, town Hebron ___ vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name Town of Hebron

street & number 100 North Main Street telephone no.: 742-5555

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

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2025 Survey No. WI-401

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

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

The Hebron Passenger Station is located between Railroad Avenue and the former track of the Baltimore & Eastern Shore Railroad (later the Baltimore, Chesapeake & Atlantic Railroad) north of Main Street in the center of Hebron, Wicomico County, Maryland. The single-story frame office faces southwest with the gable roof oriented on a northwest/southeast axis.

Built around 1910, the single-story frame station is supported on a poured concrete foundation and is sheathed with a combination of shingles and German siding. The German siding covers the walls surface from the foundation to the level of the window sills, whereas wood shingles cover the balance of the wall surfaces. The rectangular station is topped by a jerkinhead roof sheathed with asphalt shingles. The broad eaves of the roof, which extend approximately five feet outward from the walls, are supported by large triangular brackets finished with chamfered edges. Surrounding the station is a brick pavement.

The southwest (main) elevation is the side that faces the track. The facade is divided into three essential bays by four supportive roof brackets. Centered on the wall is a projecting ticket booth bay pierced by a paired window of six-over-one sash windows. The window is framed by board surround and the lintel is trimmed with a slight cornice molding. The sides of the ticket booth are pierced by single six-over-one sash windows. On the south side of the ticket booth bay are two openings, a door and a nine-over-one sash window. A five-panel door is topped by a three-pane transom, and the doorway is framed by a board surround trimmed with a small cornice molding. North of the ticket window is a wide freight door assembled with diagonal beaded boards. Piercing the roof are two single flue brick stove chimneys finished with corbelled caps.

The northwest and southeast ends are essentially alike with double nine-over-one sash windows flanked by roof brackets on each corner. The small gable ends of the jerkinhead roof are filled with horizontal louvers set on a diagonal.

The northeast elevation has been modified with the construction of a small bathroom addition.

The interior is divided into three rooms. A center ticket office is flanked on the south by a waiting room and on the north by a luggage or freight storage room. The interior is finished with beaded board walls.

8. Significance

ENVIRONMENTAL & HISTORIC REPORT - APRIL 18, 2023 WI-401

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	☒ architecture	☐ education	☐ military	☐ social/
☐ 1700-1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☐ 1800-1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☒ transportation
		☐ invention		☐ other (specify)

Specific dates

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 distinctive shape of the jerkinhead roof with broad eaves supported by large chamfered edge brackets quickly identify this building as a former passenger depot. Its early twentieth century date of construction, although not documented on the building itself, is indicated by its poured concrete foundation as well as its overall design. The Hebron Station bears a close resemblance to the Newark's Queponco Station in Worcester County, which has a 1911 date pressed into its concrete foundation. The Hebron Station survives in well preserved condition, and like Queponco, is divided into three essential rooms; a center ticket office, a passenger waiting room, and a freight storage room. The ticket office is defined on the exterior by a projecting bay on the track side. Large size six-over-one and nine-over-one sash windows light the three-room interior.

Hebron Station is one of the best preserved rural stations surviving in Wicomico County. Its distinctive form and railroad history encouraged local residents and town officials to preserve the building and adapt it as a small museum.

Biographical References

Survey No. WI-401

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

Zone Easting Northing

B

Zone Easting Northing

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 Private Consultant

date 2/17/99

street & number P. O. Box 5

telephone 410-651-1094

city or town Westover

state	Maryland	21871
-------	----------	-------

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~~

MARYLAND HISTORICAL TRUST.
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

WI-401
 Hebron Passenger Station
 Hebron, Wicomico County, Maryland
 Sanborn Insurance Map, 1916

Auto
 APRIL 18, 2023

231

CHURCH

232

PASSENGER
 STATION

M. N. NELSON & CO.
 SHIRT FACTY

METAL STOVES
 LIGHTS - ELECTRIC

Genl S
 Barber 21
 Post Office
 Loan Bank
 Drugs

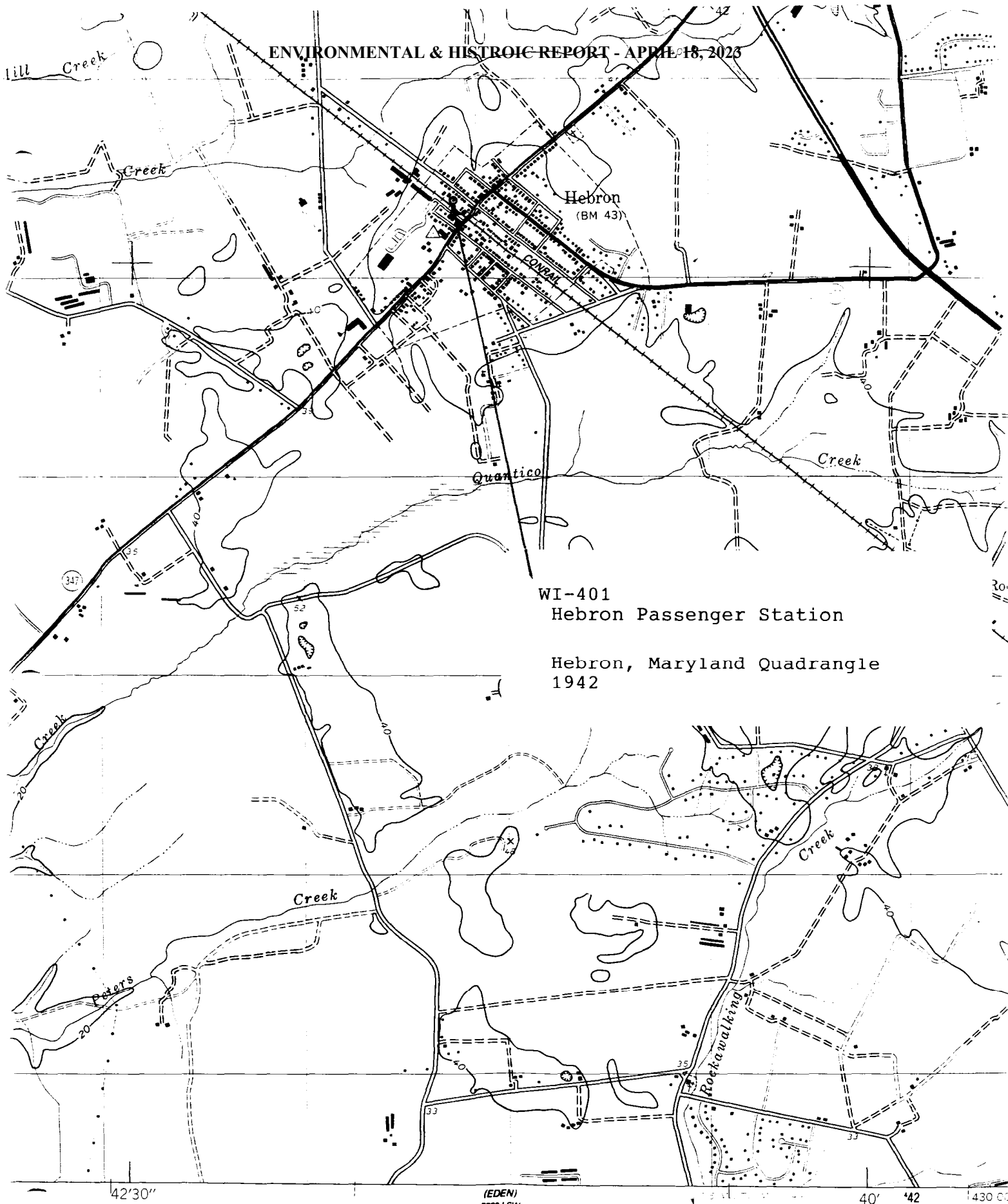
MAIN

SIDING

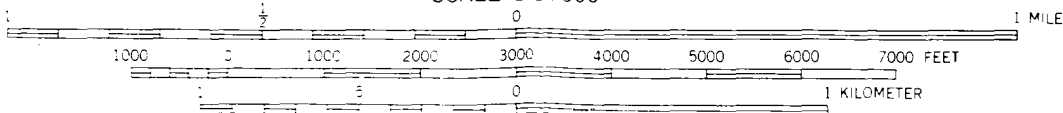
RAILROAD

AV.

50



(EDEN)
5860 / SW
SCALE 1:24,000

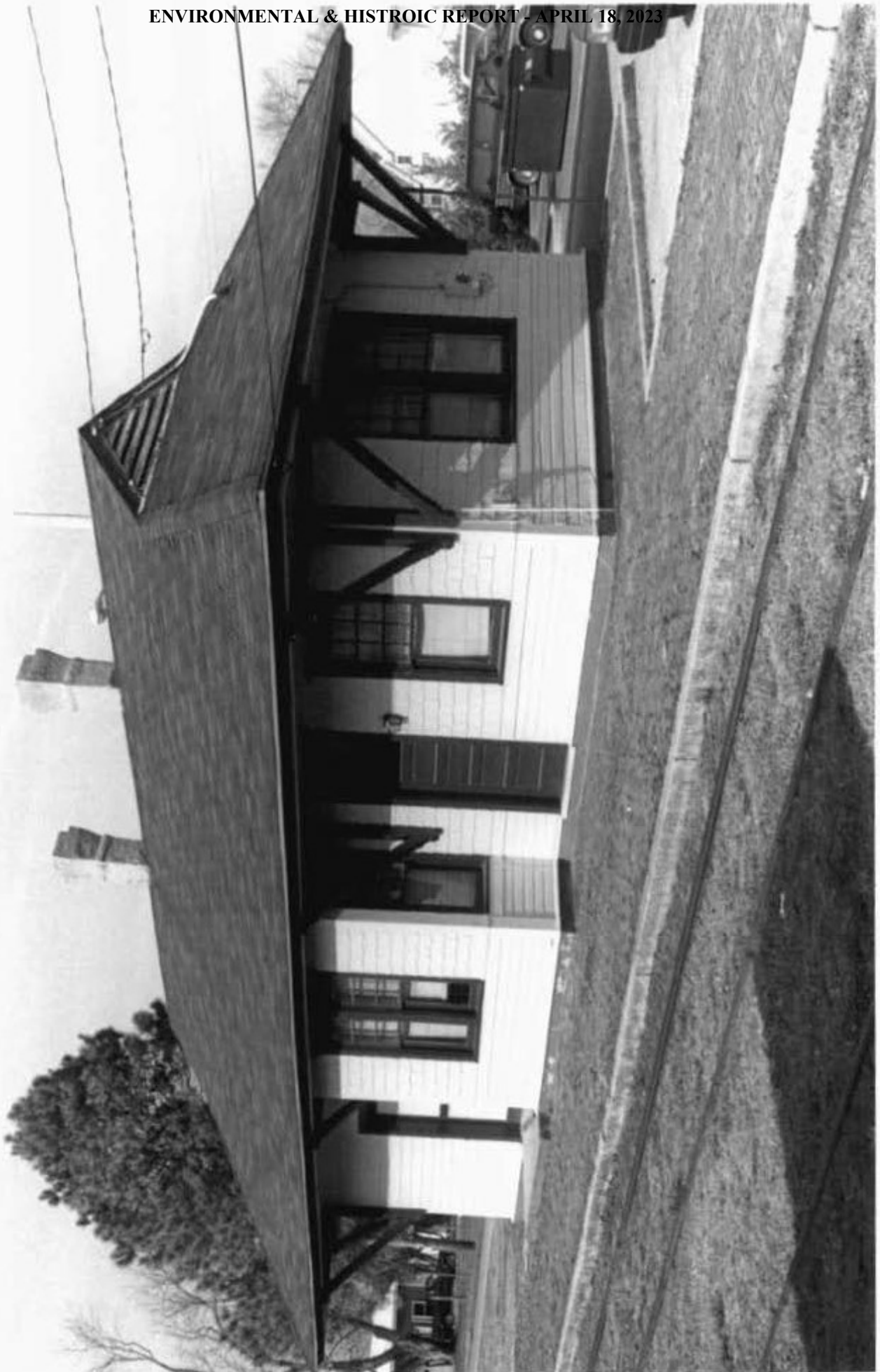


CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



W1-401

1001

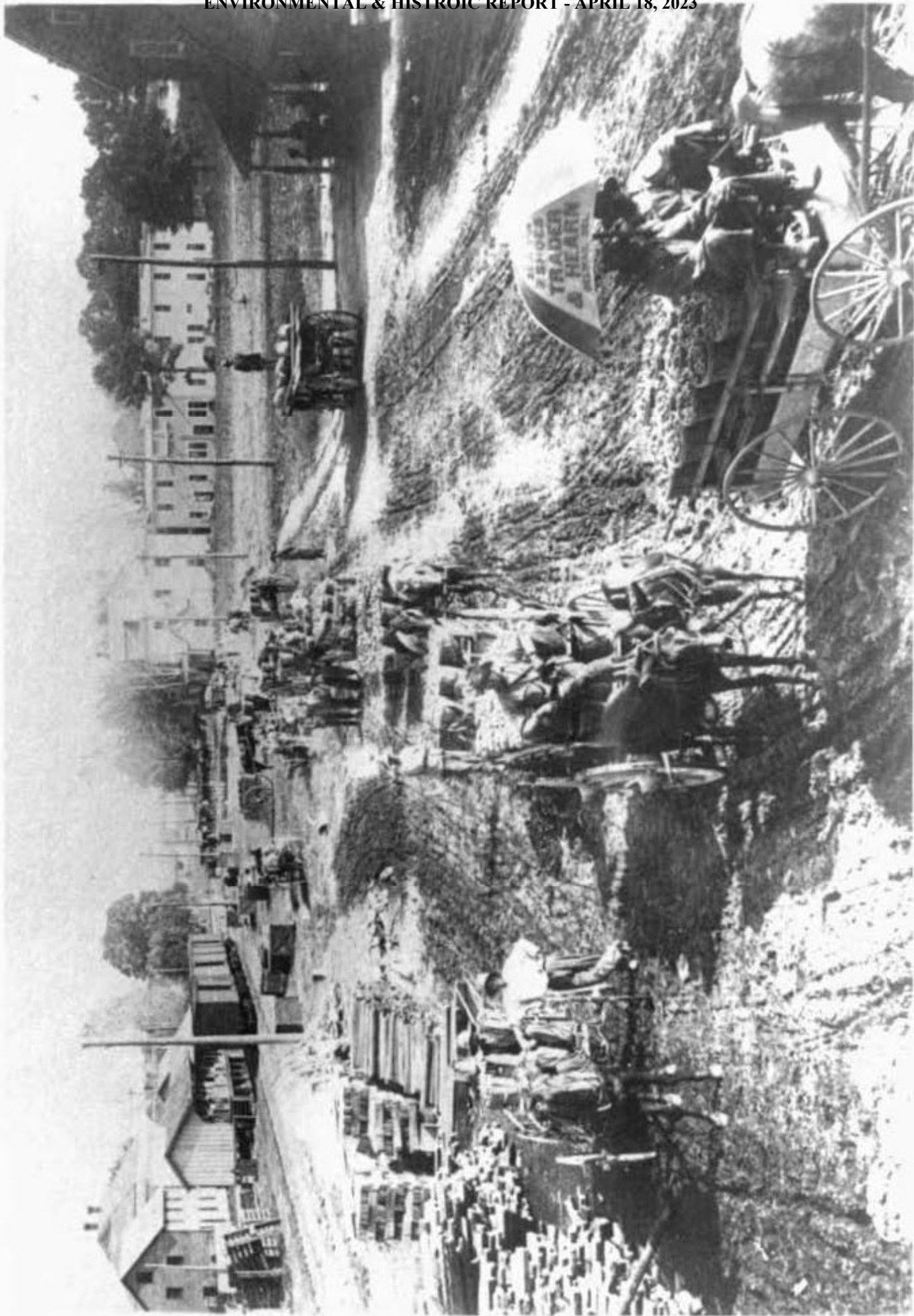


W-451

14500 ft. 1000 ft. 1000 ft.
14500 ft. 1000 ft. 1000 ft.
14500 ft. 1000 ft. 1000 ft.

2/99, 1000 ft. 1000 ft. 1000 ft.
1000 ft. 1000 ft. 1000 ft.

1000 ft.



From the 1915-1916 season, looking south-
west, the site was looking at the
road, 1915-1916 season, looking at the
road, 1915-1916 season, looking at the

2000

WI-401

EXHIBIT H

Agency Service List and Responses

Agencies notified pursuant to 49 C.F.R. 1105.11:

Beth Cole
Administrator
Project Review and Compliant
Maryland Historical Trust
100 Community Place
Crownsville, Maryland 21032
Beth.cole@maryland.gov

Dr. Kandis Boyd
Director
Chesapeake Bay Program Office
U.S. Environmental Protection Agency - Region 3
1750 Forest Drive Suite 130
Annapolis, Maryland 21401
Boyd.Kandis@epa.gov

Valdis G. Lazdins
Assistant Secretary for Planning Services
Maryland Department of Planning
301 West Preston Street, Suite 1104
Baltimore, Maryland 21201-2305
valdis.lazdins@maryland.gov

Trevor Clark
Fish and Wildlife Biologist/Transportation Liaison
U.S. Fish and Wildlife Service
Chesapeake Bay Ecological Services Field Office
Endangered and Threatened Species Branch
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
trevor_clark@fws.gov

David Seaborn, Ph.D.
Deputy Program Manager
Wetlands & Waterways Protection Program
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, Maryland 21230
david.seaborn@maryland.gov

U.S. Army Corps of Engineers, Baltimore District
Regulatory Branch (CENAB-OPR)
2 Hopkins Plaza
Baltimore, MD 21201
NAB-Regulatory@useace.army.mil

Matt Fleming
Director
Chesapeake & Coastal Service
Maryland Department of Natural Resources
Tawes State Office Building E-2
580 Taylor Avenue
Annapolis, Maryland 21401

Gay Vietzke, Regional Director
National Park Service
1234 Market Street
20th Floor
Philadelphia, Pennsylvania 19107

Robert McAfee
State Conservationist
USDA – Natural Resources Conservation
Service
John Hanson Business Center
339 Busch's Frontage Road, Suite 301
Annapolis, Maryland 21409-5543

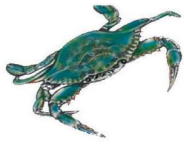
Communications and Outreach Branch, NOAA,
N/NGS12
National Geodetic Survey, SSMC3 #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3283

Wicomico County Commissioners Office
Department of Planning, Zoning, and
Community Development
125 N. Division Street, Room 203
P.O. Box 870
Salisbury, Maryland 21803-0870

EXHIBIT E

**PROOF OF PUBLICATION OF NEWSPAPER NOTICE
REQUIRED PURSUANT TO 49 C.F.R. § 1105.12**

***NO SUBSTANTIVE COMMENTS HAVE BEEN
RECEIVED TO DATE***



Crisfield-Somerset

County Times

Published in Crisfield, Somerset County



SALISBURY

INDEPENDENT

**This hereby certifies that the annexed Notice
was published in the Crisfield-Somerset County Times
and the Salisbury Independent
in its issue of
05/02/23, 05/03/23**

**Publisher
Independent Newsmedia Inc. USA**

Notice of Intent to Discontinue and Abandon Rail Service

The Maryland Transit Administration ("MTA"), a non-carrier and unit of the Maryland Department of Transportation ("MDOT") and of the State of Maryland ("State"), gives notice that on or about May 9, 2023, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 C.F.R. 1152 Subpart F—Exempt Abandonments permitting the discontinuance and abandonment of a 4.19 mile line of railroad in Wicomico County, Maryland, extending between Rowastico Creek just north of Hebron, MD, (Station Number 2645+53) to the line's intersection with Brick Kiln Road close to Owens Branch Rd. near Salisbury, MD (Station Number 2869+18) (the "Line"). The Line traverses U.S. Postal Service Zip Codes 21830 and 21801. The Line constituted a segment of the Mardela Track, which was designated as Line No. 676 in the United States Railway Association's Final System Plan (1975). The proceeding has been docketed as No. AB-590 (Sub-No. 2X).

The Board's Office of Environmental Analysis ("OEA") will generally prepare an Environmental Assessment ("EA"), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling OEA at (202) 245-0295.

MTA is seeking discontinuance and abandonment of the Line, which has not seen service in decades, in order to facilitate purchase of the Line by Wicomico County for non-rail purposes. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board physically or through the Board's website at www.stb.gov. Any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423-0001 or electronically at www.stb.gov [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the MTA's representative: Ayelet Hirschhorn, Kaplan Kirsch & Rockwell, 1634 I (Eye) Street N.W., Suite 800, Washington, DC 20036, (202) 955-5600, ahirschhorn@kaplankirsch.com.
595327 SI 5/2 CT 5/3/2023

EXHIBIT F

CERTIFICATE OF NOTICE REQUIRED PURSUANT TO 49 C.F.R. § 1105.11, 49 C.F.R. § 1152.50(d)(1)

The undersigned certifies that: (1) pursuant to § 1105.11, Environmental and Historic Reports were submitted to the agencies identified in § 1105.7(b) and to the appropriate State Historic Preservation Officer, listed below, at least twenty (20) days prior to the filing of this Notice; (2) pursuant to § 1105.12, that a notice of intent to discontinue and abandon rail service was properly published prior to the filing of this Notice; and (3) that the notice required by § 1152.50(d)(1) was submitted to the agencies listed below at least ten (10) days prior to the filing of this Notice.

Agencies notified pursuant to 49 C.F.R. 1105.11:

Beth Cole
Administrator
Project Review and Compliant
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

Dr. Kandis Boyd
Director
Chesapeake Bay Program Office
U.S. Environmental Protection Agency -
Region 3
1750 Forest Drive Suite 130
Annapolis, Maryland 21401
Boyd.Kandis@epa.gov

Valdis G. Lazdins
Assistant Secretary for Planning Services
Maryland Department of Planning
301 West Preston Street, Suite 1104
Baltimore, Maryland 21201-2305
valdis.lazdins@maryland.gov

Kyla Hastie
Acting Regional Director, Northeast Region
U.S. Fish & Wildlife Service
Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-9587

David Seaborn, Ph.D.
Deputy Program Manager
Wetlands & Waterways Protection Program
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, MD 21230
david.seaborn@maryland.gov

U.S. Army Corps of Engineers
Baltimore District Public Affairs
City Crescent Building 10 South Howard
Street
Baltimore, MD 21201

Matt Fleming
Director
Chesapeake & Coastal Service
Maryland Department of Natural Resources
Tawes State Office Building E-2
580 Taylor Avenue
Annapolis, Maryland 21401

Robert McAfee
State Conservationist
USDA – Natural Resources Conservation
Service
John Hanson Business Center
339 Busch's Frontage Road, Suite 301
Annapolis, MD 21409-5543

Wicomico County Commissioners Office
Department of Planning, Zoning, and
Community Development
125 N. Division Street, Room 203
P.O. Box 870
Salisbury, Maryland 21803-0870

Gay Vietzke, Regional Director
National Park Service
1234 Market Street
20th Floor
Philadelphia, PA 19107

Communications and Outreach Branch,
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9202
1315 East-West Highway
Silver Spring, MD 20910-3283

Agencies notified pursuant to 49 C.F.R. 1152.50(d)(1):

Maryland Public Service Commission
William Donald Schaefer Tower
6 St. Paul St., 16th Floor
Baltimore, MD 21202

Peter Matthews
U.S. DOD – SDDCTEA
Railroads for the National Defense Program
One Soldier Way, Building 1900W
Scott AFB, IL 62225
Peter.W.Matthews.civ@mail.mil

Gay Vietzke, Regional Director
National Park Service
1234 Market Street
20th Floor
Philadelphia, PA 19107

U.S. Department of Agriculture
Chief of Forest Service
Sydney R. Yates Federal Building
1400 Independence Avenue, SW
Washington, DC 20250-0003



Ayelet Hirsch Korn

Dated: May 9, 2023