

April 27, 2026

311204

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-001

ENTERED
Office of Chief Counsel
April 27, 2026
Part of Public
Record

Re: *Petition for Declaratory Order—Maryland Transit Administration*, FD 36924

Dear Chief:

Attached for e-filing is the Petition for Declaratory Order of the Maryland Transit Administration (“MTA”) in the above-referenced proceeding.

Pursuant to 49 C.F.R. § 1002.2(e)(1), MTA, as a state government entity, requests a waiver of the associated filing fee.

Sincerely,



Ayelet Hirschhorn

Enclosure

FEE RECEIVED

April 27, 2026

SURFACE

TRANSPORTATION BOARD

Kaplan Kirsch LLP
Attorneys at Law

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FILED

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SURFACE

TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36924

Maryland Transit Administration – Petition for a Declaratory Order

PETITION FOR DECLARATORY ORDER

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Dated: April 27, 2026

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36924

Maryland Transit Administration – Petition for a Declaratory Order

PETITION FOR DECLARATORY ORDER

The Maryland Transit Administration, a modal administration of the Maryland Department of Transportation (“MTA”), respectfully petitions the Surface Transportation Board (“STB” or “Board”) to issue, pursuant to its authority under 5 U.S.C. § 554(e) and 49 U.S.C. § 1321, a declaration that the Claremont Branch in Baltimore City, Maryland is excepted track under 49 U.S.C. § 10906, and that the Board therefore does not have authority over the acquisition by MTA of the Claremont Branch. Given the potential consequence that MTA could obtain a common carrier obligation on the line if MTA improperly acquired it without the requisite Board authorization, MTA is seeking confirmation from the Board to clarify that the Claremont Branch is excepted track.

MTA has consulted with Norfolk Southern Railway Company (“NSR”), the owner of the Claremont Branch, and NSR supports issuance of the declaratory order finding that the Claremont Branch is Section 10906 track.

I. BACKGROUND

A. History of the Claremont Branch

The Claremont Branch is approximately 1.25 miles long, extending from highway I-95 to Amtrak’s Northeast Corridor in Baltimore City, Maryland. A boundary survey of the Claremont

Branch is attached as Exhibit A, and a legal description of the Claremont Branch is attached as Exhibit B. See Maryland Historical Trust Determination of Eligibility Form, attached hereto as Exhibit C, at 1. The asset conveyance tables included in the Final System Plan, the plan that designated certain tracks and assets from bankrupt carriers for acquisition by Conrail, listed the Claremont Branch (designated “Claremont TK”) as stretching from milepost 0.0 in Baltimore to milepost 1.1 at “Stock Yard,” 1 Final System Plan at 270, but the Claremont Branch has no milepost designations on valuation maps.¹

According to research by the Maryland Historical Trust, the Claremont Branch was constructed as the “Stock Yard Branch” by the Pennsylvania Railroad (“PRR”) between 1890 and 1898 to gain access to the Union Stockyards in Baltimore.² Ex. C at 3. The Union Stockyards consolidated scattered, smaller operations on the west side of Baltimore into one location with direct access to a Baltimore and Ohio (B&O) mainline, the Baltimore Terminal Subdivision, at what today is CSX’s Mt. Clare Yard. *Id.* The PRR constructed the Stock Yard Branch to connect its nearby mainline, which is now Amtrak’s Northeast Corridor, to the Union Stockyards, and thereby improve its position in the livestock shopping market. *Id.* Until the closure of the Union Stockyards in 1967, *id.*, shippers from the Stockyards were the primary shippers on the Claremont Branch, although it is possible that there were other shippers. From what can be ascertained by NSR, it appears that historical operations on the Claremont Branch consisted solely of switching movements.

¹ In the conveyance tables, the Claremont Branch was listed as “CLAREMONT TK.” and given line code 1258. The appearance of “CLAREMONT TK.” in the FSP’s conveyance tables reflects that the track was part of the Penn Central estate conveyed to Conrail. The FSP routinely listed industrial tracks in these tables.

² MTA has not found any evidence that Interstate Commerce Commission (“ICC”) authority was obtained for its construction, nor was it required at the time.

When it was constructed, the Claremont Branch stretched from a wye junction with the PRR mainline to a loop around the Stockyards. Ex. C. at 3. The loop included a connection to the B&O's yard. *Id.* The loop was apparently removed between 1899 and 1907,³ likely to make room for a reconfiguration of the yard, but other connections to the B&O mainline were constructed. *Id.*

The PRR, its subsidiary, the Philadelphia, Baltimore and Washington Railroad, and its successor, Penn Central, continued to own and operate the Claremont Branch until Penn Central's bankruptcy. Upon that bankruptcy and the preparation of the Final System Plan in 1973, the Claremont Branch was transferred to Conrail pursuant to Section 206(c)(1)(A) of the Regional Rail Reorganization Act. See 1 Final System Plan 261, 270. There are some indicia that the Claremont Branch was maintained and used in the 1980s while Conrail owned it. Ex. C at 4. Later, in 1998, NSR acquired the Claremont Branch from Conrail as part of its acquisition of Conrail. See *CSX Corp. & CSX Transp., Inc. et al.—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corp.*, 3 S.T.B. 196, 223 (1998) (allocating the “Claremont R.T.” to an entity controlled by NSR). NSR asserts that, at the time of that acquisition, Conrail provided records to NSR indicating that the Claremont Branch was considered spur track.

It appears that, over time, various parts of the tracks have been removed or relocated without any ICC or STB approval and the track configuration is far different than as depicted on the valuation maps.⁴ Today, the Claremont Branch is derelict.⁵ There are tracks in only parts of the corridor, and the trackbed is in “varying degrees of deterioration.” Ex. C at 2. Parts of the

³ There is no indication that any ICC authority was obtained.

⁴ Neither MTA nor NSR can find any indication in the ICC or STB records that these changes were submitted for regulatory approval.

⁵ The Maryland Historical Trust report attached as Exhibit C colloquially describes the corridor as “abandoned.” Ex. C at 1, 4. MTA is not requesting the Board issue a declaratory order regarding whether the Claremont Branch has been abandoned.

corridor are overgrown. *Id.* One of the culverts under the railroad corridor is partially collapsed. *Id.* at 3.

B. The Present Controversy and Uncertainty

MTA is planning to develop a rail connection, known as the Penn-Camden Connector, between two of its commuter rail lines, the Penn Line and the Camden Line. In Baltimore City, the Penn Line travels over the Northeast Corridor while the Camden Line travels over CSX's Baltimore Terminal Subdivision, both between Baltimore and Washington. The Claremont Branch provides a portion of the proposed rail connection between the two lines, and MTA is therefore seeking to acquire the Claremont Branch to develop the Penn-Camden Connector. If constructed, the Penn-Camden Connector would improve connectivity and efficiency, support service improvement, reduce congestion, and improve operations for MTA's MARC Rail service. See "Penn-Camden Connector," Md. Transit Admin., <https://www.mta.maryland.gov/PennCamdenConnector> (last visited Mar. 23, 2026).

MTA and NSR have engaged in negotiations for the acquisition of the Claremont Branch. NSR has asserted that the Claremont Branch was not subject to the Board's licensing, acquisition, and abandonment authority because the Claremont Branch was excepted track under 49 U.S.C. § 10906. MTA has reviewed the information available to MTA and NSR, and is filing this petition for a declaratory order to remove any uncertainty with respect to the regulatory status of the line. Given the potential consequence that MTA could obtain a common carrier obligation on the line if MTA improperly acquired it without the requisite Board authorization, MTA is seeking confirmation from the Board to clarify that the Claremont Branch is excepted track. MTA does not wish to become a common carrier subject to the Board's jurisdiction and is reluctant to proceed with the acquisition without confirmation from the Board that the line is Section 10906 track.

Accordingly, MTA now seeks a declaratory order that the Claremont Branch is excepted track under Section 10906 and acquisition of the Claremont Branch therefore does not require authorization from the Board.

II. ARGUMENT

A. The Board Should Issue a Declaratory Order Clarifying the Status of the Claremont Branch

The STB has discretion under 5 U.S.C. § 554(e) and 49 U.S.C. § 1321 to issue a declaratory order to remove uncertainty relating to the status of rail carriers and rail facilities. *Los Angeles Cnty. Metro. Transp. Auth.—Pet. for Dec. Order*, FD 36112, slip op. at 3 (STB served Oct. 27, 2017); *see also Delegation of Auth.—Declaratory Or. Proceedings*, 5 I.C.C.2d 675 (I.C.C. June 30, 1989) (noting that, under 5 U.S.C. § 554(e), “[t]he agency, with like effect as in the case of other orders, and in its sound discretion, may issue a declaratory order to terminate a controversy or remove uncertainty”). As MTA intends to acquire the Claremont Branch and MTA requires clarity as to whether STB authorization is required, there is a present controversy and uncertainty that can be resolved by Board action. Granting a declaratory order is appropriate in such a circumstance. *See, e.g., MMD Investment, LLC—Pet. for Dec. Order*, FD 36678 (STB served Jan. 16, 2024) (granting a request for a declaratory order finding that track is ancillary track under Section 10906); *N.Y.C. Econ. Dev. Corp. on Behalf of the City of N.Y.—Pet. for Dec. Order*, FD 36467 (STB served June 11, 2021) (same); *Ind. R.R. Co.—Pet. for Dec. Order*, FD 35181 (STB served Apr. 15, 2009) (same). MTA therefore requests the STB to declare the Claremont Branch excepted track under 49 U.S.C. § 10906.

B. Under the Board’s Settled Case-by-Case Framework—Reaffirmed in *Richmond Waterfront Industrial Park*⁶—the Claremont Branch Is Excepted Track Under 49 U.S.C. § 10906

The Board’s test for determining whether railroad track is mainline track or excepted track is fact-intensive, but the principal factors here point towards a finding that the Claremont Branch is excepted track. In considering whether track is Section 10901 track or Section 10906 track, the Board considers the use of the track, the track’s length, whether the track is stub-ended, the history of the track, whether the track serves more than one shipper, whether the track was built to invade the territory of another railroad, whether there is regularly scheduled service on the track, the volume of traffic moving over the track, the party responsible for owning and maintaining the track, the weight of rail used to construct the track, the presence or absence of stations, and whether the shipper is located at the end of the track. *Tri-City R.R. Co.—Pet. for Dec. Order*, FD 36037, slip op. at 4 (STB served June 1, 2017); *Battaglia Distributing Co. v. Burlington N. R.R.*, FD 32058, slip op. at 3 (STB served June 27, 1997). This test is “case-by-case” and fact-specific. *ParkSierra Corp.—Lease & Op. Exemption—S. Pac. Transp. Co.*, FD 34126, slip op. at 5 (STB served Dec. 26, 2001). However, the Board has given two factors particular importance: the use of the track—specifically, whether the purpose of the track is “incidental to the movement of trains”—and the physical characteristics of the track. *N.Y.C. Econ. Dev. Corp.—Pet. for Dec. Order*, FD 34429, slip op. at 6 (STB served July 15, 2004); *see also Nicholson v. ICC*, 711 F.2d 364, 267 (D.C. Cir. 1983) (“[W]hether a particular track segment is a ‘railroad line’ . . . turns on the intended use of the track segment . . .”).

⁶ *Richmond Waterfront Industrial Park, LLC – Petition for Declaratory Order*, FD 36710 (STB served April 10, 2026).

In *Richmond Waterfront Industrial Park, LLC*, issued April 10, 2026, the Board reaffirmed the governing analytical framework for distinguishing track subject to 49 U.S.C. § 10901 from excepted track under § 10906. The Board emphasized that physical characteristics, intended and historical use, and relationship to the broader rail system are the principal indicia, and that nomenclature, ownership arrangements, or later inactivity do not control the analysis.

As noted, the physical characteristics of the Claremont Branch support the same conclusion that the Board came to in *Richmond Waterfront*. The Claremont Branch is short, having been described as 1.1 or 1.25 miles long in the conveyance tables included in the Final System Plan and the Maryland Historic Trust report, respectively. The track’s length is similar to those described as “moderate” and “comparable to the length of some other tracks that have been found to be spur or switching tracks.” See also, *N.Y.C. Econ. Dev. Corp.*, FD 34429, at 7; *ParkSierra*, FD 34126, slip op. at 6 (finding that a 1.7-mile track was ancillary). The Claremont Branch is also effectively stub-ended, in that, to the extent that through service is possible, it requires passage through the Mt. Clare Yard. Stub-ended track is typically excepted track. *Chi. SouthShore & S. Bend R.R.—Pet. for Dec. Order—Status of Track at Hammond, Ind.*, FD 33522, slip op. at 6 (STB served Dec. 17, 1998). The Claremont Branch’s lack of mileposts in the valuation maps provides further support for that conclusion. *Tri-City*, FD 36037, at 5.

As in *Richmond Waterfront*, the Claremont Branch was not constructed to invade new geographic territory or open a new market. Rather, it facilitated service to shippers located adjacent to an established mainline and does not exhibit characteristics associated with line-haul service, such as stations. It was primarily used to connect a single, consolidated group of shippers, the Union Stockyards, to the PRR mainline. That use is indicative of excepted track. See *Tri-City*, FD 36037, at 4–5. Although the Claremont Branch could have provided a through connection

between two railroads, MTA has not identified evidence that the line was used more than incidentally for anything other than movements between the Union Stockyards and mainline track. Moreover, the primary group of shippers is located at the end of the track, further demonstrating that the track's use is to connect those shippers to the mainline. *See id.* at 4. The provision of that connection made the Claremont Branch ancillary to the PRR mainline and, accordingly, excepted track under § 10906. *See id.* at 4–5.

The Claremont Branch also has historic roots as excepted track. It was constructed without ICC authority. There is no record indicating that any carrier obtained ICC or STB authority to operate it. It was transferred to Conrail as indicated in the conveyance tables – a table that was intended to list assets sold to Conrail during the FSP. In contrast, MTA did not find evidence indicating that any party ever considered it a line of railroad. The tracks were reconfigured sometime between 1972 and 1981 without ICC approval, Ex. C. at 3–4. Today, the Claremont Branch has fallen into disrepair and is not being maintained in a way that would permit the operation of common carrier rail service. That condition suggests that all parties have seen the Claremont Branch as excepted track.

C. Countervailing Considerations Do Not Alter the Jurisdictional Conclusion

While there are strong factual indications that the track is Section 10906 track, there are, however, some factors that create some uncertainty, which is why MTA is seeking clarity through this declaratory order proceeding. First, the Maryland Historical Trust report indicates that the track was constructed in competition with the B&O to connect to the Union Stockyards. Ex. C. at 3. However, it was constructed without ICC authority, likely because none was needed at the time to construct such industry track. The competition between the PRR and B&O was to reach a consolidated group of shippers already served through various means by both railroads. The

construction appears not to have been to invade new territory but rather simply to provide access to a shipper located close to the existing PRR mainline. *See Battaglia*, FD 32058, at 3 (noting that a track used to access a sole shipper was “unlikely” to have been “constructed to invade another carrier’s territory”); *Chi. SouthShore*, FD 33522, at 5 (concluding that track reaching shippers along a mainline in an industrial district was not built to invade another railroad’s territory). The PRR’s preexisting proximity to the Union Stockyards meant that it needed only a short spur track to access them. Even if the Claremont Branch was built to invade the B&O’s territory, that does not necessarily mean such track automatically became Section 10901 track upon development of the “invasion of territory” test that came decades after the track was built. *See Battaglia*, FD 32058, at 3.⁷

Second, while some records call the line the “Claremont Branch,” the use of the word “Branch” causes some uncertainty. The label “branch” has become synonymous with mainline track, but that vernacular was not used to mean mainline track until decades after the track was built. *See Tex. & Pac. Ry. v. Gulf, Colo. & Santa Fe. Ry.*, 270 U.S. 266, 276 (1926) (“Tex. & Pac. Ry.”). However, a carrier’s classification of track is not determinative of that track’s status under the Board’s governing statutes, *see Battaglia*, FD 32058, at 3 & n.9. Further, there is nothing in the jurisprudence to indicate that all lines with the name “branch” and that were built decades before the *Tex & Pac. Ry.* test was fully articulated were magically converted to mainline track after as a result of that case. Here, it appears that the internal actions and records of the Claremont

⁷ Even if built to invade another carrier’s territory, no ICC authority was required because the ICC did not develop the “invasion of territory” test until the 1910 to 1920 time period and that test was not statutorily defined until the 1920 Transportation Act. Nothing in the 1920 Act “converted” all track previously built without ICC authority to Section 10901 mainline track. As noted, the key test is how the track was used and the nature of physical characteristics of track.

Branch's various owners indicate an understanding that the Claremont Branch was excepted track and the carrier's label may, therefore, not be dispositive or overcome other, clearer factors.

Finally, it is possible that the track served shippers incidental to the Union Stockyards, but that does not transform track that was built and used as industry track to Section 10901 mainline track. MTA has located online an aerial photograph dated 1972 that purports to show the Claremont Branch and nearby track. The photograph and its labels indicate that there may have been a second spur on the Claremont Branch serving an additional shipper outside of the Stockyards.⁸ While MTA acknowledges that this factor alone would not be determinative because the presence of the additional shipper would not change the historical use of the Claremont Branch or its physical characteristics, it may be a factor for the Board to consider in its determination.⁹

III. CONCLUSION

Consistent with *Richmond Waterfront*, MTA does not request a determination regarding whether the Claremont Branch has been abandoned. The sole question presented is whether the Claremont Branch constitutes excepted track under 49 U.S.C. § 10906, which the Board may determine without addressing abandonment. Confirmation of excepted-track status will allow MTA to proceed with its acquisition without risk of unintentionally assuming a common carrier obligation. Accordingly, for all of the reasons stated above, MTA requests that the STB issue an order declaring that the Claremont Branch is excepted track under 49 U.S.C. § 10906, and that the STB, therefore, does not have authority over the acquisition of the Claremont Branch.

⁸ See *Claremont Branch*, Trainweb.org, <http://www.trainweb.org/oldmainline/cmb1.htm> (last visited Mar. 27, 2026).

⁹This second spur track no longer exists and no ICC authority was obtained for its removal, again indicating that the parties considered the Claremont Branch and its corresponding branches and spurs to all be Section 10906 track.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Ayelet Hirsch Korn', written over a horizontal line.

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*Attorneys for the Maryland Transit
Administration*

CERTIFICATE OF SERVICE

I hereby certify that this 27th day of April, 2026, I caused a copy of the foregoing Petition for a Declaratory Order to be served by email on the following parties:

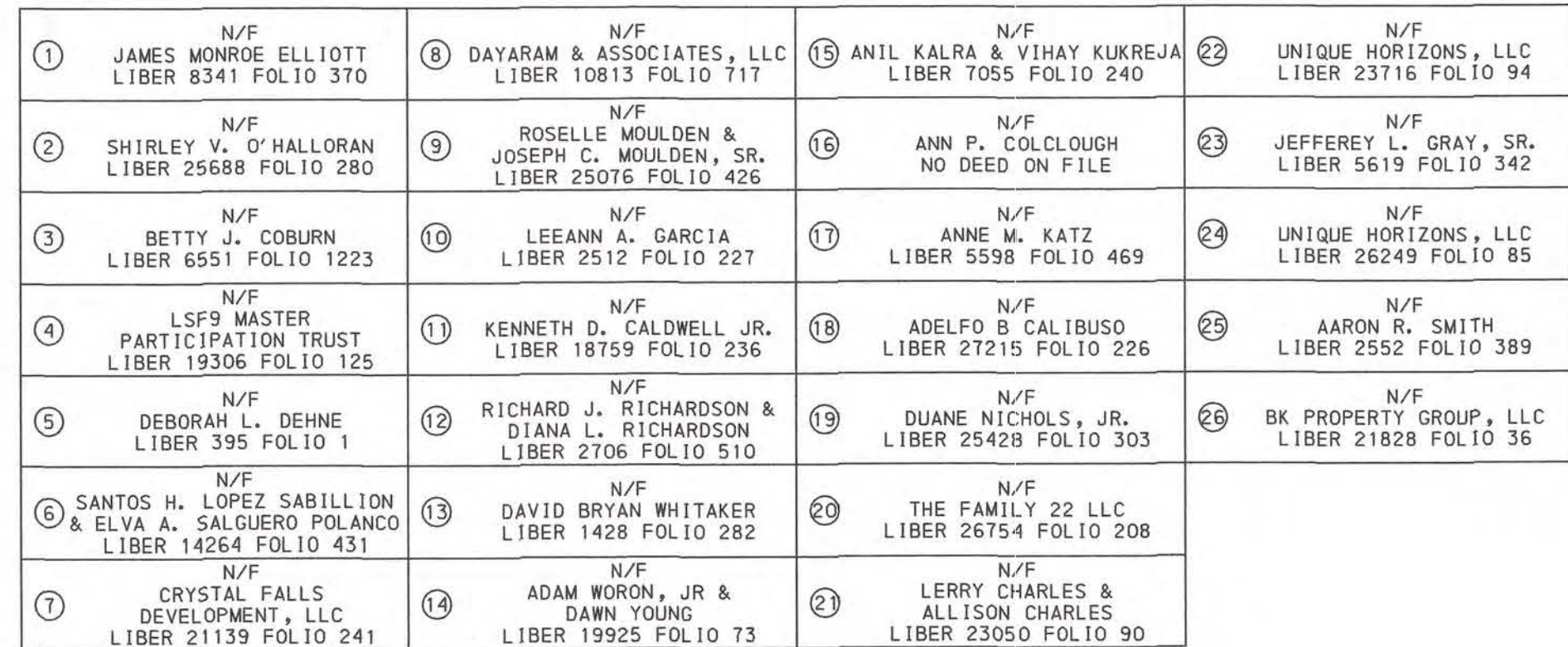
William Mullins
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Attorney for Norfolk Southern Railway



Ayelet Hirsch Korn

EXHIBIT A



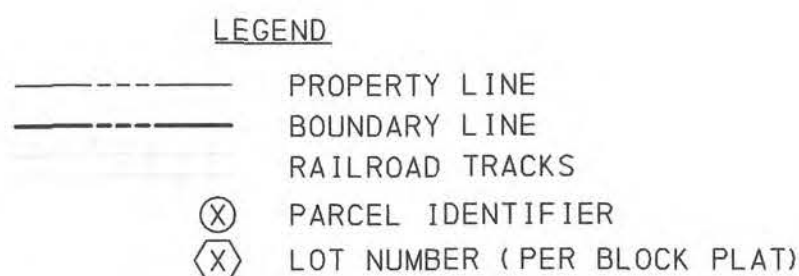
SURVEY BASELINE CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C2	956.00'	770.58'	749.89'	S 67°10'55" E	46°11'00"

G1S178AZ
N 583,909.83
E 1,401,579.93
EL 180.58
DESC. BRASS CAP

THE UNDERSIGNED, A PROFESSIONAL LAND SURVEYOR OF THE STATE OF MARYLAND, DOES HEREBY CERTIFY THAT I AM THE SURVEYOR THAT PREPARED THIS AND THAT THE LAND SHOWN ON THIS PLAT HAS BEEN LAID OUT AND THE PLAT THEREOF HAS BEEN PREPARED IN COMPLIANCE WITH SUBSECTION (C) OF SECTION 3-10 OF THE REAL PROPERTY ARTICLE OF THE ANNOTATED CODE OF MARYLAND, PARTICULARLY INsofar AS THE SAME CONCERNS THE MAKING OF THE PLAT AND SETTING MARKERS.

Stephen J. Hall
Professional Land Surveyor
Maryland Registration No. 21642
License expires 01-11-2026

Date _____



PHONE: (443) 595-8629
FAX: (443) 595-8662

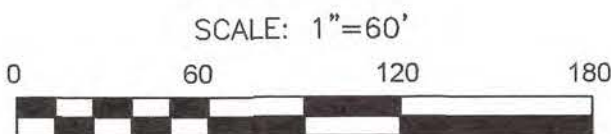
APPR	SJH
CHECK	SJH
DRAWN	BJK
DESIGN	SJH

WARDS: 20 SECTIONS: 5 BLOCKS: 2113, 2118 & 2123B LOTS: 1, 4, 5, 6, 7, 8, 8A, 8B, 8C, 8D, 8E, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 23B, 25, 26A, 27, 28, 28A, 37, 39, 40, 41, 42, 43, 43A, 43B, 43C, 44, 45, 46, 47, 48, 49, 50, 51 & 92

3 OF 4

BOUNDARY COORDINATE TABLE		
POINT	NORTHING	EASTING
33	586,563.26	1,404,551.08
34	586,524.35	1,404,485.70
35	586,363.20	1,404,338.46
36	586,445.41	1,404,365.63
37	586,478.07	1,404,382.53
38	587,135.70	1,404,777.12
39	587,135.87	1,404,785.11
40	586,963.79	1,404,743.91
41	586,964.70	1,404,814.91
42	586,854.71	1,404,816.32
43	586,814.71	1,404,816.63
44	586,813.40	1,404,714.87
45	586,630.39	1,404,986.82
46	586,627.52	1,404,986.83

130.088 SQ. FT OR 2.986 AC ±



936 RIDGEBROOK ROAD
SPARKS, MD 21152

PHONE: (443) 595-8629
FAX: (443) 595-8662

				APPROVED CHECK DRAWING DESIGN	SJH
					SJH
					SJH
NO.	DESCRIPTION	BY	DATE		SJH
REVISIONS					

GENERAL NOTES:

1. COORDINATES BASED ON NAD '83/2011, MARYLAND COORDINATE SYSTEM AS PROJECTED BY BALTIMORE COUNTY, GEODETIC CONTROL STATIONS NO.:

GIS178
N 583,468.92
E 1,400,546.81
EL 167.98
DESC. BRASS CAP

G1S178AZ
N 583,909.83
E 1,401,579.93
EL 180.58
DESC. BRASS CAP

2. THIS PLAT IS BASED ON A FIELD RUN BOUNDARY SURVEY PREPARED BY NAVARRO & WRIGHT CONSULTING ENGINEERS, INC. ON OR ABOUT JANUARY, 2025.

3. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. ALTHOUGH A COMPREHENSIVE SEARCH OF PUBLIC RECORDS WAS PERFORMED, THERE MAY BE ENCUMBRANCES TO THE SUBJECT PROPERTY THAT A TITLE REPORT AND OR SEARCH WOULD REVEAL.

4. COMMON CARRIER EASEMENT DERIVED BASED ON LINE WORK SHOWN ON AMTRAK VAL MAPS V-4-59 & V-4-60 AND NORFOLK SOUTHERN VAL MAP V-4-98. NO TITLE OF THESE PARCELS WAS FOUND AND IS SHOWN FOR GRAPHIC PURPOSES ONLY AS IT IS IMPOSSIBLE TO ASCERTAIN THEIR EXISTENCE WITHOUT PROPER CHAIN OF TITLE.

5. LENGTH OF CORRIDOR FOR THIS SHEET: 800.00 FEET OR 0.15 MILES +/-.
TOTAL CLAREMOUNT BRANCH CORRIDOR LENGTH: 5,939.63 FEET OR 1.12 +/-.

SURVEYOR'S CERTIFICATION:

THE UNDERSIGNED A PROFESSIONAL LAND SURVEYOR OF THE STATE OF MARYLAND, DOES HEREBY CERTIFY THAT HE IS THE SURVEYOR THAT PREPARED THIS PLAT AND THAT THE LAND SHOWN ON THIS PLAT HAS BEEN LAID OUT AND THE PLAT THEREOF HAS BEEN PREPARED IN COMPLIANCE WITH SUBSECTION (C) OF SECTION 3-108 OF THE REAL PROPERTY ARTICLE OF THE ANNOTATED CODE OF MARYLAND, PARTICULARLY INsofar AS THE SAME CONCERNS THE MAKING OF THE PLAT AND SETTING MARKERS.

I FURTHER CERTIFY THAT THE PLAT AND THE SURVEYING WORK UPON WHICH IT IS BASED WERE PREPARED UNDER MY RESPONSIBLE CHARGE, IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN COMAR SECTION 09-13-06-12.

Stephen J. Hall
Professional Land Surveyor
Maryland Registration No.
License expires 01-11-2026

3/26/2025
Date

Stephen J. Hall
Professional Land Surveyor
Maryland Registration No.
License expires 01-11-2026

Date _____



BOUNDARY SURVEY
FOR THE
CLAREMOUNT BRANCH RAILROAD

WARDS: 20, 25 & 50 SECTIONS: 00, 1 & 5 BLOCKS: PSC0, 2118, 2121A, 2500 & 2500C
LOTS: 1, 10A, 11, 12, 13, 14, 15, 17, 18, 20 & 75

CONTRACT NO.

DRAWING NO.

SHEET NO.

4 OF 4

EXHIBIT B

**LEGAL DESCRIPTION OF THE CLAREMOUNT BRANCH RAILROAD
THE PROPERTY OF PENNSYLVANIA LINES LLC**

Beginning for the same at a point located at the end of the fourth line, or the South 28°55'40" East 356.47 feet line of a deed from Up-To-Date Laundry, LLC to UTD Properties, LLC, a Delaware Limited Liability Company, dated March 3, 2021 and recorded among the land records of Baltimore City, Maryland in Liber 22773 and Folio 237 and having a coordinate of North 584,093.77 and East 1,408,920.01, referenced to the North American Datum of 1983/2011 adjustment (NAD83/2011). Said point also being distant 577.56 feet and having a bearing of North 61°23'43" East from the intersection of the aforementioned lands of UTD Properties, LLC, and the eastern right-of-way line of Desoto Road, a 50 feet wide right-of-way. Said point can be further described as being on the north side of I-95 right-of-way as shown on State Highway Administration Plat I-95-216A. Thence running with and binding on the lands of the aforementioned UTD Properties, LLC, the following course and distance:

1. North 29°11'31" West, 805.63 feet to a Rebar & Cap found intersecting the Lands of FIVF-III-MD2 LLC, recorded among the Land Records of Baltimore City in Liber 26888 and Folio 428, and the eastern right-of-way line of Whistler Avenue, a variable width right-of-way, and Wilmarco Avenue, a 50 feet wide right-of-way, having a coordinate of North 584,797.08 and East 1,408,527.08. Thence running with and binding on Whistler Avenue the following Seven (7) courses and distances:
 2. North 29°08'22" West, 156.43 feet to a point;
 3. North 20°11'01" West, 54.70 feet to a point;
 4. North 38°09'22" West, 94.10 feet to a point;
 5. North 40°52'22" West, 94.70 feet to a point;
 6. North 43°20'22" West, 100.00 feet to a point;
 7. North 44°02'22" West, 100.00 feet to a point;
 8. North 44°44'22" West, 136.00 feet to intersect the northern right-of-way line of Cowan Avenue, a 40 feet wide right-of-way, the eastern right-of-way line of Whistler Avenue, a variable width right-of-way to intersect the ninth line, or the South 44°23'07" West 171.87 feet line of a deed from SRG Properties No. 3, LLC to Jackson Holdings, L.L.C. dated December 30, 2002 and recorded among the Land Records of Baltimore City in Liber 3278 and Folio 437. Thence running reversely with and binding on a portion of the ninth and eighth through seventh lines of the aforementioned lands of Jackson Holdings, L.L.C. the following Three (3) courses and distances:
 9. North 43°57'12" East, 34.32 feet to a point;
 10. North 43°57'15" West, 508.37 feet to a point;
 11. South 44°03'47" West, 19.18 feet to intersect the eastern right-of-way of Whistler Avenue, a variable width right-of-way. Thence running with and binding on the aforementioned Whistler Avenue right-of-way, the following Eight (8) courses and distances:
 12. North 47°34'18" West, 41.63 feet to a point;
 13. North 42°22'18" West, 124.89 feet to a point;
 14. North 43°57'53" West, 75.10 feet to a point;
 15. North 40°47'53" West, 100.50 feet to a point;
 16. North 50°32'53" West, 100.20 feet to a point;

17. North 42°18'53" West, 67.30 feet to a point at the beginning of the eighth line, or the North 43°50'00" West 197.00 feet line of a deed from Monica Lynn Makarovich, Lori M. Pizarro and Lisa M. Poremski to IRA Properties, LLC dated January 10, 2017 and recorded among the Land Records of Baltimore City in Liber 19297 and Folio 334. Thence running with and binding on said eighth line the following course and distance:
18. North 44°04'10" West, 178.80 feet to intersect the southern right-of-way of Wilkins Avenue, a variable width right-of-way and having a coordinate of North 586,241.65 and East 1,407,256.52. Thence running across Wilkins Avenue, the follow course and distance:
19. North 51°39'52" West, 113.53 feet to intersect the northern right-of-way of Wilkins Avenue, a variable width right-of-way, and the lands of Penn Advertising of Baltimore, Inc., recorded among the Land Records of Baltimore City in Liber 1539 and Folio 249, and having a coordinate of North 586,312.07 and East 1,407,167.47. Thence leaving the aforementioned Wilkins Avenue right-of-way, the following course and distance:
20. 109.71 feet along the arc of a curve to the left, having a radius of 900.37 feet subtended by a chord bearing of North 47°33'47" West and distance of 109.64 feet to a Rebar and Cap found at the end of the second or North 66°50'00" East 86.37 feet line of a deed from Sher Ahmad to Jose Matias Munoz and Carlos Alcides Munoz, dated September 27, 2018 and recorded among the Land Records of Baltimore City in Liber 20558 and Folio 337. Thence running along the arc of the third line from the aforementioned deed the following course and distance:
21. 381.23 feet along the arc of a curve to the left, having a radius of 900.37 feet subtended by a chord bearing of North 63°11'00" West and distance of 378.38 to intersect the eastern right-of-way of Longwood Street, a 25 feet wide right-of-way. Thence running with and binding on the aforementioned Longwood Street right-of-way, the following course and distance:
22. North 00°12'55" West, 27.70 feet to a point. Thence leaving said right-of-way and crossing over the right-of-way of Longwood Street, the following course and distance:
23. 25.64 feet along the arc of a curve to the left, having a radius of 922.00 feet subtended by a chord bearing of North 77°14'12" West and distance of 25.64 feet to intersect the western right-of-way of the aforementioned Longwood Street, and the lands of ATZ, LLC, recorded among the Land Records of Baltimore City in Liber 11373 and Folio. Thence running with and binding on the aforementioned lands of ATZ, LLC, the following Two (2) courses and distances:
24. 195.60 feet along the arc of a curve to the left, having a radius of 922.00 feet subtended by a chord bearing of North 84°06'40" East and distance of 195.23 feet to a point;
25. South 89°43'35" West, 266.27 feet to intersect the eastern right-of-way of Wellesley Street, a 33 feet wide right-of-way. Thence running across Wellesley Street, the following course and distance:
26. South 89°43'35" West, 33.00 feet to intersect the western right-of-way of the aforementioned Wellesley Street and the lands of ATZ, LLC, recorded among the Land Records of Baltimore City in Liber 15027 and Folio 406. Thence running with and binding on the aforementioned lands of ATZ, LLC the following Two (2) courses and distances:
27. South 89°43'35" West, 454.65 feet to a point;
28. South 00°03'06" West, 16.54 feet to a the end of the second or North 89°19'47" East 439.13 feet line of a deed from 701 Caton, LLC to Trea SP V Baltimore MD LLC, dated July 21, 2022 and recorded among the Land Records of Baltimore City in Liber 25186 and Folio 433. Thence running reversely with and binding on the aforementioned second line and a portion of the first, the following Two (2) courses and distances:
29. South 89°34'02" West, 426.67 feet to intersect the eastern right-of-way of South Caton Avenue, an 80 feet wide right-of-way. Thence running with South Caton Avenue the following course and distance:
30. South 00°08'23" West, 21.76 feet to a point along the eastern right-of-way of South Caton Avenue. Thence running across South Caton Avenue, the following course and distance:

31. North 89°51'37" West, 77.83 feet intersect the western right-of-way of the aforementioned South Caton Avenue and the end of the ninth line, or South 89°56'40" East, 720.00 feet line of a deed from Aramark Uniform & Career Apparel, LLC to Caton 700 LLC, dated November 15, 2013 and recorded among the Land Records of Baltimore City in Liber 15902 and Folio 314. Thence running reversely with and binding on the ninth and eighth line of the aforementioned deed, the following Two (2) courses and distances:
32. South 89°50'37" West, 720.00 feet to a point;
33. South 59°14'35" West, 76.08 feet to the end of the seventh line or North 33°04'48" West, 544.26 feet line of a deed from S & E Mini Storage Limited Partnership to Prime Storage Baltimore, LLC dated November 1, 2018 and recorded among the Land Records of Baltimore City in Liber 20626 and Folio and the lands of Pennsylvania Lines LLC, recorded among the Land Records of Baltimore City in Liber 9093. Thence running through and over the aforementioned lands of Pennsylvania Lines LLC, the following Four (4) courses and distances:
34. South 42°25'01" West, 218.28 feet to a point;
35. North 18°17'21" East, 86.58 feet to a point;
36. North 27°20'43" East, 36.77 feet to a point;
37. North 30°57'53" East, 766.93 feet to the beginning of the first line or Westerly 323 feet line of a deed dated December 21, 2021 from Peter Hamilton to Hamilton Property Group, LLC and recorded among the Land Records of Baltimore City in Liber 24367 and Folio 405. Thence running with and binding on a portion of the first line of the aforementioned, the following course and distance:
38. North 88°44'29" East, 8.00 feet to the end of the third line or North 192.25 feet line of a deed dated may 1, 2024 from 520 S Caton Owner LLC to New 520 S Caton Owner, LLC and recorded among the Land Records of Baltimore City in Liber 26999 and Folio 482. Thence running reversely with and binding on the third and a portion of the second lines of the aforementioned deed the following Two (2) courses and distances:
39. South 13°27'59" West, 176.95 feet to a point;
40. North 89°16'00" East, 71.01 feet to intersect the northern right-of-way of a 10 feet alley. Thence running across the 10 feet alley, the following course and distance:
41. South 00°44'00" East, 110.00 feet to intersect the northern right-of-way of Strickland Street, a 36 feet wide right-of-way, and the end of the first line or Westerly 30.00 feet line of a deed dated October 10, 2014 from BWL Law Group LLC to Muhammad Saleem and Shaista Saleem and recorded among the Land Records of Baltimore City in Liber 16632 and Folio 70. Thence running across Strickland Street, the following course and distance:
42. South 00°44'00" East, 40.00 feet to intersect the southern right-of-way line of the aforementioned Strickland Street and the North 89°28'20" East, 313.09 feet line of a deed dated September 24, 1997 from Stickland St Associates LLP to A B C Realty & Management, LLC and recorded among the Land Records of Baltimore City in Liber 6704 and Folio 316. Thence running reversely with and binding on a portion of the fifth and fourth through second lines of the aforementioned deed, the following Four (4) courses and distances:
43. South 89°16'00" West, 101.97 feet to a point;
44. 348.19 feet along the arc of a curve to the left, having a radius of 291.11 feet subtended by the chord bearing of South 56°03'41" East and distance of 327.81 feet to a point;
45. South 00°08'14" East, 2.87 feet to a point;
46. North 89°45'44" East, 44.57 feet to the beginning of the third line or North 89°56'40" West, 216.93 feet line of a deed from Robert F. Welsh and Rosalie Welsh to Crystal Windows Real Estate, LLC, recorded among the Land Records of Baltimore City in Liber 6617 and Folio 716. Thence running with and binding on the third, fourth and fifth lines of the aforementioned deed, the following Three (3) courses and distances:
47. North 89°38'03" East, 216.02 feet to a point;

48. North 00°07'19" West, 22.07 feet to a point;
49. North 89°52'41" East, 34.00 feet to intersect the western right-of-way of South Caton Avenue, a 50 feet wide right-of-way. Thence running across South Caton Avenue, the following course and distance:
50. North 88°55'04" East, 50.89 feet to the eastern right-of-way of South Caton Avenue, a 50 feet wide right-of-way and intersecting the westerly line of Lot 1. Thence running with a portion of the westerly line of Lot 1 and the southerly line of Lots 1, 4, 5, 6, 7, 8, 8A, 8B, 8C, 8D, 8E, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22 as shown on Baltimore City Block Map 2113, the following Four (4) courses and distances:
51. South 01°04'56" East, 8.71 feet to a point;
52. North 89°16'57" East, 441.62 feet to a point;
53. North 00°43'03" West, 22.00 feet to a point;
54. North 89°16'57" East, 456.00 feet to intersect the western right-of-way of Wellesley Street, a 33 feet wide right-of-way. Thence running across Wellesley Street, the following course and distance:
55. South 89°41'55" East, 32.62 feet to intersect the eastern right-of-way of the aforementioned Wellesley Street and the southerly line of Lot 94. Thence running with the southerly line of Lot 94 and 43c as shown on Baltimore City Block Map 2123B, the following course and distance:
56. North 89°16'57" East, 116.96 feet to the southerly line of Lot 43B. Thence running with and binding on the southerly line of Lot 43B, 43A, 43, 42, 41, 40, 39 and 37 as shown on Baltimore City Block Map 2123B, the following course and distance:
57. North 89°29'05" East, 347.63 feet to intersect the western right-of-way of Longwood Street, a 25 feet wide right-of-way. Thence running with and binding on the aforementioned Longwood Street right-of-way, the following Two (2) courses and distances:
58. South 00°30'55" East, 41.76 feet to a point;
59. 27.12 feet along the arc of a curve to the right, having a radius of 984.37 feet subtended by a chord bearing of South 78°25'36" East and distance of 27.12 to intersect the eastern right-of-way of the aforementioned Longwood Street and the beginning of the fifth line or North 00°35'40" West, 197.75 feet line of a deed dated February 27, 2013 from Frederick C. Jessop, Jr. to Park and Shin Holdings, LLC and recorded among the Land Records of Baltimore City in Liber 15050 and Folio 345. Thence running reversely with and binding on the fourth and third lines of the aforementioned deed, the following Two (2) courses and distances:
60. 313.09 feet along the arc of a curve to the right, having a radius of 984.37 feet subtended by a chord bearing of South 68°31'33" East and distance of 311.77 feet to a point;
61. North 01°11'55" West, 7.98 feet to the beginning of the fourth or North 00°52'10" West, 249.89 feet line of a deed dated August 5, 2004 from Blind Industries and Services of Maryland, LLC to M.Y. Associates, L.L.C. and recorded among the Land Records of Baltimore City in Liber 6085 and Folio 687. Thence running with and binding on the third line of the aforementioned deed, the following Five (5) courses and distances:
62. 87.74 feet along the arc of a curve to the right, having a radius of 990.97 feet subtended by a chord bearing of South 55°45'01" East and distance of 87.71 feet to a point;
63. 99.32 feet along the arc of a curve to the right, having a radius of 990.37 feet subtended by a chord bearing of South 50°20'21" East and distance of 99.28 to a point;
64. North 41°27'08" East, 20.00 feet to a point;
65. 79.34 feet along the arc of a curve to the right, having a radius of 1,010.37 feet subtended by a chord bearing of South 45°14'19" East and distance of 79.32 to a point;
66. South 44°02'59" East, 20.68 feet to intersect the northern right-of-way of Wilkins Avenue, a variable width right-of-way. Thence running across Wilkins Avenue, the following Two courses and distances:
67. South 40°43'31" East, 104.75 feet to a point;

68. South 43°27'38" East, 39.34 feet to the end of the third line or North 43°43'00" West, 161.95 feet line of a deed dated June 25, 2018 from Andre Passas to 2801 Wilkens Avenue, LLC and recorded among the Land Records of Baltimore City in Liber 20282 and Folio 61. Thence running reversely with and binding on the third line of the aforementioned deed, the following course and distance:
69. South 43°27'38" East, 133.65 feet to the end of the sixth line or North 48°39'00" West, 50.10 feet line of a deed dated August 19, 1974 from Arthur L. Adams and Robert Robinson to Victory Building, Inc. and recorded among the Land Records of Baltimore City in Liber 3160 and Folio 526. Thence running reversely with and binding on the sixth, fifth, fourth and third lines of the aforementioned deed, the following Four (4) courses and distances:
70. South 43°27'38" East, 75.45 feet to a point;
71. South 48°52'38" East, 50.10 feet to a point;
72. South 41°49'38" East, 100.20 feet to a point;
73. South 49°45'38" East, 77.95 feet to the end of the seventh line or North 49°32'00" West, 22.62 feet line of a deed from Hygrade Food Products Corporation to Victory Building, Inc. and recorded among the Land Records of Baltimore City in Liber 3882 and Folio 173. Thence running reversely on the seventh, sixth and fifth lines of the aforementioned deed, the following Three (3) courses and distances:
74. South 49°45'38" East, 22.35 feet to a point;
75. South 41°51'38" East, 99.80 feet to a point;
76. South 39°30'38" East, 56.64 feet to intersect the second line or South 66°50'00" West, 40.75 feet line of a deed from Arctic Refrigeration, Inc. to Dukeland Shop, LLC and recorded among the Land Records of Baltimore City in Liber 16845 and Folio 284. Thence running with and binding on a portion of the second line and the third line of the aforementioned deed, the following Two (2) courses and distances:
77. South 66°36'13" West, 14.25 feet to a point;
78. South 44°00'47" East, 160.67 feet to intersect the ninth line or North 66°49'20" East, 3.29 feet line of a deed from SHT Holdings LLC to GCP Bernard, LLC and recorded among the Land Records of Baltimore City in Liber 24924 and Folio 493. Thence running reversely with and binding on a portion of the ninth line and the eighth to the first lines of the aforementioned deed, the following Nine (9) courses and distances:
79. South 66°36'13" West, 1.99 feet to a point;
80. South 44°03'07" East, 203.35 feet to a point;
81. North 42°54'13" East, 3.90 feet to a point;
82. South 49°22'08" East, 82.08 feet to a point;
83. South 39°01'22" East, 100.39 feet to a point;
84. South 46°30'51" East, 100.09 feet to a point;
85. South 45°32'29" East, 100.03 feet to a point;
86. South 46°06'49" East, 100.06 feet to a point;
87. South 31°13'47" East, 128.84 feet to intersect the northwestern right-of-way of Wilmarco Avenue, a variable width right-of-way. Thence running across Wilmarco Avenue, the following course and distance:
88. South 34°52'14" East, 68.25 feet to intersect the southeastern right-of-way of the aforementioned Wilmarco Avenue and the end of the fourth or North 30°40'20" West, 75.00 feet line of a deed dated December 30, 2022 from Bond Associates to Bond Real Estate Acquisition, LLC and recorded among the Land Records of Baltimore City in Liber 25659 and Folio 1. Thence running reversely with and binding on the fourth, third and a portion of the second lines of the aforementioned deed, the following Three (3) courses and distances:
89. South 30°55'51" East, 75.00 feet to a point;
90. South 41°07'09" West, 11.44 feet to a point;

91. South $28^{\circ}54'23''$ East, 964.74 feet to a point. Thence;
92. 70.49 feet along the arc of a curve to the left, having a radius of 1,189.50 feet subtended by a chord bearing of South $67^{\circ}43'37''$ West and distance of 70.48 to the Point of Beginning.
Containing 514,506 Sq. Ft. or 11.81 Ac $\pm$.

Being a portion of that said parcel of land conveyed to Pennsylvania Lines LLC, by Consolidated Rail Corporation, a Pennsylvania Corporation in a deed dated June 1, 1999, and recorded among the land records of Baltimore City, Maryland in Liber 9093 Folio 439.

I hereby certify that this document was produced under my direct supervision and that it meets the minimum requirements set forth in COMAR 09.13.06.12.



Stephen J. Hall
Registered Professional Land Surveyor
Maryland Registration Number 21642
License Exp. 01/11/2026



EXHIBIT C

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Pennsylvania Railroad, Claremont Branch Inventory Number: B-5355

Address: 2.5 miles southwest of Downtown Baltimore Historic district: ☒ yes ☐ no

City: Baltimore Zip Code: 21230 County: Baltimore City

USGS Quadrangle(s): Baltimore West

Property Owner: Multiple Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Penn-Camden Connector Agency: Maryland Transit Administration

Agency Prepared By: Gannett Fleming, Inc.

Preparer's Name: Adam Archual Date Prepared: 3/26/2025

Documentation is presented in: MIHP Form

Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended

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

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

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

Location

The Pennsylvania Railroad-Claremont Branch (Claremont Branch) is an abandoned railroad corridor that roughly parallels Strickland Street, S. Dukeland Street, and Bernard Drive between the Northeast Corridor (NEC) and the CSX Mt. Clare Yard approximately 2.5 miles southwest of Downtown Baltimore. See attached Exhibit 1.

Description

The approximately 1.25-mile Claremont Branch consists of grade separated structures, right of way (ROW) objects, and trackage, including (from northwest to southeast): remnants of the wye junction with the Pennsylvania Railroad (PRR) (currently the Northeast Corridor, or NEC); a bridge over S. Caton Avenue; a bridge over US 1 (Wilkins Avenue) and Maidens Choice Run; a masonry culvert southeast of the Wilmarco Avenue/Whistler Avenue intersection; and an approximately 1,000-foot length of masonry wall parallel to the northeast side of the railroad corridor southeast of the Wilmarco Avenue at-grade crossing. See attached Exhibit 2.

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

Date

Reviewer, National Register Program

Date

A trackbed is present throughout the length of the corridor in varying degrees of deterioration ranging from just ballast to full trackage assemblage. Tracks, including rails, ties and connectors, are present in some areas. Tracks exist from just west of the Caton Avenue bridge to just east of the Wilkens Avenue/Maidens Choice Run bridge. Rail is present at the Wilmarco Street and Bernard Drive at grade crossings.

The railroad grade is modest and includes earthwork evident in cut and fill sections. The Claremont Branch drops about 70 feet in elevation from northwest to southeast: at the northwest end the NEC is at about 150 feet above mean sea level (amsl) and at the southeast end the Mt. Clare Yard is at about 80 feet amsl. The "Pennsylvania Railroad System Maximum Grades on Main Line and Branches" (August 1, 1923) listed a 2.01% grade for the Claremont Branch. By 1948, the same publication listed a 1% grade, suggesting a change in the alignment or grade improvements-or both. An earthen berm structure characterizes the western extent of the railroad corridor beginning in its approach to the Caton Avenue grade separation and extending to the Wilkens Avenue/Maidens Choice Run grade separation. The railroad corridor transitions into a cut section southeast of the Wilmarco Avenue at-grade crossing.

The wye junction with the PRR is a remnant surface feature with some sections of the trackbed, including ballast, visible on the ground despite the area being overgrown and not maintained. Strickland Road terminates in the northeast portion of the former wye junction and the NEC fence line bisects the feature. Though portions of the railroad bed remain evident, there is no track and piles of ties and rail are present throughout this area. See attached photographs 1-3.

Southeast of the wye junction is the single span steel through girder bridge over S. Caton Avenue. The span is about 60 feet in length. The bridge is set on vertical masonry abutments with poured concrete caps. A poured concrete floor sits atop the floor beam and stringer system with bottom lateral bracing. The single-track rests on ballast as it crosses the overgrown structure. See attached photographs 4-7.

The Claremont Branch crosses US 1 (Wilkens Avenue) and Maidens Choice Run on a three span (approximately 75 feet, 60 feet, and 50 feet) with approach span (25 feet) deck-type plate girder bridge. The entire span is about 215 feet. The deck consists of the railroad track and timber extensions support a wire exclusionary (safety) mesh and double bar metal safety railing. The approach span rests on a poured concrete cap inset within the vertical masonry abutment wall at the northwest side of the structure and a steel A-frame pier set behind the northwest curblin of US 1. Two additional piers support the structure, including a concrete pier between US 1 and Maidens Choice Run and a steel A-frame pier southeast of Maidens Choice Run. The southeast end of the bridge sits on a stepped, poured concrete abutment. See attached photographs 11-15.

The Claremont Branch crosses Wilmarco Avenue at grade and continues to the south-southeast into a wooded corridor between industrial land uses north of I-95. The Wilmarco Avenue at-grade crossing includes three railroad tracks, each separated by about 40 feet on centerline. (See attached photographs 17 and 18.) Historical mapping indicates that this area consisted of a collection of sidings that continued to the southeast and terminated north of the current I-95 corridor. Historically, the Claremont Branch diverged in an east-northeasterly direction from this line, north of Wilmarco Avenue, and followed the curvature of Gwynns Falls before joining the north end of the Mt. Clare Yard; no physical features associated with this alignment were observed in the field. An industrial park currently occupies this area. See attached Exhibits 3-7.

Two additional historic features were observed southeast of the Wilmarco Avenue crossing. A dry-laid masonry wall paralleling the northeast side of the railroad is present southeast of the Wilmarco Avenue at-grade crossing. The stone wall varies in height above the ground from about 1 to 3 feet and is about 4 feet in width. (See attached photographs 19 and 20.) Based on an overlay of the feature on current aerial photography, the wall currently runs along a legal parcel line between PIN PSC0075 (Pennsylvania

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

Date

Reviewer, National Register Program

Date

Lines LLC) and PIN 7774A009A (Bond Real Estate Acquisitions, LLC). The 1944 USGS topographical maps for Baltimore, Maryland, indicate that this remnant wall feature was located between Claremont Branch sidings and the Union Stockyards. See attached Exhibit 3.

A partially collapsed masonry arch culvert under the railroad corridor is located approximately 500 feet southeast of Wilmarco Avenue. Based on field survey, the culvert appears to have a stone bottom about 3 feet wide and a simple stone arch on short stone walls; the peak of the culvert appeared to be no more than 4 feet in height. Though the mouth of the culvert on the southwest side of the railroad corridor has been washed out, the remnant structure appears to continue to convey water under the railroad corridor. The outlet end of the culvert was not located in the field. See attached Exhibits 2-3 and photographs 21 and 22.

The Claremont Branch continues downgrade to an at grade crossing at Bernard Drive, under the I-95 overpass. Two signals-likely flashing red light signals though not operational-are present at the Bernard Drive crossing. The Claremont Branch continues another 400 feet to tie into the Mt. Clare Yard. This final stretch southeast of Bernard Drive is currently paved and used as an access road to the yard by CSX. See attached photographs 23 and 24.

Historic Context

The Claremont Branch was conceived and constructed by PRR as the Stock Yard Branch of the Baltimore and Potomac Railroad to gain access to the newly consolidated Union Stockyards (B-1398) in west Baltimore. The Union Stockyards was established in 1892 on the west side of Gwynns Falls south of Wilkens Avenue and replaced and consolidated smaller stockyard operations scattered across west Baltimore. The Union Stockyards footprint extended to the south and had a direct connection to the Baltimore and Ohio (B&O) mainline at the Claremont Yard (currently CSX Mt. Clare Yard). PRR developed the Claremont Branch to establish a lucrative connection between their mainline and the largest stockyard terminal on the east coast, second to only Chicago's stockyards nationally. (Retro Baltimore 2014; Steele & Zembala 1983; Trainweb.org)

The Claremont Branch does not appear on the 1894 edition of the Baltimore, Maryland USGS map (surveyed in 1887 and 1890) but is charted on the 1899 edition (reprinted in 1902) of the Baltimore, Maryland USGS map (surveyed in 1887, 1890, and 1898) (Exhibit 4). Based on a review of available historical mapping, the Claremont Branch was constructed and completed between the years of 1890 and 1898. (USGS Topoview)

The earliest depiction of the branch line includes the wye junction at the PRR and crossings of Caton Avenue, Wilkens Avenue, and Maidens Choice Run. The Claremont Branch split from the PRR north of the Loudon Park Station (aka Maidens Choice Station) and roughly paralleled Maidens Choice Run to its crossing adjacent to Wilkens Avenue. As the railroad approached the Union Stockyards, the line split and formed a loop around the stockyards with the B&O Claremont Yard serving as the eastern most connection of the loop. The northern section of the loop curved along the northern and eastern edges of the stockyards, adjacent to Gwynns Falls, and connected to the B&O at the north end of the Claremont Yard. This loop configuration, assumed to be from the original design from the 1890s, is absent in the next available USGS topographical quadrangle from 1907 which depicts a reconfiguration of the Claremont Yard with several sidings between the B&O mainline and the Union Stockyards (Exhibit 5). Presumably, this improvement to the Claremont Yard conflicted with the Claremont Branch and was thus removed within the first decade of the 20th century. This feature, which is present on the ground today, does not appear again in historic aerial photography until 1981 (historicaerials.com).

With the closure of the Union Stockyards in 1967, the Claremont Branch no longer served its primary purpose for PRR (Retro Baltimore 2014; Steele & Zembala 1983). Aerial imagery from 1972 shows that the branch may have still been in use, but to what purpose is not known (Exhibit 6). Based on a review of historical imagery available on Google Earth Pro and historicaerials.com,

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

Date

Reviewer, National Register Program

Date

the Claremont Branch was reconfigured by 1981, specifically the "northern loop" railroad that connected with the B&O north of the Mt. Clare Yard was abandoned and the "southern loop" (a presumed original design element) reestablished. The maintenance of the branch connection to the Claremont Yard suggests the branch was being used in some capacity during this period. By 1989 the Wilmarco Avenue extension to Whistler Avenue, which crossed the Claremont Branch corridor, was completed and the southern leg of the wye junction abandoned.

Integrity

Though the Claremont Branch alignment is abandoned and has been diminished at its southeastern extent by reconfiguration, expansion, and removal throughout the historic and modern periods, the alignment remains apparent on the landscape; therefore, integrity of location is intact. Considering the extent of changes to the southeastern extent of the Claremont Branch and that the Union Stockyards-the driving reason for the branch's construction-is no longer extant, integrity of design, setting, and association have been lost. Despite the presence of associated historic features like the Caton Avenue and the Wilkens Avenue/Maidens Choice Run bridges, the extent of abandonment of the line, including the removal of track and railroad ties, diminishes the overall integrity of materials and workmanship. Further, as an abandoned railroad corridor, the Claremont Branch no longer conveys integrity of feeling.

Significance

To be considered eligible for listing under Criterion A, a property must be associated with one or more important events or patterns in history. The Claremont Branch emerged in a period of intense competition between railroads and overbuilding in Maryland (Kuncio et al 2024). When the largest stockyards on the east coast were organized adjacent to their main competitor, the B&O, the PRR established the Claremont Branch to compete in the east coast livestock transport market. While the establishment of the Union Stockyards may have been a significant commercial development in Baltimore, and possibly the region, in the closing decades of the 19th century, the PRR's reaction to it is not. The Claremont Branch is another example of railroad overbuilding in Maryland and does not, therefore, represent an important event or pattern in history. Therefore, the Claremont Branch is not recommended individually eligible under Criterion A.

To be considered eligible for listing under Criterion B, a property must be associated with individuals whose specific contributions to history can be identified and documented. The Claremont Branch was a corporate undertaking by the PRR, and research did not identify significant associations with the life of an individual person. Therefore, the Claremont Branch is not recommended individually eligible under Criterion B.

To be considered eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period or method of construction; represent the work of a master; possess high artistic value; and/or represent a significant and distinguishable entity whose components may lack individual distinction. The Claremont Branch was developed using standard railroad practices and techniques from its period of construction. The Claremont Branch was revised historically to facilitate PRR operations relative to the Union Stockyards; however, due to historic and modern developments particularly at the branch's southeastern extent, the historic alignment is no longer intact. Though the "southern loop" was reestablished in the last quarter of the 20th century, research and field review did not determine whether this modern alignment was consistent with the original design. Regardless, this modern alignment did not serve the original intent to provide a circular route for PRR traffic to/from the Union Stockyards. Overall, the Claremont Branch does not possess sufficient historic integrity and is, therefore, not recommended individually eligible under Criterion C.

The individual historic features along the Claremont Branch, specifically the Caton Avenue and Wilkens Avenue/Maidens Choice

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

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

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Reviewer, National Register Program

Date

Run structures, were also evaluated individually under Criterion C. Both grade separations are representative of railroad bridges from this period of construction consisting of a through girder and plate girder bridge type on masonry and concrete abutments and utilizing typical bridge piers as necessary. Metal girder bridges were popular with Maryland's major railroads in the 19th century. The first plate girder span erected in the US was in Baltimore in 1846 on the Baltimore & Susquehanna Railroad at Bolton Station (Spero 1995). Spero (1995) theorizes that little documentation of deck girder and plate girder bridges are available because girder bridge construction technology was not difficult and quickly became standardized. Neither structure is a significant and distinguishable entity; therefore, neither are recommended individually eligible under Criterion C.

The masonry wall and collapsed stone arch culvert, though remnant features associated with the Claremont Branch, are common structures from the period of construction and lack individual distinction (Kuncio 2024). Therefore, neither contribute to the eligibility of the Claremont Branch as a whole and neither are recommended individually eligible under Criterion C.

The Maryland Railroads Statewide Historic Context (Kuncio 2004) specifies railroads resources are unlikely to have significance under Criterion D with the exception of specific resource types not present in this case.

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

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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_____
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Reviewer, National Register Program_____
Date

Penn Camden Connector Determination of Eligibility

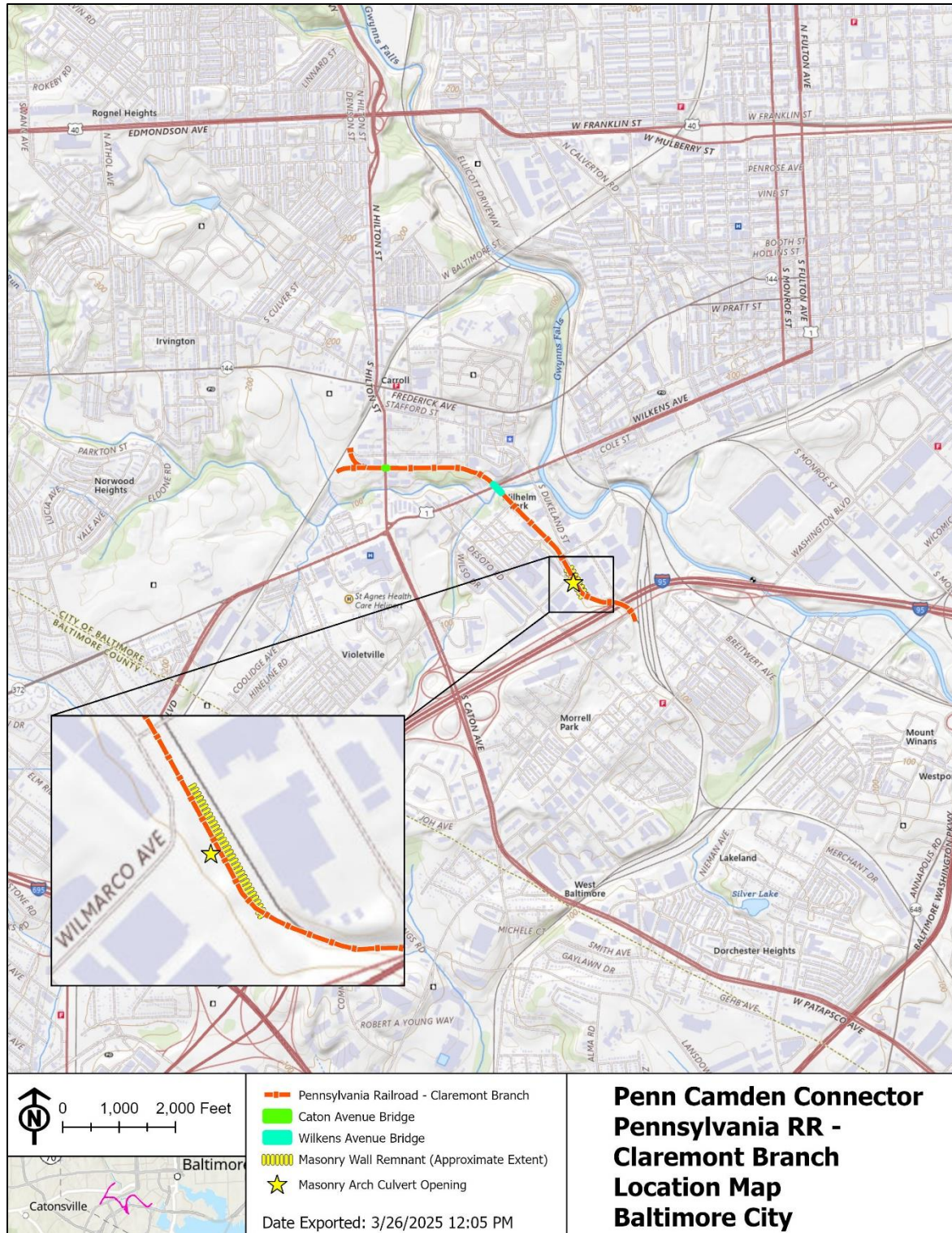


Exhibit 1. The Pennsylvania Railroad – Claremont Branch Location

Pennsylvania Railroad-Claremont Branch

Penn Camden Connector Determination of Eligibility

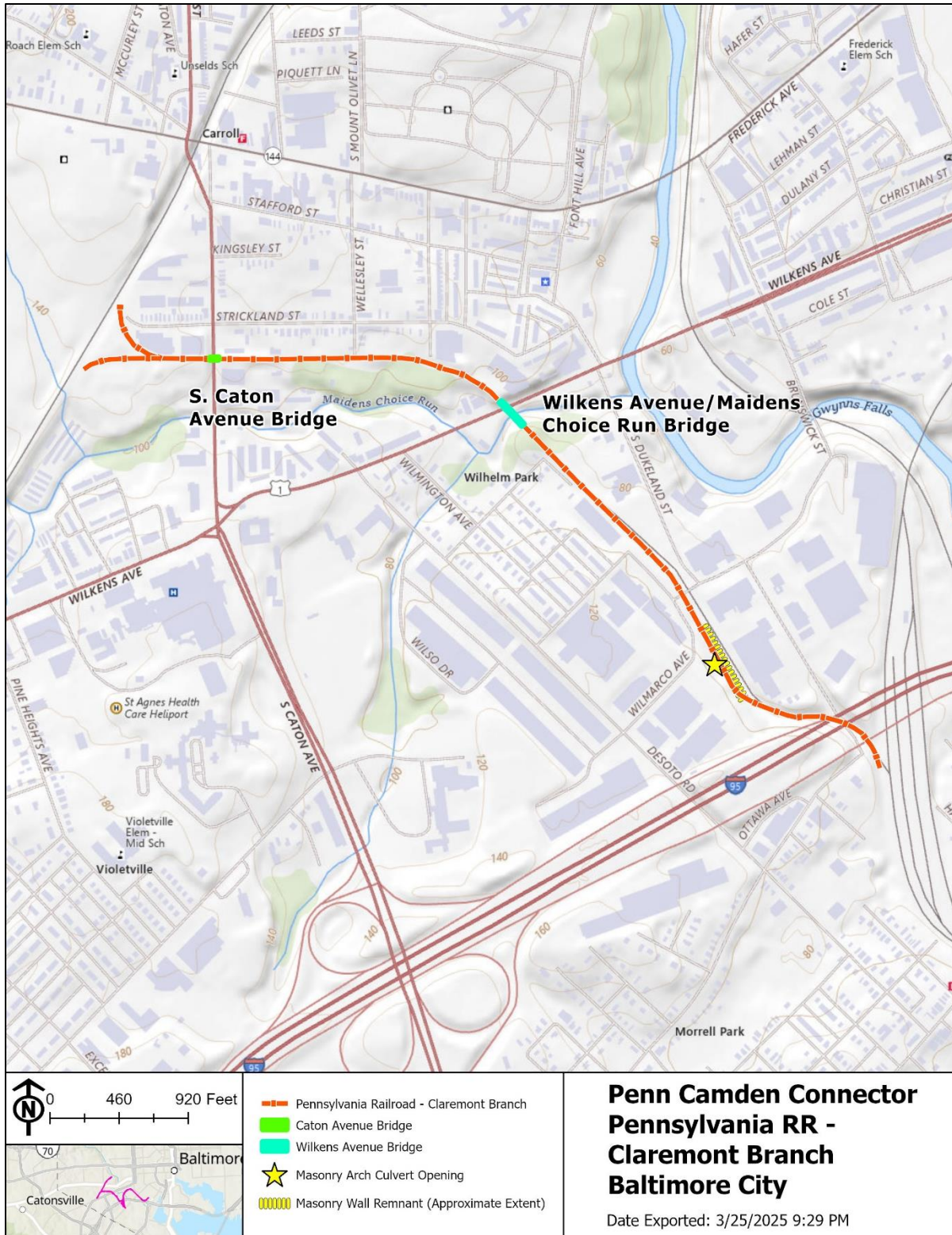


Exhibit 2. The Pennsylvania Railroad – Claremont Branch and Associated Features

**Penn Camden Connector
Determination of Eligibility**

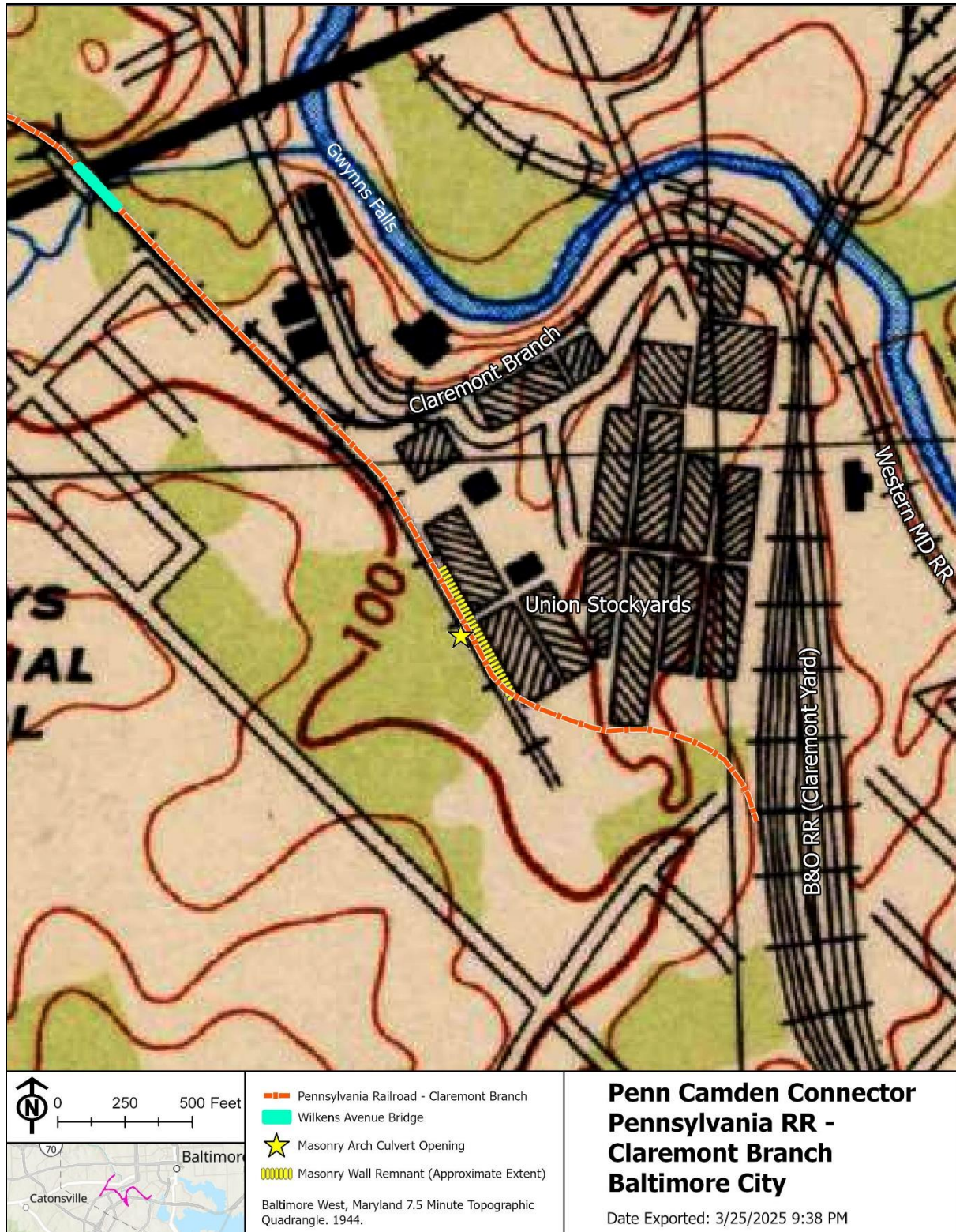


Exhibit 3. Pennsylvania Railroad – Claremont Branch mapped features on 1944 USGS Baltimore West, Maryland Topographic Quadrangle.

**Penn Camden Connector
Determination of Eligibility**

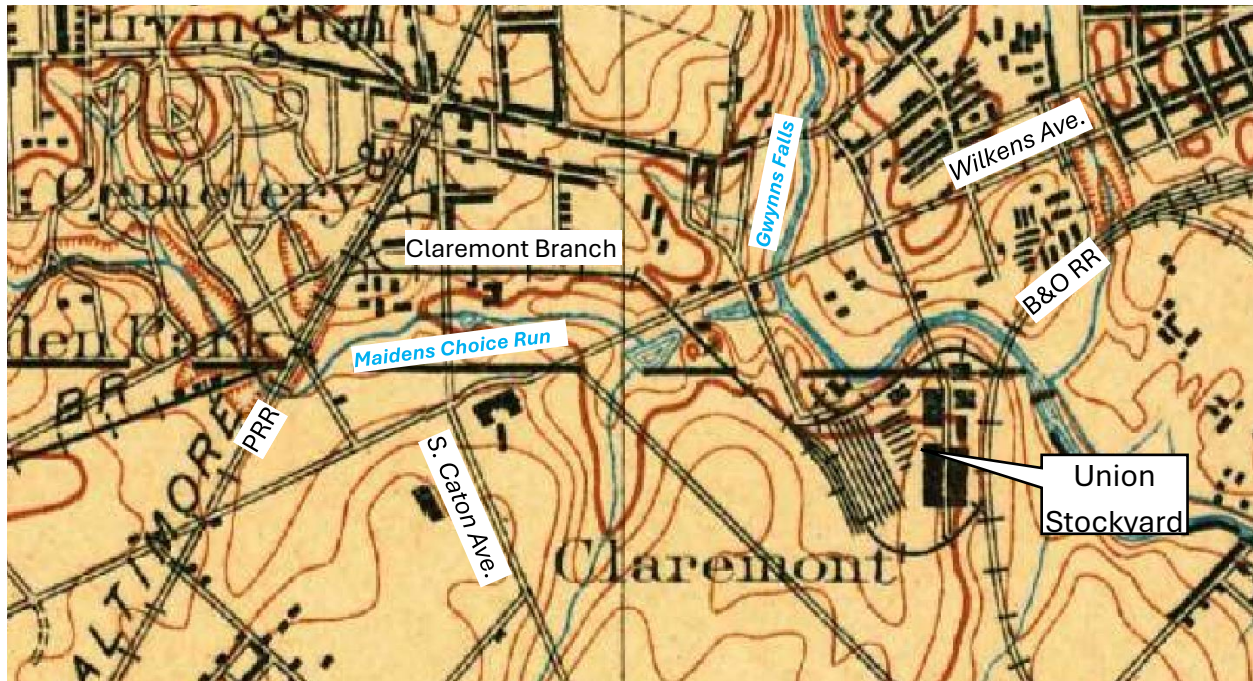


Exhibit 4. Portion of the 1899 Baltimore, Maryland USGS Topographic Quadrangle showing the Claremont Branch between the PRR and B&O, including the loop configuration around the Union Stockyards.

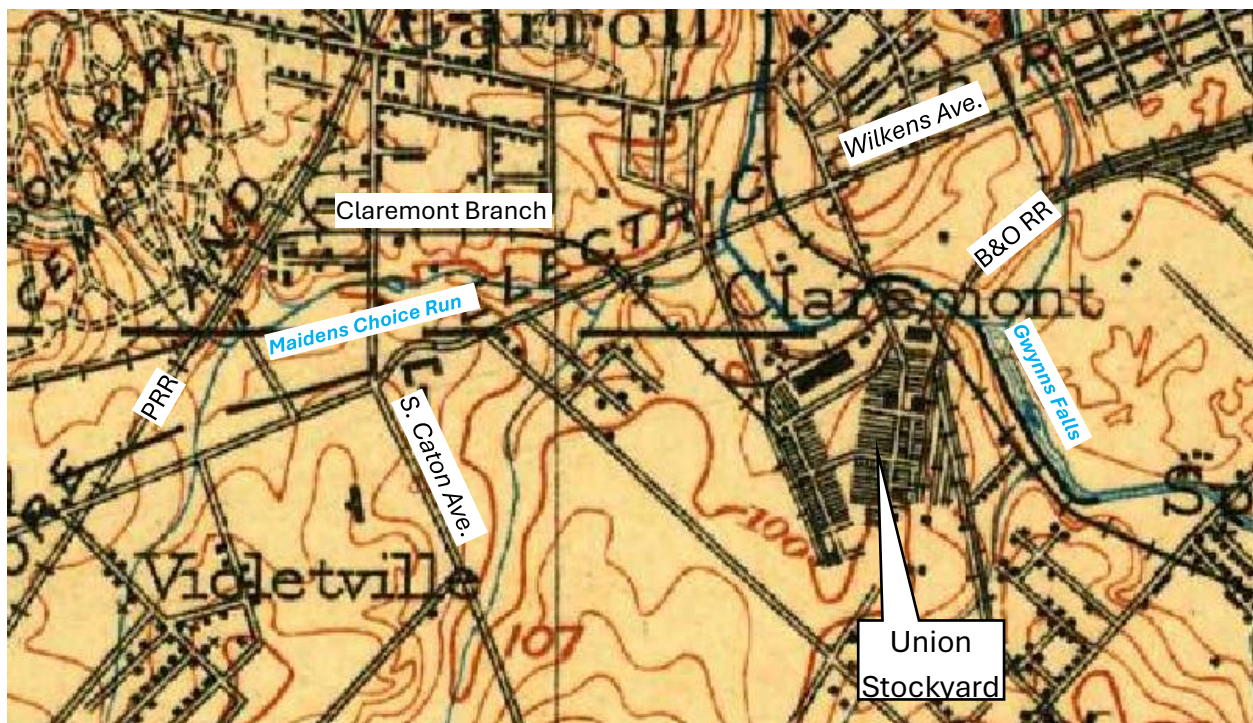


Exhibit 5. Portion of the 1907 Baltimore, Maryland USGS Topographic Quadrangle showing the Claremont Branch between the PRR and B&O. The southwest connection to the B&O has been severed.

**Penn Camden Connector
Determination of Eligibility**

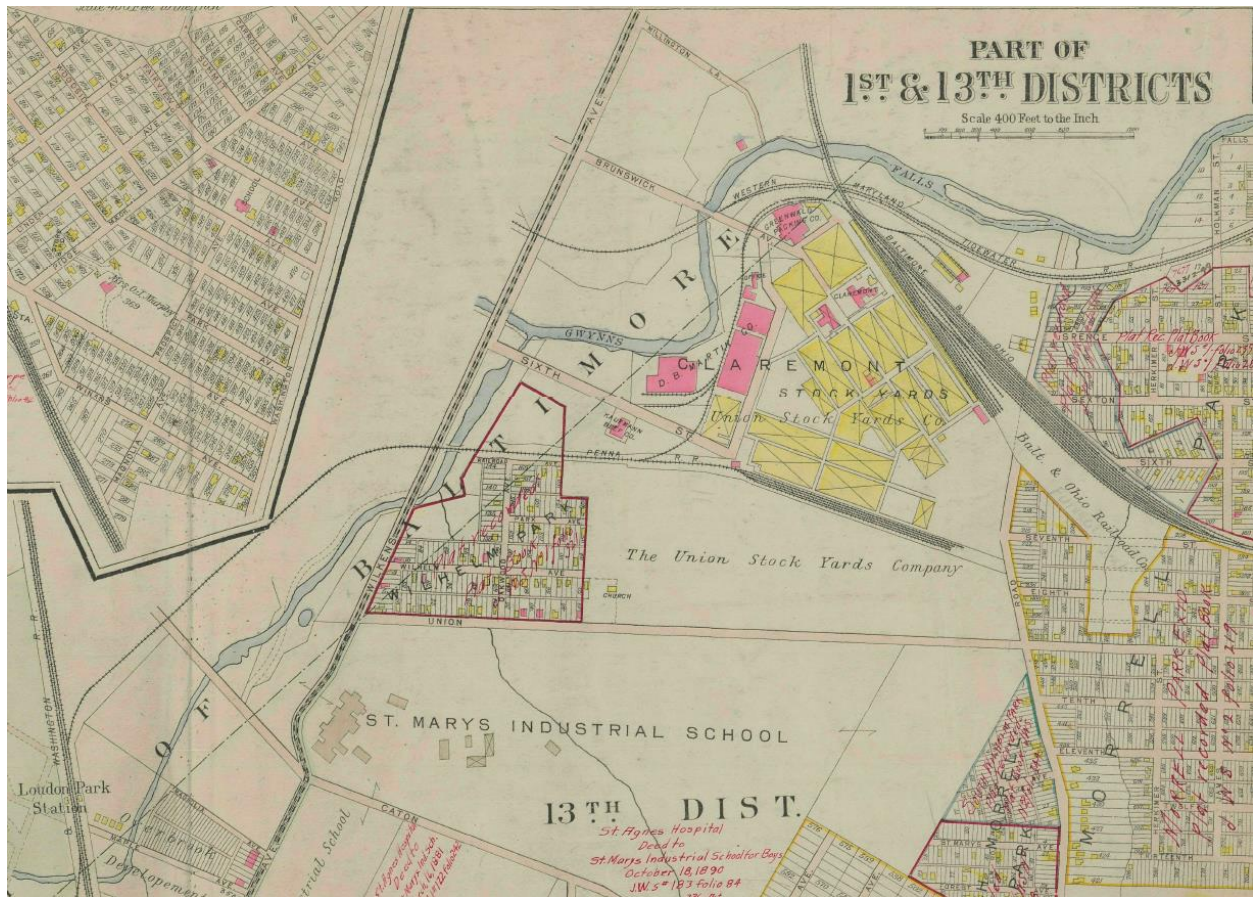


Exhibit 6. Portion of 1915 Bromley and Co. *Atlas of Baltimore County, Maryland* (Plate 3) showing the expansion of the B&O Claremont Yard (current Mt. Clare Yard) and intensified residential subdivision on the Old Georgetown Road extension east of Union Avenue (current Desoto Road).

**Penn Camden Connector
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Exhibit 7. Portion of 1972 aerial photograph showing the Claremont Branch. By this time the Union Stockyards had ceased operations. Train cars are visible on the Claremont Branch at its northern most bend as it approaches the north end of the Mt. Clare Yard.

Photographs



Photo 1. Remnant Wye Junction at NEC (10/23/24 [20249])

**Penn Camden Connector
Determination of Eligibility**



Photo 2. Remnant Wye Junction (10/23/24 [20259])



Photo 3. Remnant Wye Junction (10/23/24 [20252])

Pennsylvania Railroad-Claremont Branch

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Photo 4. Caton Avenue Bridge (10/23/24 [20261])



Photo 5. Caton Avenue Bridge (10/23/24 [20263])

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Photo 6. Caton Avenue Bridge (10/23/24 [20267])



Photo 7. Caton Avenue Bridge (10/23/24 [20268])

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Photo 8. RR Corridor S. of Caton Ave (10/23/24 [20271])



Photo 9. RR Corridor at Wellesley St (10/23/24 [20282])

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Photo 10. RR Corridor at Longwood St (10/23/24 [20282])



Photo 11. Wilkins Ave Bridge (10/23/24 [20239])

Pennsylvania Railroad-Clairemont Branch

**Penn Camden Connector
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Photo 12. Wilkens Ave Bridge (10/23/24 [20239])

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Photo 13. Wilkens Ave Bridge (10/23/24 [20241])



Photo 14. Wilkens Ave Bridge (11/21/24 [0952])

Pennsylvania Railroad-Clairemont Branch

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Photo 15. Wilkens Ave Bridge (11/21/24 (0945))



Photo 16. RR Corridor S. of Wilkens Ave Bridge (10/23/24 [20224])

Pennsylvania Railroad-Claremont Branch

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Photo 17. RR Corridor at Wilmarco St (10/23/24 [20205])



Photo 18. RR Corridor at Wilmarco St (10/23/24 [20304])

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**Penn Camden Connector
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Photo 19. Masonry Wall S. of Wilmarco St (10/23/24 [202018])



Photo 20. Masonry Wall S. of Wilmarco St (10/23/24 [20208])

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Photo 21. Collapsed Culvert S. of Wilmarco St (10/23/24 [20214])



Photo 22. Collapsed Culvert S. of Wilmarco St (10/23/24 [20211])

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Photo 23. RR Corridor S. of Bernard Dr (10/23/24 [20312])



Photo 24. RR Crossing at Bernard Dr (10/23/24 [20306])

Pennsylvania Railroad-Claremont Branch

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Pennsylvania Railroad – Claremont Branch Photo Key

