

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Elkton Train Station Inventory Number: CE-1322
 Address: 409 Bow Street Historic district: yes no
 City: Elkton Zip Code: 21921 County: Cecil
 USGS Quadrangle(s): Elkton
 Property Owner: CSX Transportation, Inc. Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: Elkton Rail Feasibility Study Agency: Maryland Transit Administration
 Agency Prepared By: Maryland Transit Administration
 Preparer's Name: Emma Diehl/A.D. Marble & Company Date Prepared: 5/17/2013

Documentation is presented in: Maryland Inventory of Historic Properties Form, CE-1322 (Elkton Train Station), on file at the Maryland Historical Trust, Crownsville, Maryland.

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

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

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

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

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

Physical Description

The Elkton Train Station is situated at the northwest end of Bow Street, immediately south of the existing railroad tracks in Elkton, Cecil County, Maryland. The property consists of the 1935 one-story train station, two 1935 passenger canopies, and a passenger tunnel that runs underneath the existing railroad tracks to connect the northbound and southbound passenger canopies (Photograph 1). A gravel parking lot stretches to the northeast and southwest of the station, while Bow Street lines the property to the south and southeast, and the railroad tracks line the property to the north and northeast. The building is oriented from northeast to southwest, parallel to the adjacent to the railroad tracks. (For the purposes of the physical description of the train station, the railroad tracks will be used to denote north, with Bow Street used to denote south).

In 2013, the property is currently used as for equipment storage space for Amtrak survey crews.

Train Station (1935)

MARYLAND HISTORICAL TRUST REVIEW

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MHT Comments: *Representative example of type and style.*

Shin Stalman
 Reviewer, Office of Preservation Services

Elkton
 Reviewer, National Register Program

7/8/2013
 Date

7/8/13
 Date

The Elkton Train Station measures one story in height and rests atop a concrete plinth. The exterior walls are clad in a brick veneer laid in Flemish bond. A brick water table consisting of vertical stretchers encircles the building. The hipped ridge roof is sheathed in green slate shingles that have weathered to a terra cotta color. An interior brick chimney with corbelling at the top extends upward from the south side of the roof, near the ridge. Evenly spaced decorative wood brackets that rest on concrete bases support the wide projecting eaves. Tongue-and-groove boards with beveled edges comprise the underside of the eave. A partially concealed metal gutter accentuated with dentils lines the roof eave.

The south elevation measures four-bays wide (Photographs 2 and 7). A six-over-one light, double-hung, wood-sash window occupies the westernmost bay. A three-sided projecting bay is situated to the east. A single-leaf wood door occupies the center bay, while one-over-one light, double-hung, narrow replacement windows occupy the side bays. A six-over-one light, double-hung, wood-sash window is situated to the east, followed by a single-leaf, one-light over wood panel door that occupies the easternmost bay of the south elevation. A wood sign painted with "409 Bow Street" hangs to the east of the door. The transoms that originally topped each of the two entry doors in the elevation have been replaced with wood panels. Dark-colored protective hardware cloth covers each window opening.

The east elevation of the train station measures two-bays wide (Photograph 3). The bays consist of six-over-one light, double-hung, wood-sash windows protected by dark-colored hardware cloth.

The north elevation contains four bays (Photographs 4 and 5). The easternmost bay consists of a single-leaf, one-light over two-panel wood door. An air conditioning unit occupies the space of the former transom that originally surmounted the entry. A six-over-one light, double-hung, wood-sash window is located to the west of the entry. A set of paired six-over-one light, double-hung, wood-sash windows with dark-colored hardware cloth is situated further to the west, with a single window of the same type and details occupying the westernmost bay of the elevation. A full-height chain-link cage extends outward from the two westernmost bays and limits access to the underground pedestrian tunnel. The tunnel access is denoted by a concrete plinth. A metal pipe railing is located on the east side. The former tunnel access is concealed with concrete and metal panels.

The west elevation of the train station contains one centrally located bay (Photographs 5, 6, and 7). The opening consists of a single-leaf, paneled, steel replacement door inset into a plywood surround, which denotes the extent of the original door that historically occupied the elevation. Wood posts extend half-way up the door frame, to either side of the door.

Passenger Canopies (1935)

A northbound passenger canopy extends along the north elevation of the train station, (Photographs 4, 5 and 8), and a southbound passenger canopy is located along the north side of the railroad tracks (Photographs 9 and 10). Each canopy consists of four sets of iron posts surmounted with decorative iron brackets that support the corrugated metal-clad V-shaped gable roofs. The underside of each roof is comprised of tongue-and-groove boards with beveled edges. The southbound passenger canopy includes the access to the underground pedestrian tunnel (Photograph 10). The tunnel access consists of a concrete plinth topped with a metal pipe railing on three sides. Steel panels cover the former access.

Overall, the property is in good condition.

Integrity

Elkton Train Station retains sufficient integrity from the period of significance (1935 to 1946). The period of significance begins in 1935, with completion of the train station and associated canopies, and ends in 1963, with the start of decline of the associated

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Philadelphia, Wilmington, & Baltimore Railroad/Pennsylvania Railroad. The property retains integrity of location and setting. The station retains its original location at the northwest end of Bow Street, adjacent to the railroad tracks. There is relatively little development within the immediate setting. Although the train station has undergone alterations, including the application of some replacement windows and doors, the property overall retains integrity of materials, workmanship, and design through the retention of original exterior wall (brick veneer) and roof (slate shingles) cladding, architectural details (brackets, dentils, corbelled chimney), fenestration pattern, and footprint as well as the retention of the original passenger canopies. The overall retention of materials, workmanship, and design as well as location and setting immediately adjacent to the railroad tracks support the property's retention of integrity of association and feeling as a 1935 railroad station.

Verbal Boundary/Justification

The proposed boundary for the property includes approximately 0.48 acres situated on the south side of the existing railroad tracks, at the northwest end of Bow Street, in Elkton, Cecil County, Maryland (See Attached National Register Boundary and Photograph Locations Map). The northern boundary extends to the southern edge of North Street. The eastern, western, and southern boundaries extend outward approximately 25 feet from the footprints of the train station/canopy. These boundaries follow natural and cultural features that provide a buffer for the significant resource. These boundaries were delineated in accordance with National Park Service's Bulletin, "Defining Boundaries for National Register Properties (1997).

Historical Narrative

The Elkton Train Station was constructed in 1935 by the Philadelphia, Wilmington, & Baltimore Railroad to replace the 1855 railroad station located along Railroad Avenue. Both stations operated as part of the Pennsylvania Railroad's Philadelphia, Wilmington, & Baltimore Railroad.

(The following is taken from Herbert J. Harwood, Jr., "Philadelphia, Wilmington, & Baltimore Railroad," except where noted).

The Philadelphia, Wilmington, & Baltimore (PW&B) Railroad was the outgrowth of several local railroad companies. In the early 1830s, the Pennsylvania state legislature pursued transportation improvements between Philadelphia and points south, while the Delaware and Maryland legislatures sought to establish a link between Wilmington and Baltimore. On April 2, 1831, the Philadelphia & Delaware County Railroad Company chartered a 17-mile line connecting Philadelphia to the Delaware state line. On January 18, 1832, Delaware chartered the Wilmington & Susquehanna Railroad Company to build from Wilmington to the Maryland state line (including through the town of Elkton), and on March 5 of that same year, Maryland chartered the Baltimore & Port Deposit Railroad to build from Baltimore to the western bank of the Susquehanna River. On March 14, 1832, the Delaware & Maryland Railroad Company was chartered for the purpose of building a railroad from some point on the Maryland and Delaware state line to Port Deposit, or some other point along the eastern bank of the Susquehanna River (Johnston 1881:429-430).

Construction on the independent rail projects was slow to start, and the companies soon realized it was too expensive to build a true railroad bridge to span the Susquehanna River. Therefore, the Susquehanna River terminals were changed to Perryville in Cecil County to the north and Havre de Grace in Harford County to the south. The terminals were connected via ferry. By 1838, all four lines were complete, and with the ferry, able to essentially offer through service between Baltimore and Philadelphia. Although there was now one continuous line of railroad stretching between Philadelphia, Wilmington, and Baltimore, it was owned and operated by three different companies: The Philadelphia, Wilmington, & Baltimore Railroad (Philadelphia to Wilmington); the Wilmington & Susquehanna Railroad (Wilmington to Susquehanna River; this portion of the line extended through Elkton); and the Baltimore & Port Deposit Railroad (Susquehanna River to Baltimore) (Johnston 1881:430-431). In February 1838, these three companies consolidated under the name of the Philadelphia, Wilmington, & Baltimore Railroad Company (PW&B).

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The PW&B continued expanding operations, utilizing lines of the New Jersey Railroad as well as acquiring operations of the New Castle & Wilmington Railroad on January 1, 1857. By 1866, the PW&B had complete dominance of the Delmarva Peninsula rail market, becoming a strategic link in the chain of railroads handling the growing passenger travel along the Washington-Baltimore-Philadelphia-New York corridor. As such, freight and passenger traffic flowed through Elkton, which provided a stopping point between Wilmington and Baltimore; thus, bringing growth to the town and surrounding area.

Throughout the Civil War, despite occasional interruptions, the PW&B steadily transported troops and war materials from the Northeast to Washington, D.C. and to the troops in the South. Following the war, in November 1866, the PW&B finally bridged the Susquehanna River via a 3,269-ft.-long wooden truss bridge, thus eliminating the ferry and creating a continuous rail connection between Philadelphia and Baltimore. The PW&B main line along the Eastern Shore extended down the spine of the Delmarva Peninsula from Wilmington through Dover, Delaware and Salisbury, Maryland, ending on the Chesapeake Bay at Crisfield, Maryland. Various secondary lines extended from the main line to access other towns along Maryland's Eastern Shore, including Centreville, Easton, Oxford, and Cambridge.

By the mid 1870s, the PW&B was the only remaining independent railroad in the Washington-New York corridor. By 1880, the Baltimore & Ohio Railroad (B&O) and Pennsylvania Railroad (PRR), both of which operated over the PW&B line, were wrestling for control. The PW&B opted to sell the railroad before either the B&O or the PRR could construct a paralleling line. Despite various dealings, the PRR eventually outmaneuvered the B&O by offering a higher price and ultimately acquired the PW&B in 1881.

After the 1881 acquisition, the PW&B became an integral part of the PRR's East coast system, serving as the centerpiece of its Washington-New York main line. Throughout the late-nineteenth and into the twentieth century, the line became one of PRR's busiest. On November 1, 1902, the line merged with the Baltimore & Potomac Railroad to form the Philadelphia, Baltimore, & Washington Railroad, which was incorporated on September 15, 1916, under the general laws of Delaware, Pennsylvania and Maryland, for the purpose of acquiring the property, rights and franchises of the following companies; Elkton & Middletown Railroad Company of Cecil County; The Philadelphia & Baltimore Central Railroad Company; Columbia & Port Deposit Railway Company; and Philadelphia, Baltimore & Washington Railroad Company. By a lease dated December 13, 1917, effective January 1, 1918, the whole property of the PB&W, which included the lines previously specified, was leased to the PRR for 999 years (Drury 2000:333).

The single biggest improvement accomplished by the PRR in the early twentieth century was the change from coal firing to electrification of its lines between New York to Washington, D.C., and from Philadelphia to Harrisburg (Drury 2000:334). In 1934, the PRR received a \$77 million loan from the New Deal's Public Work Administration to add wire to freight-only lines as well (The New York Times 1934). The electrification of the line allowed the PRR to accommodate the increased rail traffic of World War II, as it had not been able to do so during World War I (Ball, Jr. 1986: 8). Throughout World War II, PRR's traffic doubled and passenger traffic quadrupled largely along the line's eastern routes, with the movement of merchandise, military supplies, and troops through Atlantic port cities (Drury 2000:334). Specific to Elkton, the existing fireworks infrastructure that was established in the early 1900s was easily modified to allow for the large-scale production of munitions, flares, signals, and other pyrotechnic devices utilized during the war. This caused a heavy in-migration of workers to Elkton as well as increased rail traffic as goods were shipped to and from the town via the railroad (Town of Elkton 2010:2-2, 2-3).

World War II-era rail traffic proved to be the height of railroad traffic in the nation, with the record year for PRR revenues occurring in 1944, when revenues topped \$1 billion (Burgess and Kennedy 1949). The return to peacetime traffic levels in the late 1940s, concurrent with increased automobile use and highway construction, conversely resulted in a serious decline in rail traffic

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system-wide. Changes in transport, storage, and handling of freight commodities in the next four decades resulted in diminished traditional rail movements and obsolete facilities. For example, upwards of 18 passenger trains stopped daily in Elkton in 1938; by 1963, the number had dropped to three and by the late 1960s, rail service to Elkton was terminated (Cecil County Word Press 2008). After as rail traffic decreased, the PRR faced insurmountable operation costs (Drury 2000: 334). Consequently, in 1946, the PRR reported a net loss for the first time in history, signaling the start of a downward spiral in operations and profit for the nation's sixth-largest corporation (The Pennsylvania Railroad Company 1947:1).

In November 1957, the PRR and the New York Central Railroad announced merger plans, which eventually came to fruition on February 1, 1968, with the creation of the Penn Central Transportation Company (Penn Central). The company was short-lived, however, as it faced unprecedented deficits from the beginning. By 1970, the deficit was upwards of \$325 million, and, on June 21, 1970, the Penn Central entered bankruptcy proceedings (Drury 2000:335).

The Regional Rail Reorganization Act of 1973 formed the United States Railway Association, which was tasked with developing a plan to save the nation's railway system. The outcome was the creation of the Consolidated Rail Corporation (Conrail), owned by the U.S. government. Conrail assumed ownership and control of the Penn Central as well as six other national railroads on April 1, 1976. Conrail's network reached into Pennsylvania, New York, New Jersey, Delaware, Connecticut, West Virginia, Maryland, Indiana, Ohio and Illinois (CSX Transportation, Inc., website 2013).

Conrail continued operations from 1976 until 1999. Between 1997 and 1999, CSX Transportation, Inc. (CSX) and Norfolk Southern (NS) had both set their sights on Conrail's operations. Ultimately, CSX and NS agreed to partner on the acquisition, splitting Conrail's operations and resources. CSX bought 42% of the company and gained 3,200 miles of track. In 2013, CSX operates approximately 21,000 miles of railroad track throughout 23 states as well into Canada (CSX Transportation, Inc. website 2013). The former PW&B railroad tracks in Elkton are owned by CSX but operated as part of Amtrak's high-speed Acela Express line that stretches between Boston and Washington, D.C., as part of Amtrak's larger Northeast Corridor (Amtrak website 2013). Although trains bypass Elkton daily, none have stopped in the town since 1981 (Cecil County Word Press 2008).

Elkton Train Station

On January 29, 1837, a train operated by the Wilmington & Susquehanna Railroad made an experimental run into the Cecil County seat of Elkton, as work continued along the line towards Perryville. By July of that same year, the railroad opened for regular service and included a stop in Elkton at a small station along Railroad Avenue (Diggins 2008:39). The railroad traversed the center of town, facilitating passenger and freight traffic between Perryville (and ultimately Baltimore) and Wilmington (and ultimately Philadelphia) (Martinet 1858; Lake, Griffing, and Stevenson 1877). Eventually the line became part of the PW&B (as detailed above).

Elkton's location at the head of the Elk River near the Maryland/Delaware border, approximately 45 miles from Baltimore, 20 miles from Wilmington, and halfway between Baltimore and Philadelphia proved advantageous to the PW&B and fueled the associated growth of Elkton. Population of the town rose from 900 in the early nineteenth century to over 2,000 by 1858 (Dare 1877:95-96; Cecil County Word Press 2008). Consequently, in 1855, construction commenced on a new railroad station to replace the smaller, now obsolete frame building on Railroad Avenue. The "handsome brick station house" designed and built similar to the depot at Chester, Pennsylvania" (Dare 1877:96). The building included separate waiting rooms for men and women, as well as a ticket and telegraph office (Cecil County Word Press 2009b).

The railroad station continued to serve Elkton until the Great Depression. As part of the large electrification program undertaken by the PRR, the PRR commenced various improvements within the town of Elkton that surmounted to close to \$1 million. In the

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center of town, a sharp curve in the tracks created a hazard for rail traffic, so PRR engineers straightened the right-of-way, eliminating the dangerous curve, and ultimately realigned the railroad tracks several blocks to the north, taking them outside the center the town of center. At the same time, the engineers also eliminated three at-grade crossings and built two bridges (one on North Street, the other on Bridge Street) to carry traffic safely over the busy railroad. In addition, the PRR also constructed Elkton Boulevard to connect Blue Ball Road with Bridge Street, and thus, eliminate the at-grade crossing at Blue Ball Road (Cecil County Word Press 2008; See the attached 1858 Martenet Map and the 1942 USGS topographical map for a comparison of the two alignments).

The realignment of the railroad necessitated the replacement of the 1855 railroad station. Consequently, in February 1935, the William M. Francis Company of Wilmington began construction of a new, one-story brick structure at the northwest end of Bow Street. The new station, with a green slate roof, was equipped with the latest conveniences, including a baggage and waiting room, as well as an agent's office. A pedestrian tunnel underneath the railroad tracks connected the station and associated northbound passenger canopy with the southbound passenger canopy on the north of the tracks. Decorative elements included the brick water table, prominent brackets that supported the eaves of the station roof as well as dentils inset into a partially concealed metal gutter. The building was lit by six-over-one, double-hung, wood-sash windows (Cecil County Word Press 2008; See attached 1937 historic photograph).

After completion of the 1935 train station, the 1855 station was sold to a private owner and moved to Locust Point for use as a summer cottage. The newly completed 1935 Elkton Train Station became an important community center for the town. The station welcomed over 18 passenger trains daily at the height of railroad use. In addition, Elkton's daily mail arrived and departed from the station along with daily newspapers as well as larger freight (Cecil County Word Press 2009b).

The station continued to serve as the only focal point of rail traffic in Elkton throughout the decline of rail service that began after World War II. Although traffic declined from 18 trains in 1938 to only three by 1963, the train station remained in use until the late 1960s. After a brief period of disuse, the station opened again in 1978, when Amtrak began operation of its daily passenger service between Philadelphia and Washington, D.C., which included a stop in Elkton. However, the reoperation of the station only lasted a short time, and on April 25, 1981, the last train, Amtrak's The Chesapeake, made the last regularly scheduled passenger stop at the Elkton Train Station (Cecil County Word Press 2008). Since 1981, the station has been used periodically for emergency and/or large freight stops but ultimately remains in use solely for equipment storage by Amtrak survey crews. As such, some of the original windows and the majority of the original doors have been replaced; security reinforcements (hardware cloth and chain-link fencing) have been applied; and the pedestrian tunnel access blocked. Despite these changes, the Elkton Train Station remains as a testament to the importance of the railroad that characterized Elkton's social and economic growth throughout the nineteenth and early twentieth centuries.

National Register Evaluation

Elkton Train Station, located at 409 Bow Street in Elkton, Cecil County, Maryland, is eligible for listing in the National Register of Historic Places under Criterion A in the area of transportation. The period of significance for the property begins in 1935, when the building was constructed, and ends in 1946, the year that the Pennsylvania Railroad reported its first lost and thus, ushered in a spiraling decline of the railroad industry and infrastructure that continued throughout the latter half of the twentieth century.

Elkton Train Station is eligible under Criterion A. The station was constructed as part of a larger system-wide upgrading and expansion during the time of electrification of the Pennsylvania Railroad. The PW&B Railroad played a significant role in the growth of not only Elkton but numerous towns along Maryland's Eastern Shore and fostered economic development throughout the region. The 1935 train station property as well as the associated railroad tracks serves as the only vestige of this history in

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Elkton.

Elkton Train Station is not eligible under Criterion B, as it has no known association with the lives of individuals of historical importance.

Elkton Train Station is not eligible under Criterion C. The property lacks the architectural distinctiveness necessary to qualify it for listing in the National Register of Historic Places under Criterion C. The property does not embody the distinctive characteristics of a period or method of construction, as it lacks stylistic detailing and forms and display a standard approach to institutional buildings. The property does not represent the work of a master nor does it possess high artistic value. Further, the property does not represent a significant and distinguishable entity whose components may lack individual distinction.

Elkton Train Station was not evaluated for eligibility under Criterion D as part of the architectural investigations.

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1942 "Elkton, Maryland." 7.5' Topographical Quadrangle.

1985 "Elkton, Maryland." 7.5' Topographical Quadrangle.

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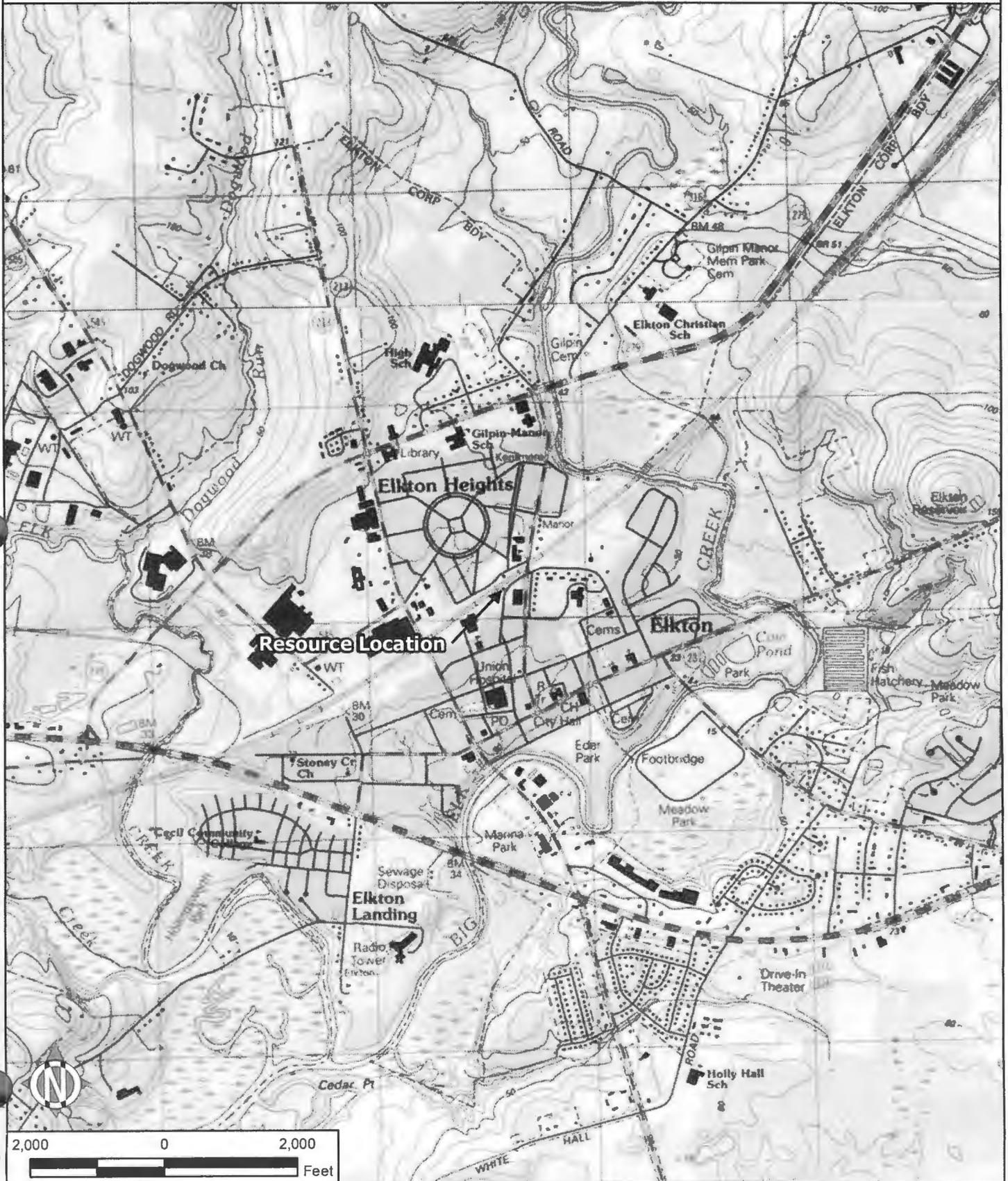
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CE-1322 Elkton Train Station

409 Bow Street

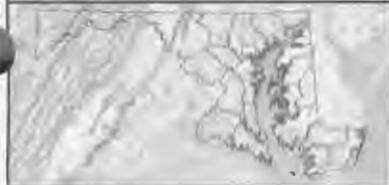
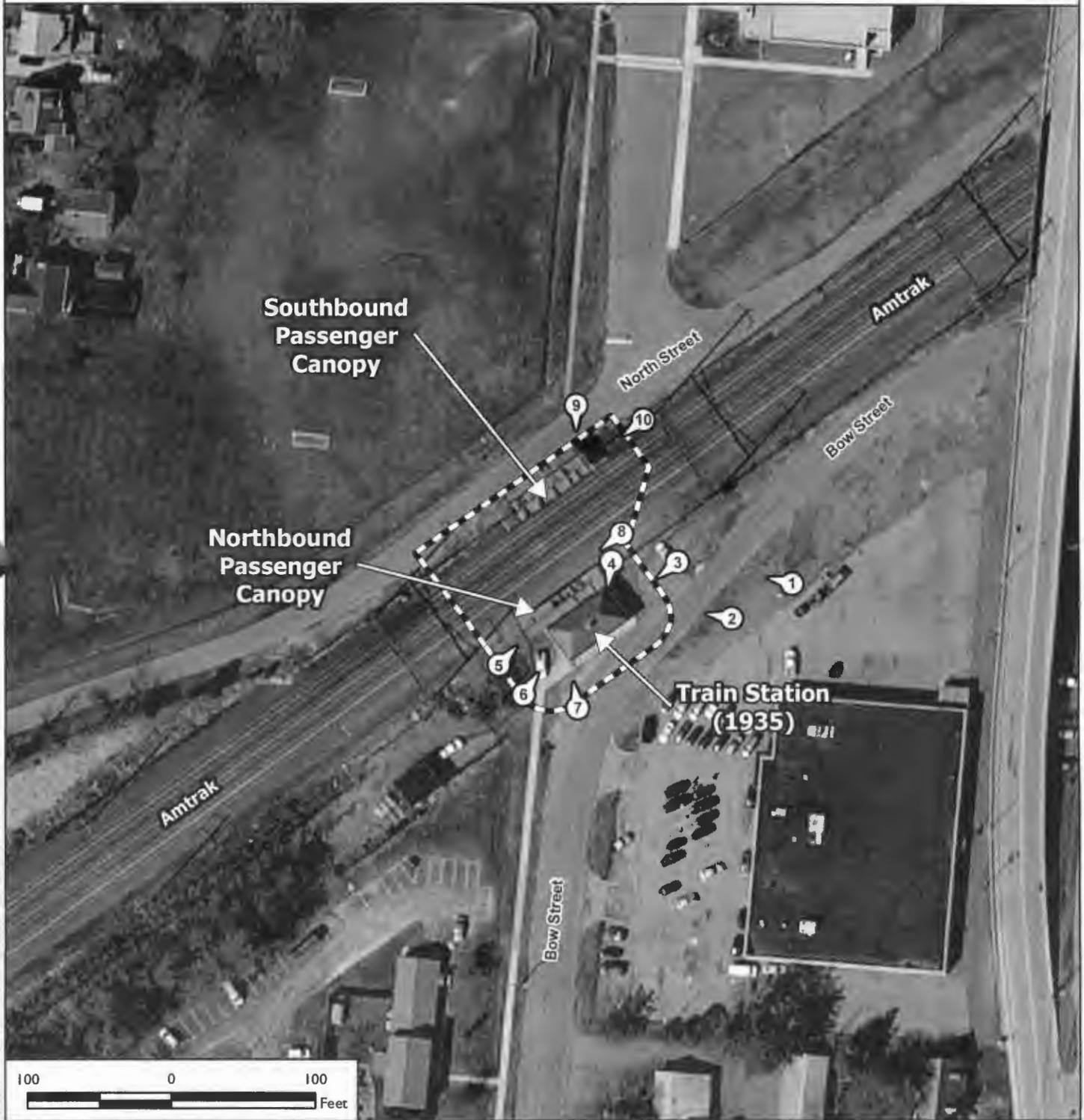
Elkton, Cecil County, Maryland



Proposed National Register Boundary and Photograph Locations

CE-1322 Elkton Train Station

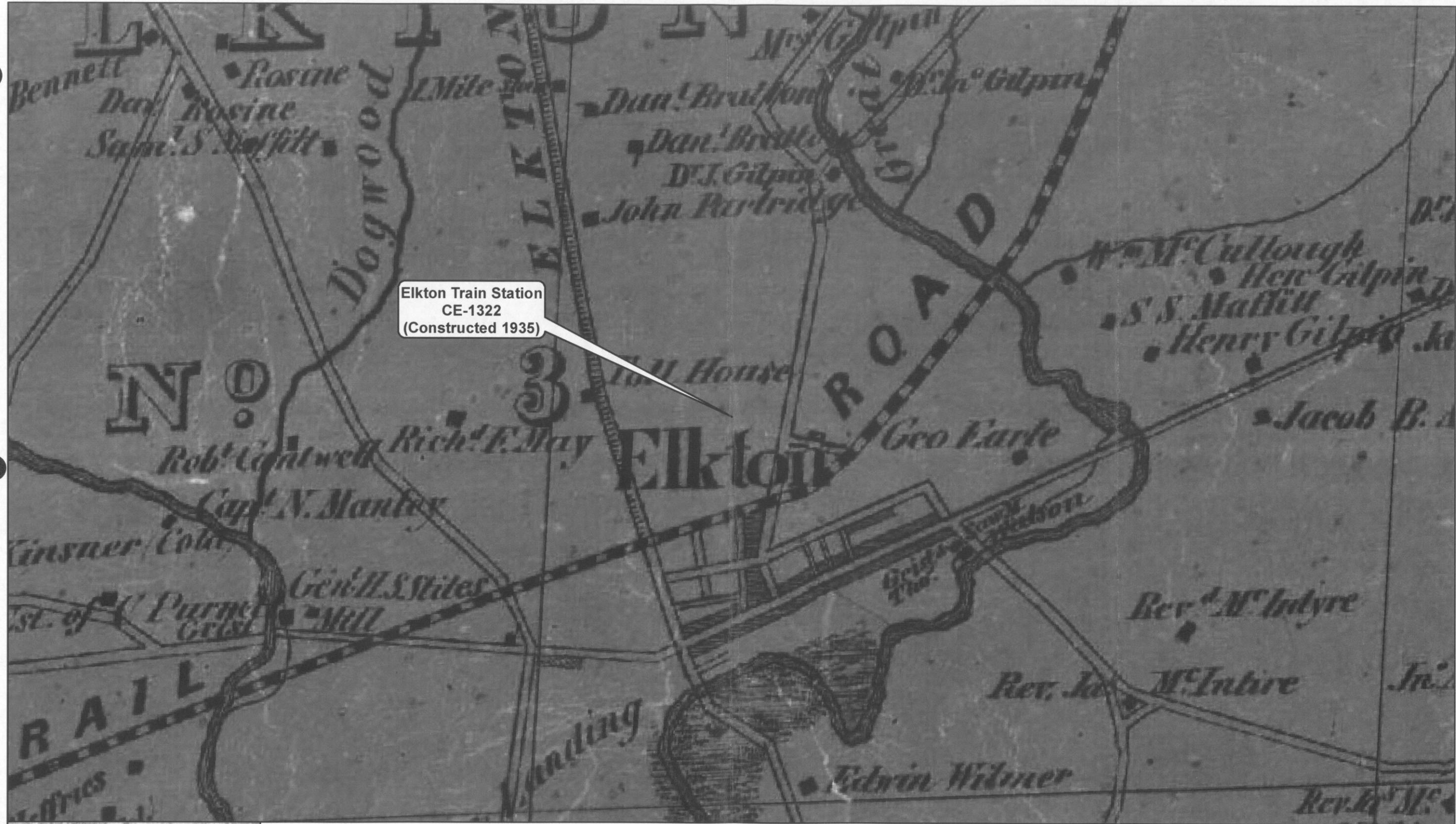
409 Bow Street
Elkton, Cecil County, Maryland



Proposed National Register Boundary

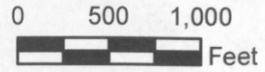


Photograph Location



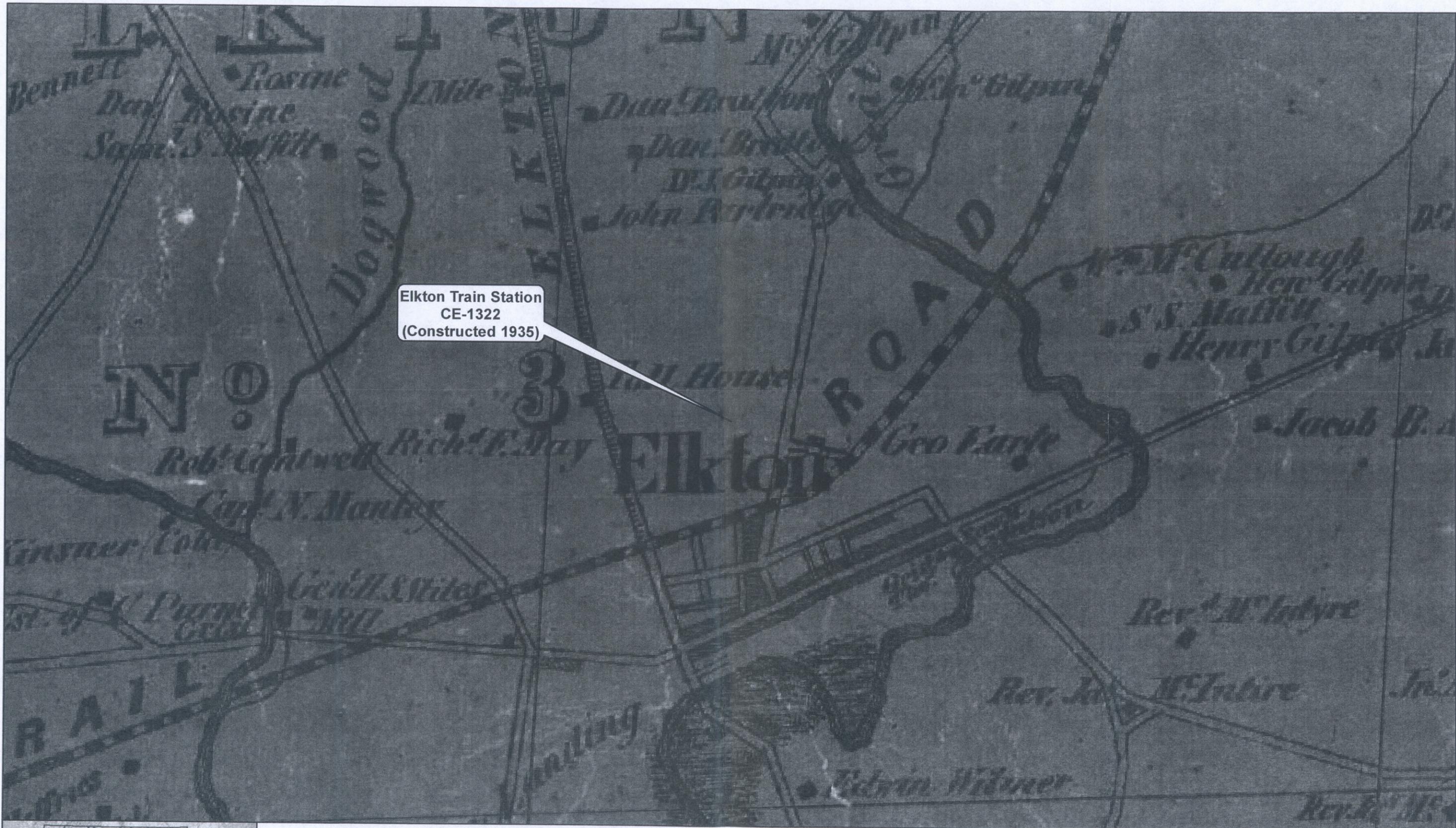
Elkton Train Station
 CE-1322
 (Constructed 1935)

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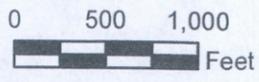
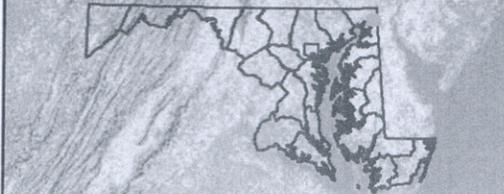
1858 Martenet Map
 Elkton, Cecil County, Maryland

Source: Simon J. Martenet, Map of Cecil County, Maryland (1858)



Elkton Train Station
CE-1322
(Constructed 1935)

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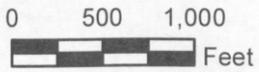
1858 Martenet Map
Elkton, Cecil County, Maryland

Source: Simon J. Martenet, Map of Cecil County, Maryland (1858)



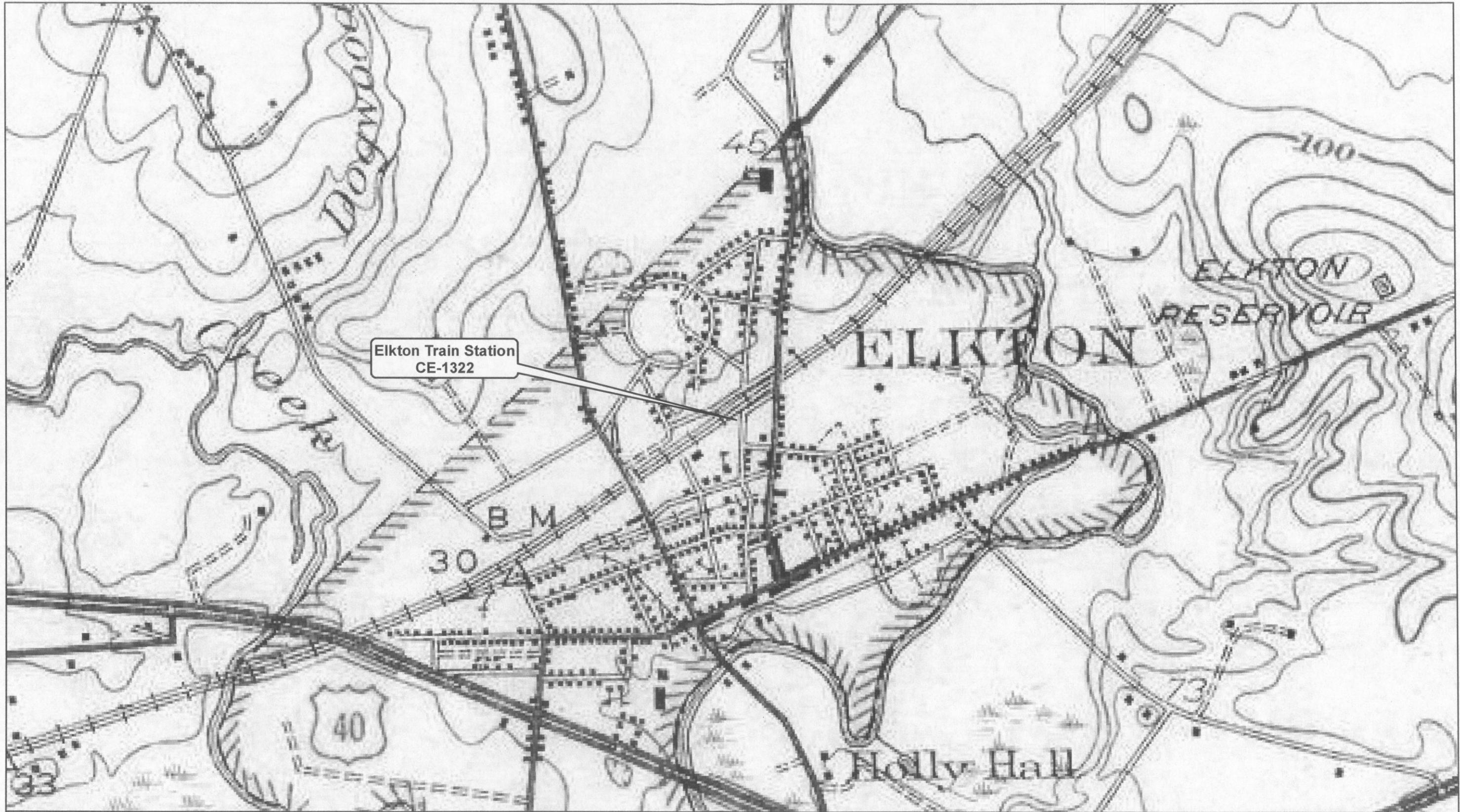
Elkton Train Station
CE-1322

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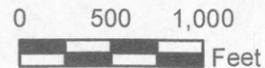


1942 USGS Topographical Map
Elkton, Cecil County, Maryland

Source: USGS Elkton, MD 7.5' Quadrangle



Elkton Train Station
CE-1322



1942 USGS Topographical Map
Elkton, Cecil County, Maryland

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CE-1322
Elkton Train Station
Ca. 1937

Source: Milt Diggins, *Cecil County* (Arcadia Publishing, Portsmouth, New Hampshire, 2008), page 39.

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
CE-1322_2013-04-19_01	CE-1322	Elkton Train Station	Cecil	R. Stevenson	04/2013	Overview of Elkton Train Station, view to west. Note (from left to right) Train Station, northbound passenger canopy, railroad tracks, and southbound passenger canopy.	1 of 10
CE-1322_2013-04-19_02	"	"	"	"	"	Elkton Train Station, south and east elevations, view to west. Note decorative brackets and slate shingle roof.	2 of 10
CE-1322_2013-04-19_03	"	"	"	"	"	Elkton Train Station, east elevation, view to southwest. Note northbound passenger canopy (to right).	3 of 10
CE-1322_2013-04-19_04	"	"	"	"	"	Elkton Train Station, east and north elevations, view to south. Note tongue-and-groove boards underneath roof overhang and northbound passenger canopy (to right).	4 of 10
CE-1322_2013-04-19_05	"	"	"	"	"	Elkton Train Station, north and west elevations, view to northeast. Note the chain-link cage that surrounds the former access to the underground passageway that facilitated passenger movement underneath the railroad tracks.	5 of 10
CE-1322_2013-04-19_06	"	"	"	"	"	Elkton Train Station, west elevation, view to northeast.	6 of 10
CE-1322_2013-04-19_07	"	"	"	"	"	Elkton Train Station, west and south elevations, view to north.	7 of 10
CE-1322_2013-04-19_08	"	"	"	"	"	Elkton Train Station, view to southwest underneath northbound passenger canopy. Note the iron posts and decorative iron brackets.	8 of 10
CE-1322_2013-04-19_09	"	"	"	"	"	Elkton Train Station, southbound passenger canopy, view to south. Note the iron posts, decorative iron brackets, and cantilevered overhang.	9 of 10
CE-1322_2013-04-19_10	"	"	"	"	"	Elkton Train Station, southbound passenger canopy, view to the southwest. Note the steel pipe railing and steel plate cover over the former underground passageway that facilitated passenger movement underneath the railroad tracks.	10 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

OVERVIEW OF EUKTON TRAIN STATION, VIEW TO WEST. NOTE (FROM
LEFT TO RIGHT) TRAIN STATION, NORTHBOUND PASSENGER CANOPY,
RAILROAD TRACKS, & SOUTHBOUND PASSENGER CANOPY.

PHOTO 1 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, SOUTH & EAST ELEVATIONS, VIEW TO WEST

NOTE DECORATIVE BRACKETS & SLATE SHINGLE ROOF

PHOTO 2 OF 10



CE-1322

EUKON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKON TRAIN STATION, EAST ELEVATION, VIEW TO SOUTHWEST. NOTE
NORTHBOUND PASSENGER CANDOY (TO RIGHT).

PHOTO 3 of 10



CE-1322

ELKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R STEVENSON

04-2013

MD SHPO

ELKTON TRAIN STATION, EAST & NORTH ELEVATIONS, VIEW TO SOUTH. NOTE
tongue-and-groove boards underneath roof overhang &
northbound passenger canopy.

Photo 4 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, NORTH & WEST ELEVATIONS, VIEW TO SOUTHEAST.
NOTE THE CHAIN-LINK FENCE THAT SURROUNDS THE FORMER
ACCESS TO THE UNDERGROUND PASSAGEWAY THAT FACILITATED
PASSENGER MOVEMENT UNDERNEATH THE RAILROAD TRACKS.

PHOTO 5 OF 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, WEST ELEVATION, VIEW TO NORTHEAST.

Photo 6 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATIONS, WEST & SOUTH ELEVATIONS, VIEW TO NORTH.

PHOTO I of 10



CE-1322

EUKTON TRAIN STATION
CECIL COUNTY, MARYLAND
R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, VIEW TO SOUTHWEST UNDERNEATH
NORTHBOUND PASSENGER CANOPY, NOTE THE IRON POSTS &
DECORATIVE IRON BRACKETS.

PHOTO 8 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, SOUTH BOUND PASSENGER CANOPY,
VIEW TO SOUTHWEST. NOTE THE IRON POSTS, DECORATIVE IRON
BRACKETS, & CANTILEVERED OVERHANG.

PHOTO 9 of 10



CE-1322

EUKTON TRAIN STATION

CECIL COUNTY, MARYLAND

R. STEVENSON

04-2013

MD SHPO

EUKTON TRAIN STATION, SOUTHBOUND PASSENGER CANOPY, VIEW
TO SOUTHWEST. NOTE THE STEEL PIPE RAILING & STEEL PLATE COVER
OVER THE FORMER UNDERGROUND PASSAGEWAY THAT
FACILITATED PASSENGER MOVEMENT UNDERNEATH THE RAILROAD
TRACKS.

PHOTO 10 of 10

Maryland Inventory of Historic Properties (MIHP) Property Detail Report

CE-1322

Elkton Railroad Station

Inventory Number: CE-1322

Property Name: Elkton Railroad Station

Address Bow Street

Town Elkton Zip Code _____

USGS Quadrangle(s) Elkton

Digitized in GIS No Number of polygons 0 designation in GIS CE-1322

Mapped on mylar No Detail map code ELK(NM)

Within NR district No Within survey district Yes Materials in vertical file No

Other precise location unknown

Additional Designations:

National Register Preservation Easement Determinations of Eligibility
 Contributing Resource Determinations of Eligibility Related Inventory Numbers



CE-1322

Elkton Railroad Station
Bow Street, Elkton

Geoffrey Henry 3/85