MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Eastern Shore Railroad-Crisfield Branch Inventory Number: S-517

Address: _____ City: _____ Zip Code: _____

County: Somerset USGS Topographic Map: Princess Ann, Kingston, Marion, Crisfield

Owner: Maryland Transit Administration Is the property being evaluated a district? no

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: S-127

NR-listed district X yes Eligible district ___ yes District Name: Crisfield Historic District

Preparer's Recommendation: Contributing resource ___ yes X 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 X no

Criteria: ___A ___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 Eastern Shore Railroad-Crisfield Branch 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 former Eastern Shore Railroad-Crisfield Branch is not eligible for listing in the National Register. Although the Eastern Shore Railroad-Crisfield Branch played a significant role in the economic and social development of the Delmarva Peninsula communities through which it traveled, little physical evidence remains to reflect the corridor's intended use and significance. A substantial amount of railroad track was previously removed. Surviving track is severely deterorated and often obscured by vegetated growth. A significant portion of the former railroad corridor is now distinguished by the presence of mature trees. In Crisfield, the track was removed subsequent to the line's abandonment;

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** Y

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G ___None

Comments:

[signature] ✓ 7/26/2011

Reviewer, Office of Preservation Services **Date**

[signature] 8/4/11

Reviewer, NR Program **Date**

20110 1523

and the former corridor now serves as the center median for Maryland Avenue, State Route 413. With the exception of the Marion passenger and freight stations, none of the line's former stations exist. Signage at road crossing has been dismantled. The superstructure of the bridge crossing over the Big Annemessex River, the corridor's lone bridge crossing has been removed. 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 Schuchman Date Prepared: March 8, 2011

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. S-517

1. Name of Property (indicate preferred name)

historic: Eastern Shore Railroad-Crisfield Branch

other: King's Creek-Crisfield Railroad

2. Location

street and number: ____ not for publication

city, town: ____ vicinity

county: Somerset

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
__X__ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
__X__ district
_____ building(s)
_____ structure
_____ site
_____ object

Ownership
_____ public
_____ private
_____ both

Current Function
_____ agriculture
_____ commerce/trade
_____ defense
_____ domestic
_____ education
_____ funerary
_____ government
_____ health care
_____ industry
_____ landscape
_____ recreation/culture
_____ religion
_____ social
_____ transportation
_____ work in progress
_____ unknown
__X__ vacant/not in use
_____ other:

Resource Count

Contributing	Noncontributing	
2		buildings
	1	sites
	1	structures
		objects
2	2	Total

Number of Contributing Resources previously listed in the Inventory

_____

7. Description

Inventory No. S-517

Condition

___ excellent X_ 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.

The Eastern Shore Railroad-Crisfield Branch, facilitated the transportation of the rich seafood products of the Chesapeake Bay to the lucrative markets of the northeast enabling Crisfield for a time to become the second largest city in the State of Maryland.

Little historic fabric remains of the former railroad corridor to reflect its intended use and significance. The linear corridor begins below Kings Creek and continues 16.6 miles southwest traversing through primarily rural, agricultural lands of Somerset County. Present day SR 413 substantially follows the former rail corrdior. A substantial amount of railroad track was previously removed. Surviving track is severely deteriorated and often obscured by vegetated growth. Significant portions of the former corridor are now distinguished by the presence of mature trees. Upon entering Crisfield, a dual highway Maryland Avenue (State Route 413) follows the old railroad bed to the city wharf; the rail track was formerly centered on the roadbed median. The northernmost section of this median is grass planted; as Maryland Avenue approaches the Crisfield wharf, a concrete median is utilized. While the railroad played a major role in the creation and development of Crisfield, surviving physical evidence of the rail corridor is minimal.

Included among the surviving elements is the line's sole bridge crossing and a passenger and freight station in Marion. The superstructure of the bridge crossing the Big Annemessex River has been removed; wood abutments, wing walls and piers survive. The Marion Passenger Station is a simply constructed frame building topped by a steeply pitched hip roof and fronted by a brick platform whose existence is made obsolete by the absence of rail track. The former freight station, the larger of the two structures, though modified still reflects its original form and function.

8. Significance

Inventory No. S-517

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

Specific dates 1866. 1884, 1922 **Architect/Builder** Eastern Shore Railroad Company

Construction dates 1866

Evaluation for:

__X__ 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.)

In 1854, a Coast and Geodetic survey of the Chesapeake Bay discovered a large number of oyster beds in Tangier Sound adjacent to Somers Cove. Recognized the importance of this natural resource John W. Crisfield (1806-1897) an attorney from Princess Anne and two term United States congressman (1847-1849 and 1861-1863) urged construction of a railroad south from Delmar to Kings Crossing and then southwest to Sommers Cove (Hayman: 67-68; Kurtze: 8:2).

The Eastern Shore Railroad Company was organized to construct a line from Delmar southwest to Somers Cove, the only deep water port near Tangier Sound. The initial construction from Delmar, Maryland south to Salisbury, Maryland was completed in 1860. Following the Civil War, construction of the line resumed; the first train arrived at the road's southern terminus Sommers Cove on November 4, 1866. With the advent of the railroad the products of the Chesapeake Bay could move from the Eastern Shore to the lucrative markets of the northeast. In recognition of the contributions of John Crisfield in bringing the railroad to the city, the town fathers changed the name of the city from Somers Cove to Crisfield (Hayman: 67; Kurtze: 8:2; (http://www.lowrshore.net/towns/crisfield.htm).

Rail stations were established at Kingston, Marion, Hopewell and Crisfield. The rail line's original terminus was located near present day Mariners Road, the then southernmost point of solid ground in Crisfield; a steamboat wharf and a round house had been erected along the path of the rail corridor. This site is located approximately one mile northeast of present day Crisfield wharf (Hayman: 68; Kurtze 8-3).

As the population of Crisfield increased, so did its land area. Discarded oyster shells were dumped to fill the marsh around the southern edge of town, creating a new, roughly half-mile long peninsula. By 1877, the railroad had been extended to the city dock, the community's southernmost location (Kurtze 8-3; Lake, 1877).

As Crisfield's importance in maritime commerce increased, the town boomed with rapid construction of oyster plants, commercial structures and quickly erected housing. The combination of the railroad and the oysters helped fuel the development of secondary industries in the city including steam canneries, barrel makers, and blacksmiths (http://www.livingclassrooms.org/lbo).

Crisfield would become known as the "Seafood Capital of the World". By 1904, the City of Crisfield was the second largest city in the State of Maryland, a distinction it would briefly hold (http://www.lowrshore.net/towns/crisfield.htm).

Crisfield was not the only beneficiary of the railroad's presence. In the early 1900s, the community of Marion was famous for being the world's leader in strawberry production earning the title "Strawberry Capital of the World." Several hundred ice refrigerated railroad cars, fully loaded with berries left the Marion Station each day during the peak of the season. One could see trucks and wagons loaded with strawberries lined up for over a mile waiting to go through the "auction block" located in the center of town (http://www.trainweb.com/marionstation).

On June 1, 1884, the Eastern Shore Railroad was merged into the New York, Philadelphia and Norfolk (N. Y. P. & N) Railroad. Still operated as a branch railroad, the Crisfield line continued to do brisk business. Although the Pennsylvania Railroad acquired control of the N.Y. P. & N. in 1908, the latter railroad continued to operate under its own organization (Hayman: 71-2).

In 1922, under a long term lease the Pennsylvania Railroad assumed operation of the New York, Philadelphia and Norfolk Railroad, which had proved to be a profitable line. The economic upheaval of the Great Depression coincided with the depletion of the Chesapeake Bay oyster beds as a result of overfishing, bringing a halt to Crisfield's economic development and an end to the railroad's prosperous years (Hayman:159; Kurtz: 8-5).

Passenger service was hit hardest. On Apr. 23, 1949, passenger service ended between Kings Creek and Crisfield. The Pennsylvania Railroad became the ill-fated Penn Central in 1968. When Conrail was formed from Penn Central and the other bankrupt northeastern railroads in 1976, the Crisfield Branch was officially abandoned (Baer, http://www.prrths.com/Hagley/PRR_hagley_intro.htm).

9. Major Bibliographical References

Inventory No. S-517

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

Publications:
Clark, Charles B., *Eastern Shore of Maryland and Virginia* (Vol. 2) (New York, NY: Lewis Historical Publishing Co., 1950).
Hayman, John C., Rails *Along the Chesapeake, A History of Railroading on the Delmarva Peninsula, 1827-1978* (Marvadel Publishers, 1979)
Kurtze, Peter and Touart, Paul, *National Register of Historic Places Nomination, Crisfield Historic District* (Unpublished document, May, 1989.

Maps:
Lake, Griffing and Stevenson, *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).
Crisfield, Maryland, United States Geological Survey, 1903.
Crisfield, Maryland (New York: Sanborn Map & Publishing Company, August, 1885).
Deal Island, Maryland, United States Geological Survey, 1903.
Penndel Corporation , *Formerly Right of Way and Track Map, New York, Philadelphia and Norfolk Railroad, Crisfield Branch, Station 105+60 to Station 158+40,* Office of Division Engineer, Cape Charles, Virginia, June, 1915.
Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899.
Marion, Somerset County, Maryland (New York: Sanborn Map & Publishing Company, March, 1917).
New Railroad Map of the States of Maryland, Delaware and the District of Columbia (Philadelphia: O. W. Gray and Sons, 1877.
Pennsylvania Railroad and its Connections, December 1, 1911.
Princess Anne, Maryland, United States Geological Survey, 1901.

Websites:
Baer, Christopher T., A General Chronology of the Pennsylvania Railroad Company, Predecessors, and Successors and its Historical Context, 2949 Chronology, 1976 Chronology (http://www.prrths.com/Hagley/PRR_hagley_intro.htm).
Crisfield, Maryland and the Surrounding Areas (http://www.lowershore.net/towns/crisfield.htm)
Marion Station Railroad Museum, (http://www.trainweb.com/marionstation).
Waterman, Glenn, The Last Waterman (http://www.livingclassrooms.org/lbo).

10. Geographical Data

Acreage of surveyed property N/A 50.30
Acreage of historical setting N/A
Quadrangle name Princess Anne, Md; Kingston, MD Quadrangle scale: 1:24 000
Marion, MD; Crisfield, MD

Verbal boundary description and justification

This resource encompasses the right-of-way of the former Eastern Shore Railroad-Crisfield Branch. The northern boundary of the railroad begins below Kings Creek at the former juncture of the Eastern Shore Railroad's Crisfield Branch and Newtown Branch. The rail corridor continues 16.6 miles southwest traversing through primarily rural, agricultural lands of Somerset County, embracing the communities of Westover, Kingston, Marion, and Hopewll prior to continuing down Crisfield's Main Street to its southern terminus at the Crisfield dock. Present day SR 413 substantially follows the former rail corrdior. Remaining sections of track are deteriorated and overgrown; significant portions of the corridor are now distinguished by the presence of mature trees. At grade crossings, the track has either been paved over or removed. Surviving features inclue the single line track corrdidor, associated road crosings, and signage, the remnants of a railroad bridge across the Big Annemessex River and the Marion passenger and freight station. Upon entering Crisfield, a dual highway Maryland Avenue (State Route 413), follows the old railroad bed to the city wharf; the rail track was formerly centered on the roadbed median.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. S-517

Name
Continuation Sheet

Number 8 Page 1

11. Form Prepared by

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

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

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

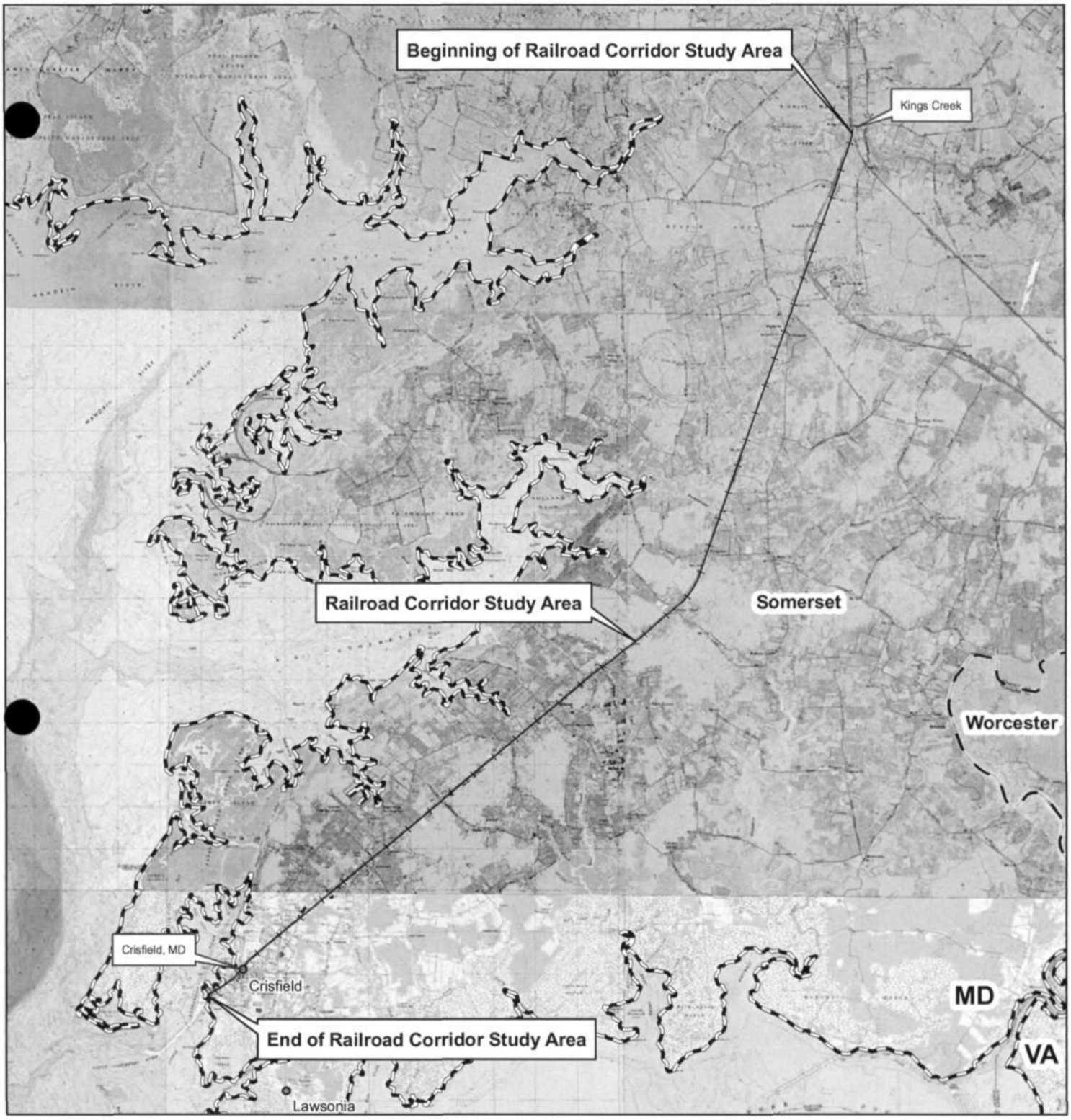


Figure 1
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

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

N
W E
S

Miles
0 0.5 1 2 3 4
1 inch = 2 miles

Legend
- Rail line
- County line
- State line

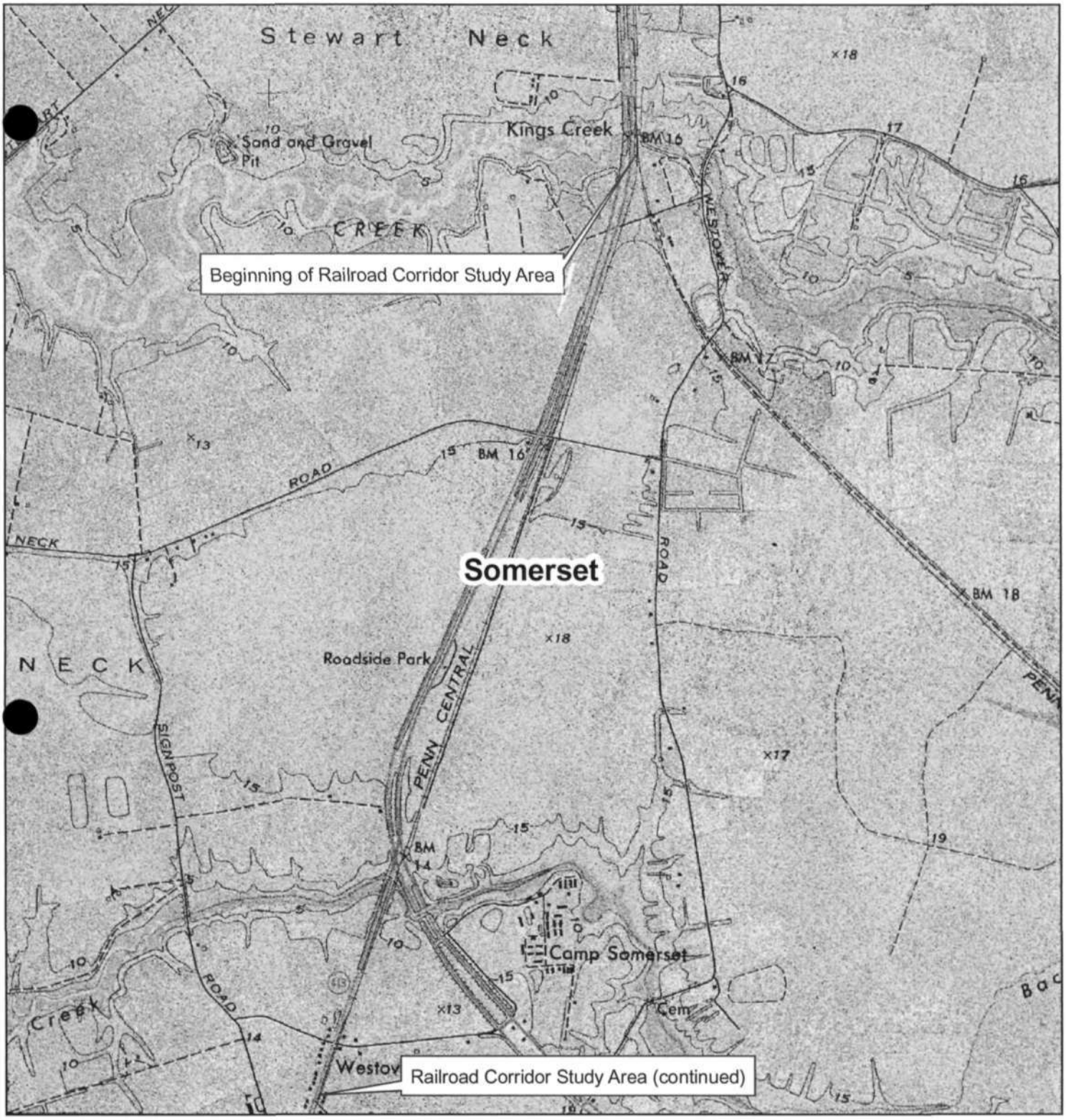


Figure 2a
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

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

N
W E
S

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

Legend
Rail line
County/state line

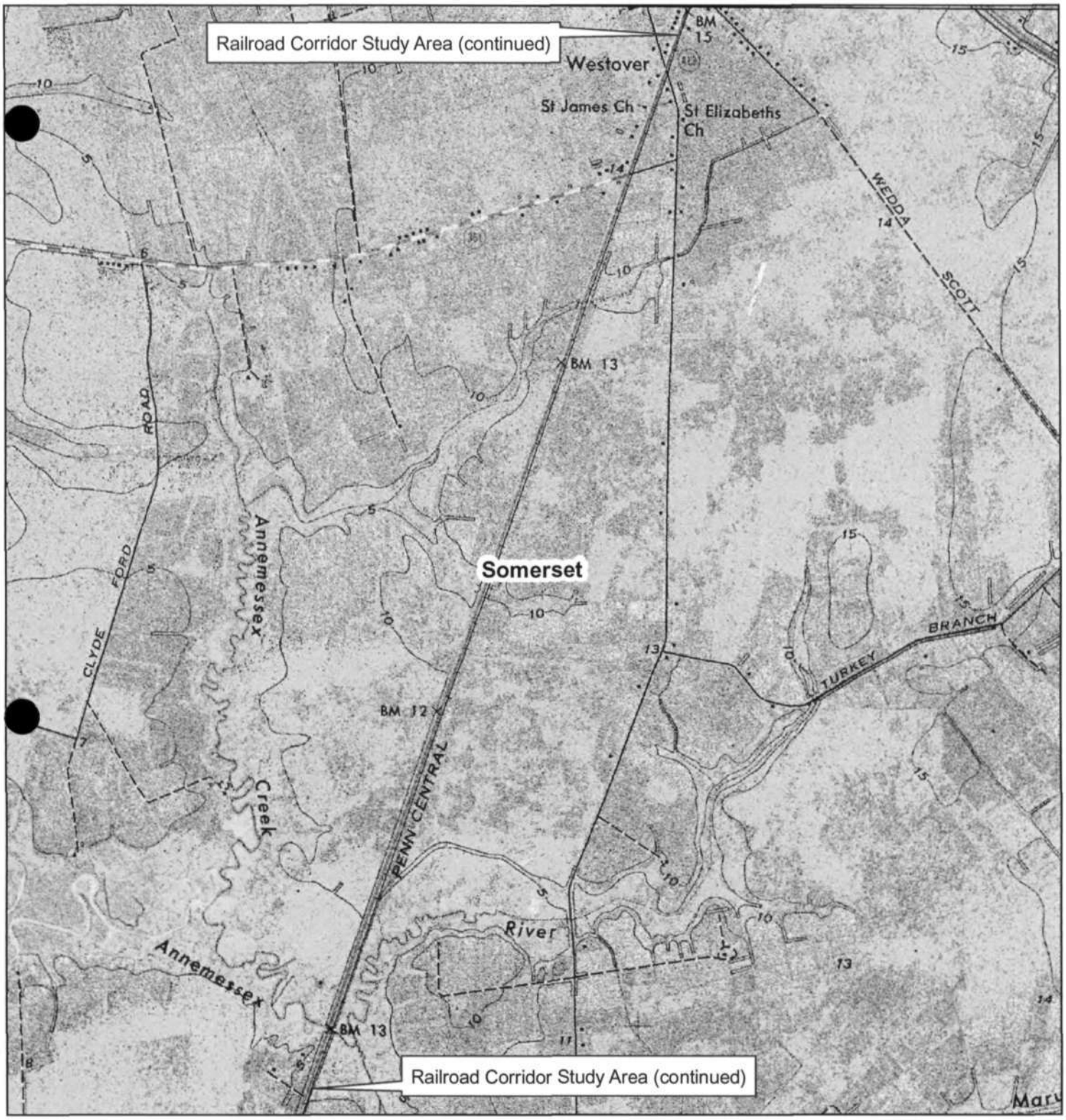


Figure 2b
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

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

N
W E
S

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

Legend

Rail line
County/state line

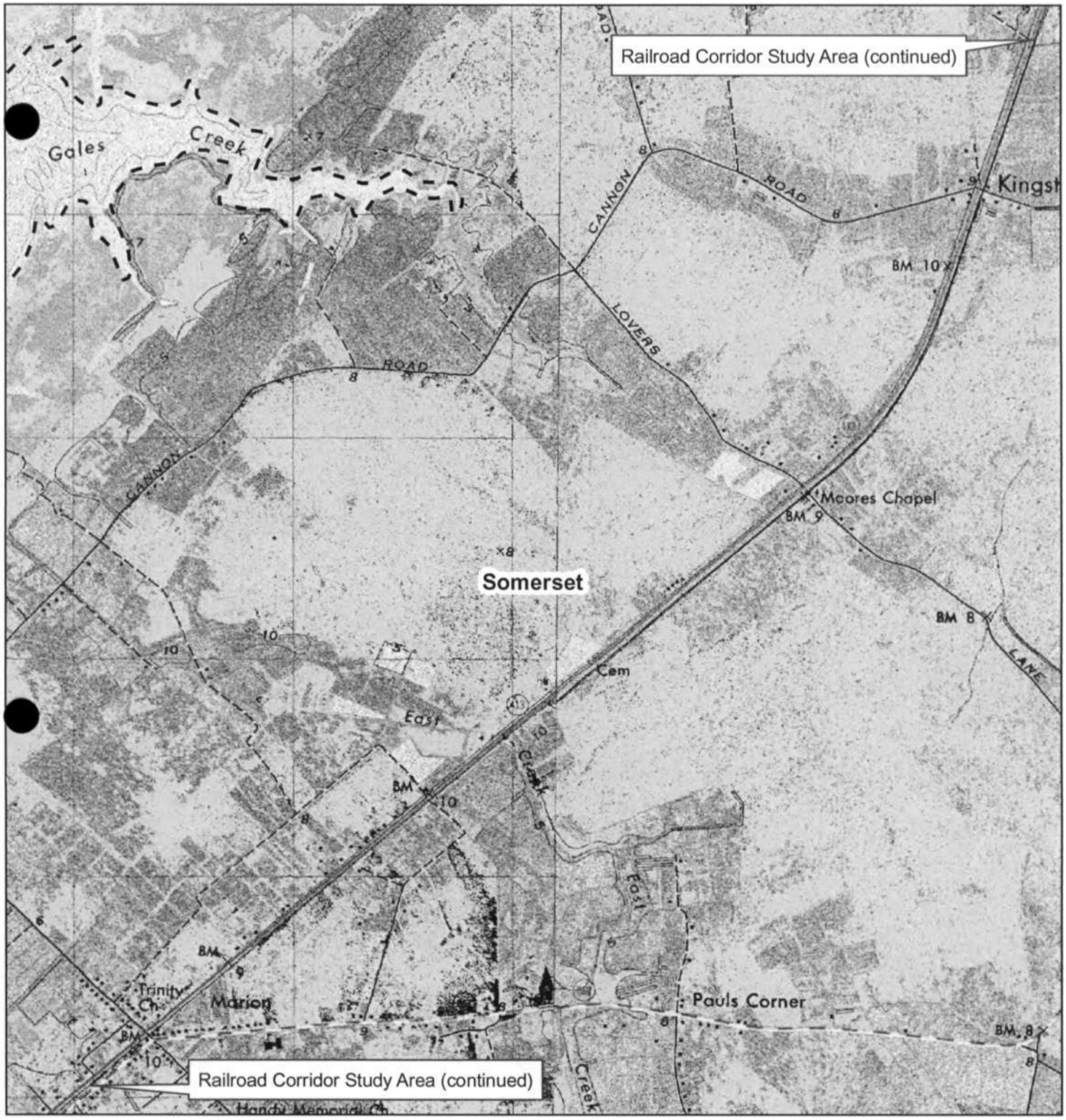


Figure 2c
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

Sources: U.S. Geological Survey, Kingston MD and Marion MD 7.5-Minute Topographic Quadrangles

N
W E
S

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

Legend

Rail line
County/state line

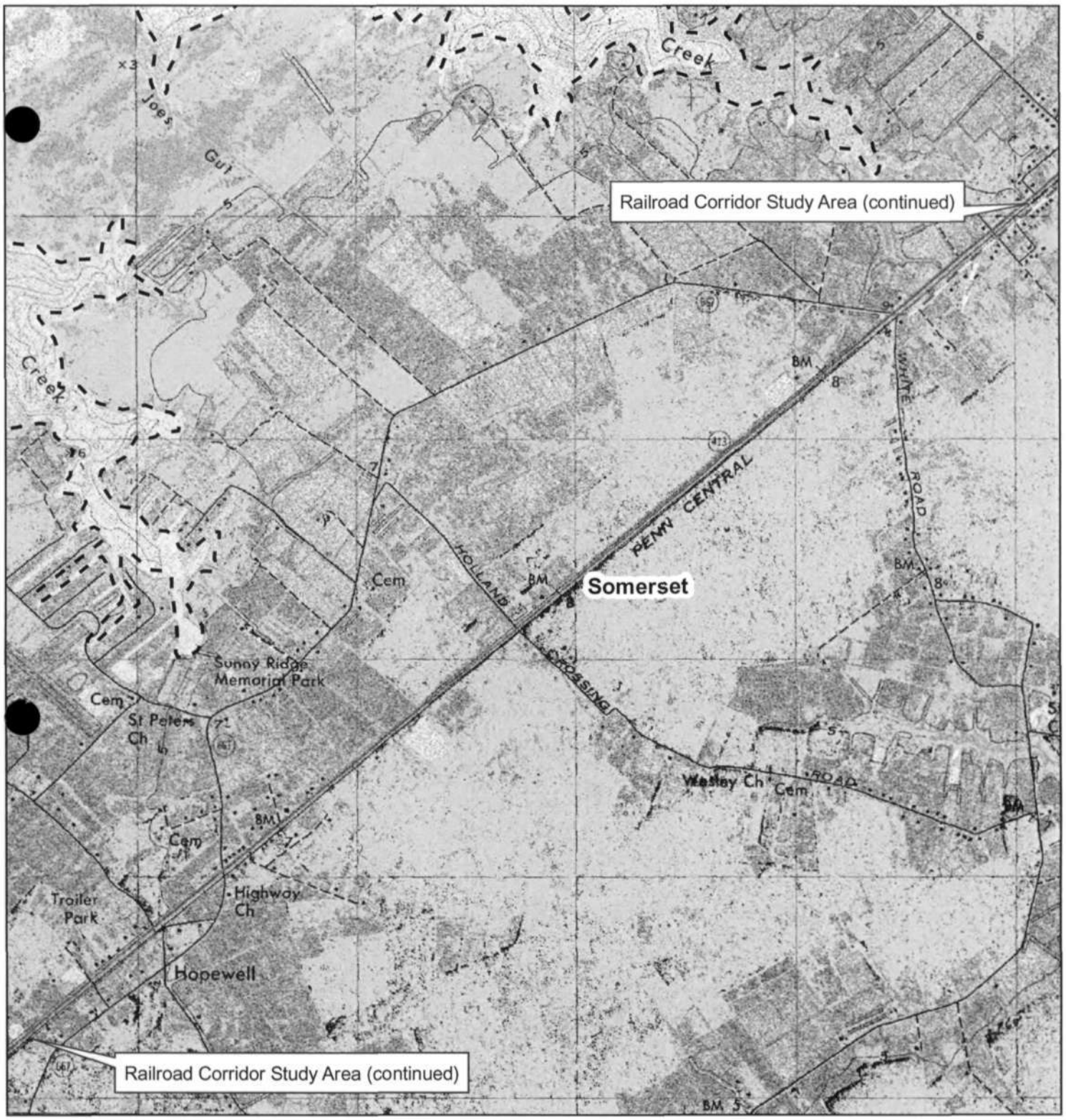


Figure 2d
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

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

N
W E
S

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

Legend

Rail line
County/state line

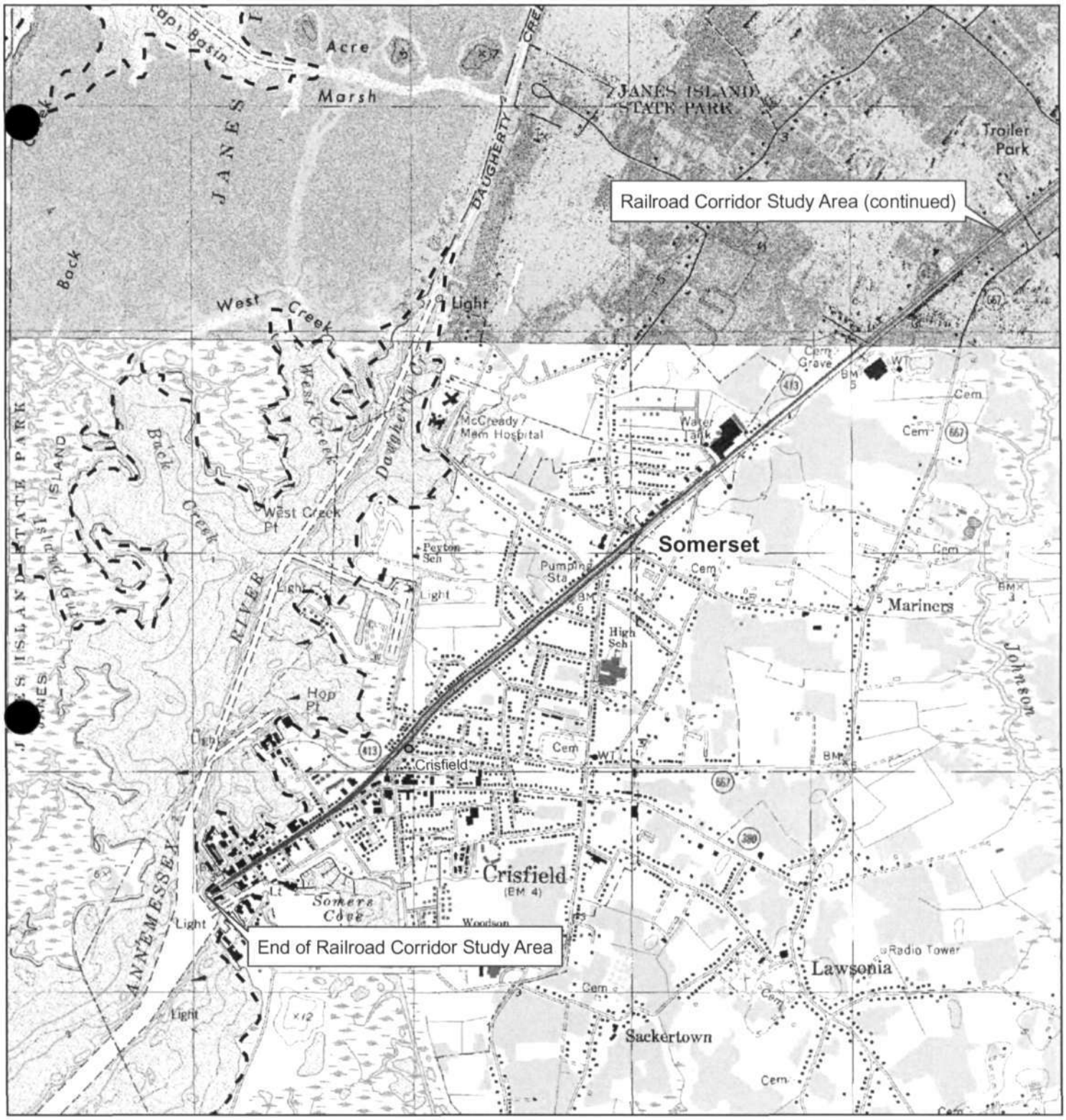


Figure 2e
Eastern Shore Railroad, Crisfield Branch-S-517
Maryland Inventory of Historic Properties Form

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

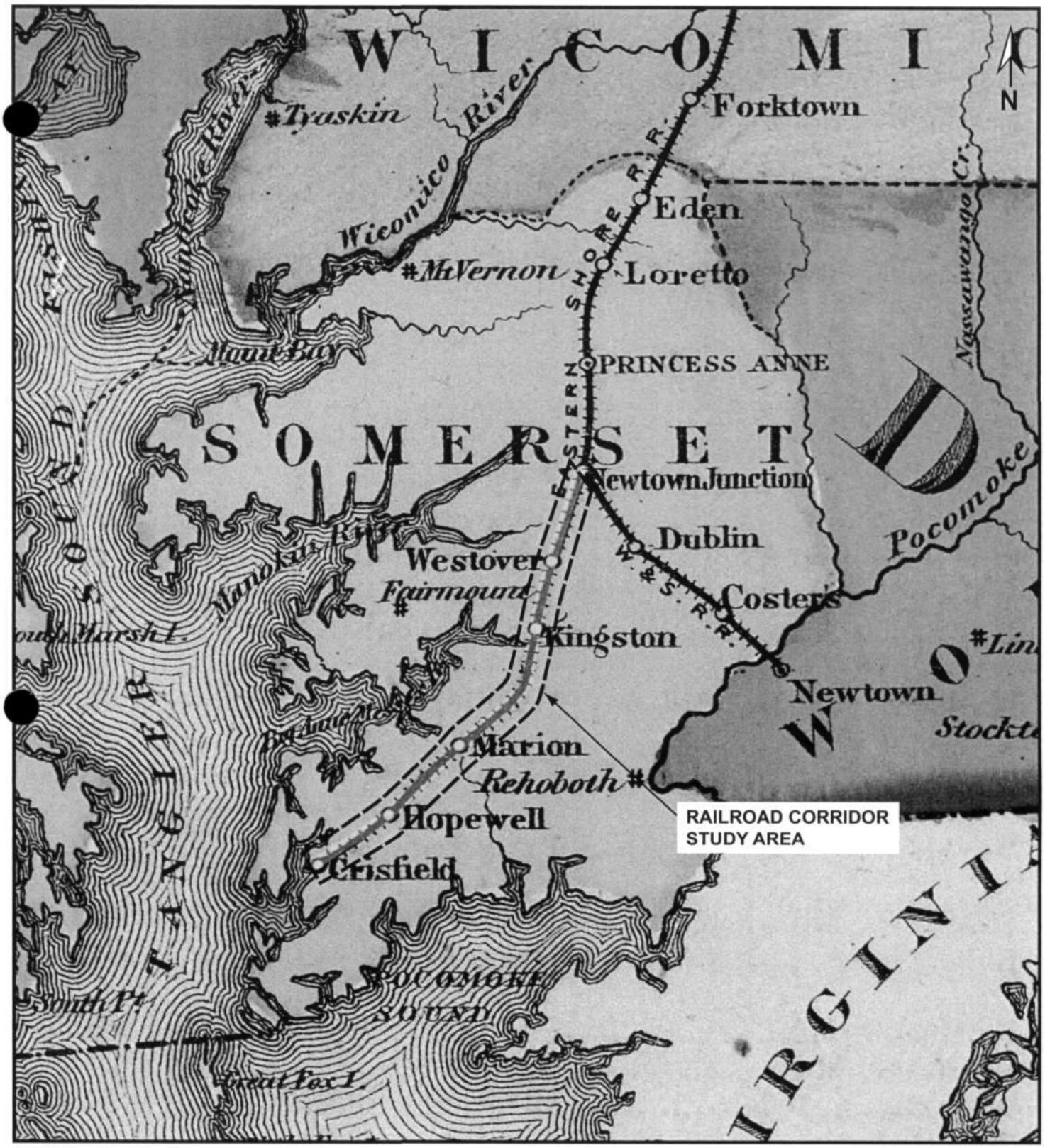
Sources: U.S. Geological Survey, Marion MD and Crisfield MD 7.5-Minute Topographic Quadrangles

N
W E
S

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

Legend

Rail line
County/state line

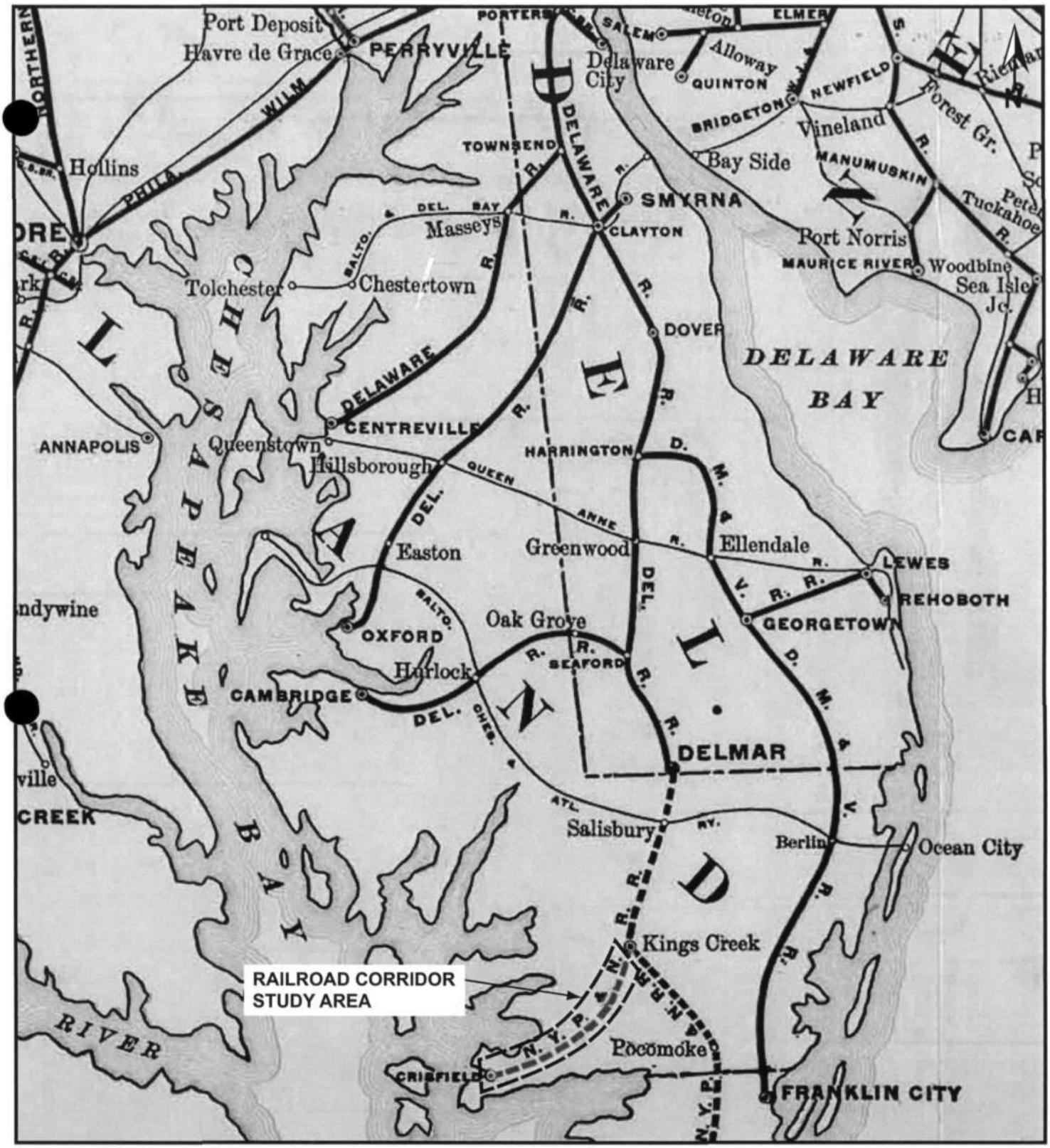


SCALE: 1" = 20 miles

0 10 20

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

FIGURE 3
THE EASTERN SHORE RAILROAD - 1873
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: 1" = 7.5 miles

0 3.75 7.5

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

FIGURE 4
THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1899
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

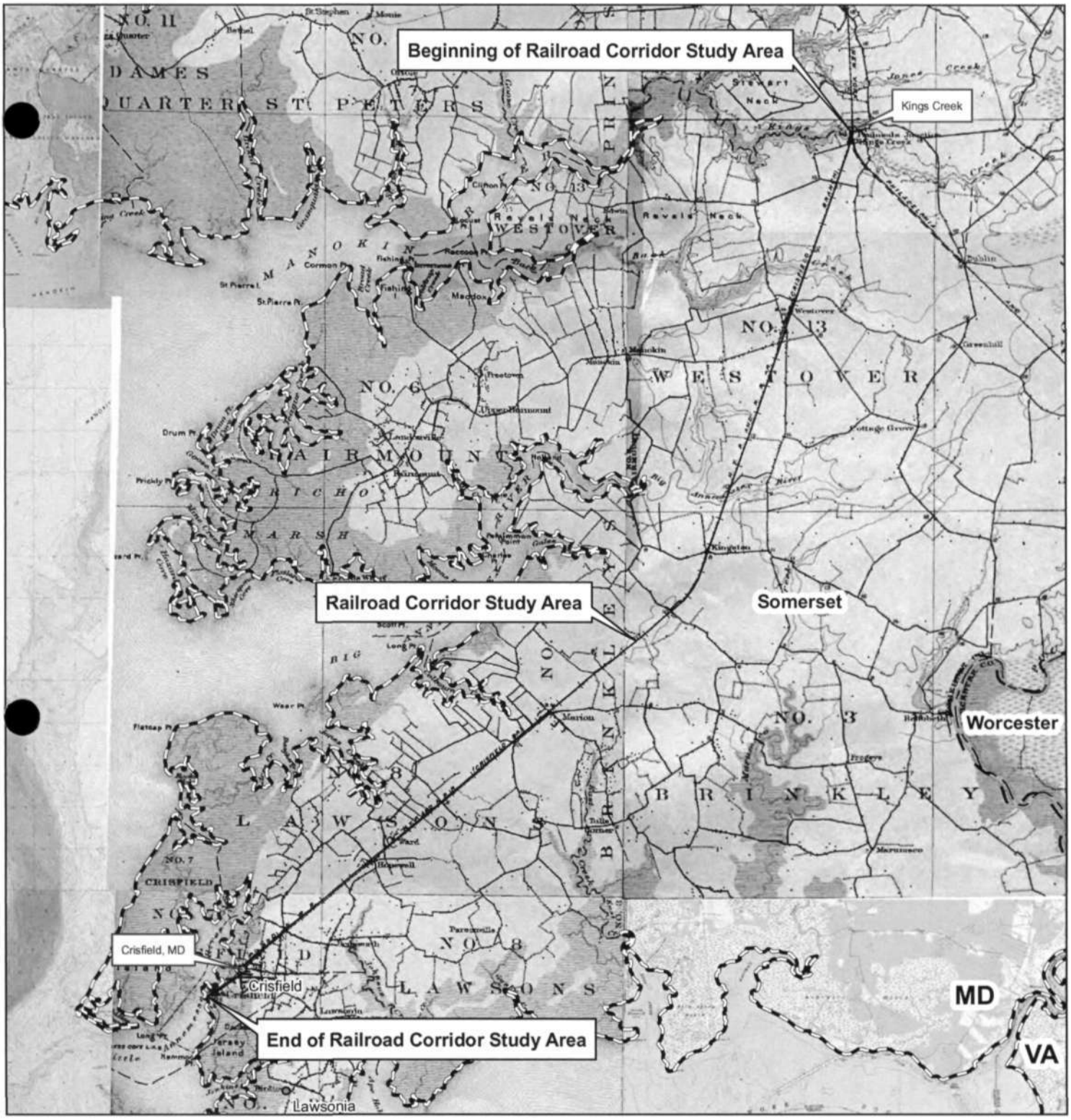


Figure 5
Eastern Shore Railroad, Crisfield Branch (circa 1901-1903)-S-517
Maryland Inventory of Historic Properties Form

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

Sources: MyTopo.com, 1901 Princess Anne, 1903 Deal Island, and 1903 Crisfield, MD U.S. Geological Survey 15-Minute Topographic Quadrangles

N
W E
S

Miles
0 0.5 1 2 3 4

1 inch = 2 miles

Legend

- Rail line
- County line
- State line

SCALE: Unknown

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

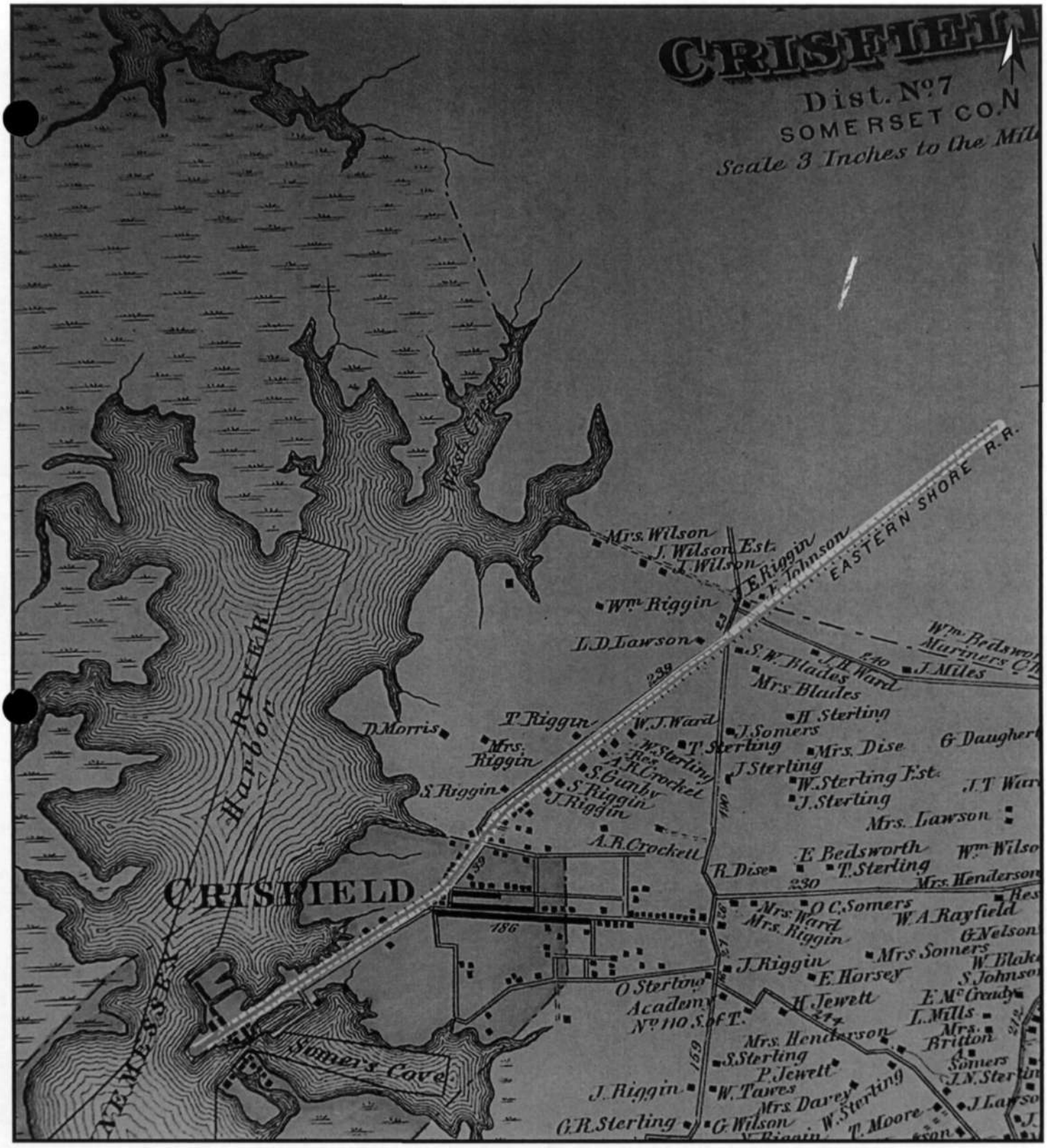
FIGURE 6

THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1911

EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517

SOMERSET COUNTY, MARYLAND

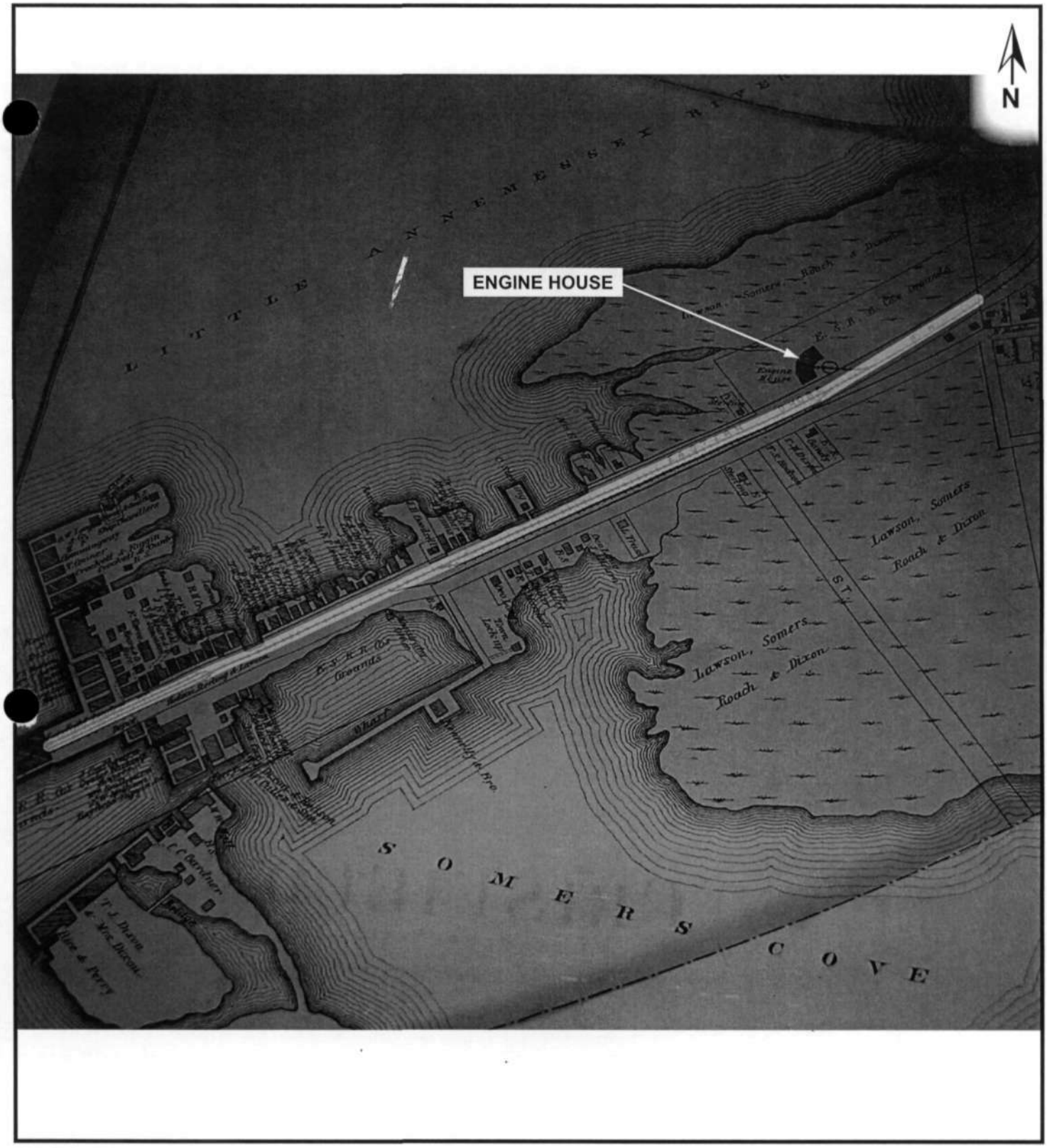
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Atlas of Wicomico, Somerset and Worcester Counties, Maryland Dated 1877

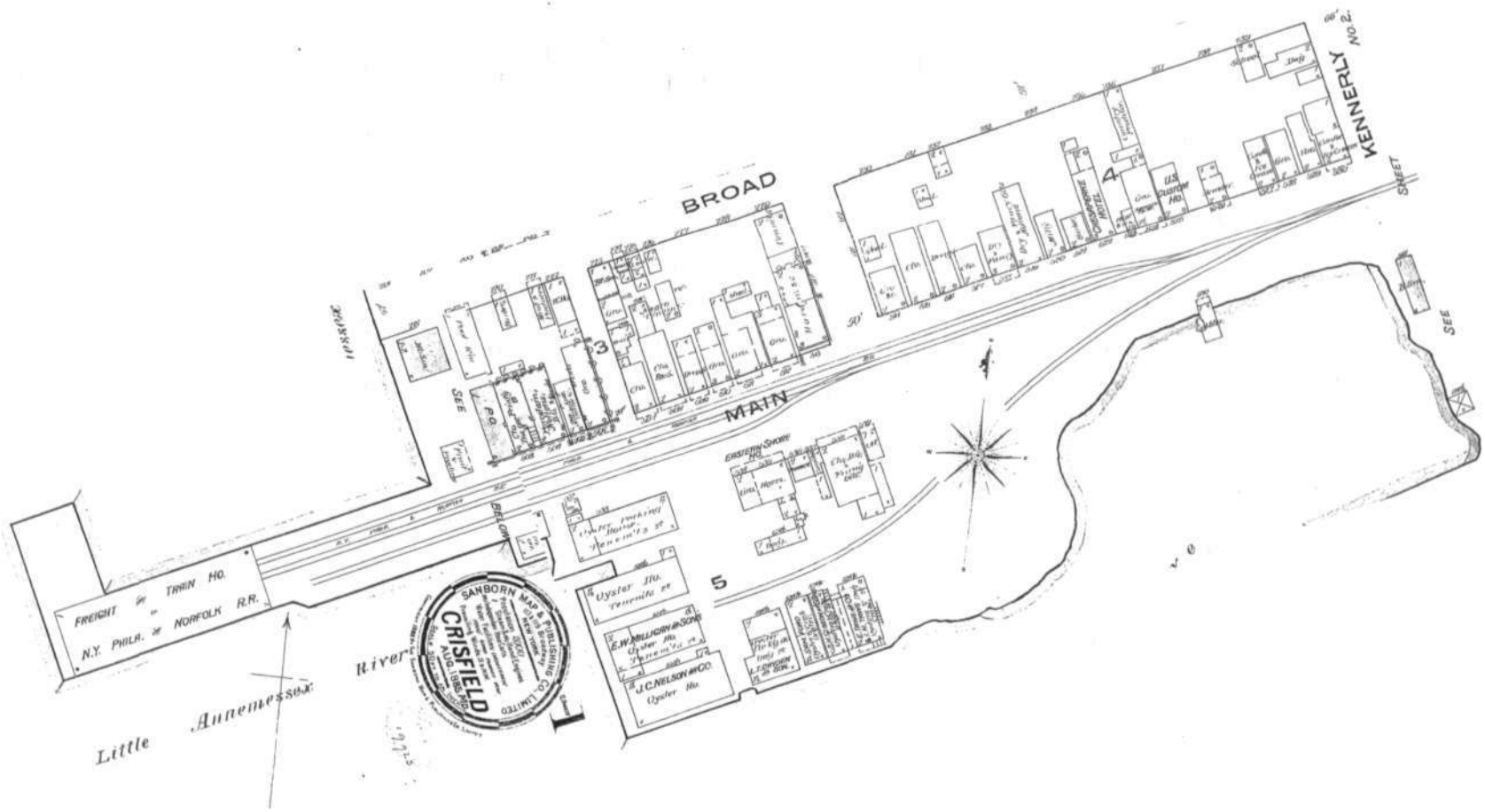
FIGURE 7
EASTERN SHORE RAILROAD - 1877
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Atlas of Wicomico, Somerset and Worcester Counties, Maryland
Dated 1877

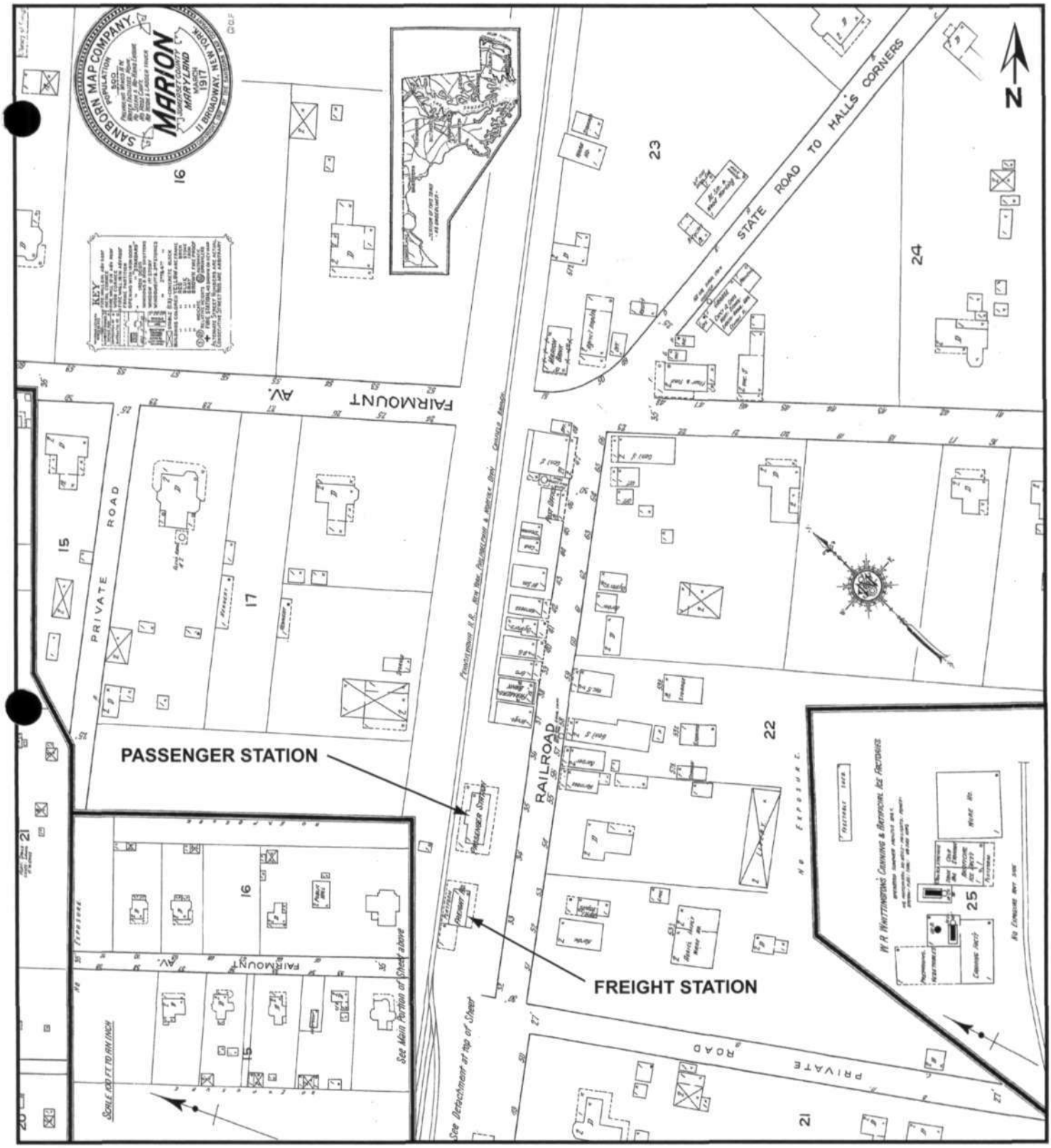
FIGURE 8
EASTERN SHORE RAILROAD - 1877
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Map & Publishing Company Limited, New York
Crisfield, Maryland - August 1885

FIGURE 9
CRISFIELD FREIGHT STATION - 1885
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

REFERENCE: Sanborn Map Company - Marion, Somerset County, Maryland - March 1917

FIGURE 10
MARION PASSENGER AND FREIGHT STATIONS - 1917
EASTERN SHORE RAILROAD - CRISFIELD BRANCH - S-517
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

S-517
Eastern Shore Railroad, Crisfield Branch
Somerset 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: S517_2010-05-26_01.tif - View from Mile Post 119 towards the Eastern Shore Railroad looking north above the juncture of the Crisfield Branch and Newtown Branch.

Photograph 2: S517_2010-05-26_02.tif - View looking south from Mile Post 119 illustrating the approximate location at which the rail lines diverged, the existing line, the Newtown branch, continuing southeast towards Cape Charles, Virginia. Little physical evidence remains of former Crisfield branch which extended southwest from this location.

Photograph 3: S517_2010-05-26_03.tif - View looking northeast from Sam Barnes Road (SR 673) towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity.

Photograph 4: S517_2010-05-26_04.tif - View looking northeast from Ritzel Road towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity.

Photograph 5: S517_2010-05-26_05.tif - View looking southwest from Ritzel Road towards the corridor of the Eastern Shore Railroad, Crisfield Branch, Westover vicinity

Photograph 6: S517_2010-05-26_06.tif - View looking northeast from Towes Campus Drive, Westover vicinity towards the Crisfield Highway (SR 413). The tree line to the right of the road distinguishes a substantial portion of the former Crisfied Branch railroad corridor between Kingston and Crisfield.

Photograph 7: S517_2010-05-26_07.tif - View looking southwest from Towes Campus Drive, Westover vicinity towards the Crisfield Highway (SR 413). The tree line to the left of the road distinguishes a substantial portion of the former Crisfield Branch railroad corridor between Kingston and Crisfield.

Photograph 8: S517_2010-05-26_08.tif - View looking south-southeast toward the surviving piers and foundation walls of Bridge No. 5.96 which formerly carried the Eastern Shore Railroad, Crisfield Branch across the Big Annemessex River, Westover vicinity.

Photograph 9: S517_2010-05-26_09.tif - View looking south towards the former Marion Passenger station and platform.

S-517: Eastern Shore Railroad, Crisfield Branch, Somerset County, Maryland

Photograph 10: S517_2010-05-26_10.tif - View looking southeast towards the former Marion Passenger station and platform.

Photograph 11: S517_2010-05-26_11.tif - View looking northeast towards the former Marion Passenger station and platform.

Photograph 12: S517_2010-05-26_12.tif - View looking southwest towards the street elevation of the former Marion freight station.

Photograph 13: S517_2010-05-26_13.tif - View looking southwest from the intersection of Holland Crossing Road towards the former Crisfield Branch railroad corridor, Hopewell vicinity.

Photograph 14: S517_2010-05-26_14.tif - View looking northeast from 4836 Crisfield Highway, Crisfield (SR 413) vicinity; the tree line to the right of SR 413 distinguishes a significant portion of the corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 15: S517_2010-05-26_15.tif - View looking southwest from 4836 Crisfield Highway (SR 413); Crisfield vicinity; the tree line to the left of SR 413 distinguishes a significant portion of the railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 16: S517_2010-05-26_16.tif - View looking southwest from Wynfall Avenue, Crisfield vicinity towards towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 17: S517_2010-05-26_17.tif - View looking southwest from Collins Avenue towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 18: S517_2010-05-26_18.tif - View looking southwest from Fourth Street towards Maryland Avenue (SR 413); the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 19: S517_2010-05-26_19.tif - View looking northeast along West Main Street (SR 413), Crisfield; the center median delineates the former railroad corridor of the Eastern Shore Railroad, Crisfield Branch.

Photograph 20: S517_2010-05-26_20.tif - View looking southwest along West Main Street (SR 413), Crisfield; the center median delineates the former southern terminus of the Eastern Shore Railroad, Crisfield Branch.

1/20 S517 Eastern Shore RR
Somerset, MD
J. Schechman, 5/26/10
N. Toward Eastern Shore RR

119

2/20 S 517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
S from MP 119 toward juncture Newtown Branch and
abandoned Crisfield Branch

STOP

3/20 S517 Eastern Shore RR

Somerset, MD
J. Schuchmann, 5/26/15
NE from Sam Barnes Rd (SR 673) towards RR corridor
Westover

413

4/20 SS17 Eastern Shore RR
Somerset, MD
J. Schachman, 5/26/10
NE from Ritzel Rd toward RR Corridor, Westover vicinity

5/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW from Rittel Rd Toward RR corridor, Westover vicinity

6/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
NE ~~from~~ Towes Campus Drive, Westover vicinity toward RR
Corridor

7/20 8517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW from Tower Campus Dr., Westover vicinity toward RR corridor

8/20 Eastern Shore RR
Somerset, MD
J. Schachman 5/26/10
SE toward Bridge # 5.96 across Big Annemessex River
Westover Vicinity

9/20 9517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
S toward Marion Passenger Station

Water Trails
Trading Post
ACCOMANNOCK INDIAN
TRIBAL MUSEUM

10/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SE toward Marion Passenger Station

TRIBAL MUSEUM
Museum Closed

11/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
NE toward Marion Passenger Station

12/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW Toward Marion Freight Station

ico
UTO
NO DELIVERY
PARTS
CUSTOMERS

13/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW from Holland X-ing Rd Toward RR corridor, Hopewell
vicinity

14/20 5517 Eastern Shore RR
Somerset, MD
J. Schuchman 5/26/10
NE from 4836 Crisfield Hwy (SR413), Crisfield & vicinity, toward
RR corridor, 270

15/20 8517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from 4836 Crisfield Hwy (SR 413), Crisfield vicinity RR corridor

16/20 S517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW from Wynfall Avenue, Crisfield vicinity toward RR corridor

17/20 5517 Eastern Shore RR
Somerset, MD
J. Schuchman, 5/26/10
SW from Collins Ave. toward RR corridor.

18/20 S517 Eastern Shore RR

Somerset, MD

J. Schuchman, 5/26/10

SW from Fourth St. toward RR corridor.

19/20 S517 Eastern Shore RR
Somerset, MD
J. Schachman, 5/26/10
NE along West Main Street (SR 413), Crisfield toward RR
Corridor

MARINE

20/20 S517 Eastern Shore RR
Somerset, MD
Schuchman, 5/26/10
SW toward the former RR Southern Terminus.