

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Reids Grove Depot Survey Number: D -265

Project: Dorchester County Power Plant Agency: Delmarva

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

Eligibility recommended _____ Eligibility **not** recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The Reids Grove Depot was built in the first quarter of the 20th century as the passenger depot to the Baltimore and Eastern Line of the Dorchester and Delaware Railroad (originally the Salisbury Line), which ran through the crossroads community of Reids Grove. The Reids Grove passenger depot was moved to its current location north of Reids Grove, on the west side of Maryland Route 331, in 1929 the same year that passenger service was discontinued.

Currently being used as a residence, the former depot is a 1-1/2-story frame structure with craftsman-like features. The building is covered with a wide gable roof with a shed-roof dormer and windows filled with multi-light upper sash. An overhanging shed roof supported by large brackets identifies the building as a railroad depot. After being moved in 1929, the building served a variety of functions including a grocery store, a gas station and a telegraph office.

Although the building survives as a tangible reminder of the railroad era, it has been significantly altered to accommodate new uses and has lost its integrity of setting since being moved from its original location. Because of this loss of integrity, the Reids Grove Depot is not considered eligible for listing in the National Register of Historic Places under Criterion C. Further, since it has been moved, it is unlikely that this building would be potentially eligible for listing under Criterion D.

Documentation on the property/district is presented in: Review and Compliance Files

Prepared by: MAAR Associates

Beth Hannold and Kim Williams _____
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Olivia Robert _____ Feb. 13, 1996 _____
Reviewer, NR program Date

Copy

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Building

Historic Environment: Village

Historic Function(s) and Use(s): Transportation/Rail-related/train depot

Known Design Source: _____

**Maryland Historical Trust
State Historic Sites Inventory Form**

1. Name (indicate preferred name)

historic Reids Grove Depot

and/or common

2. Location

street & number MD Rt.331, approx. 1 mi. N of Reids Grove not for publication

city, town Reids Grove vicinity of congressional district

state Maryland county Dorchester

3. Classification

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

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

name Glen W. Wilson

street & number RFD telephone no.:

city, town Vienna state and zip code MD 21869

5. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester County Courthouse liber PLC-262

street & number High Street folio 585

city, town Cambridge state MD

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No.

D-265

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved

date of move

c.1929

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

8. Significance

Survey No.

D-265 UPDATE

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates **Builder/Architect**

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

9. Major Bibliographical References

Survey No. D-265

D-265 UPDATE

MHT Form (1975) prepared by Michael Bourne, Architectural Consultant.

10. Geographical Data

Acreage of nominated property 6 acres, 87 sq. perches

Quadrangle name Rhodesdale

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

Tax Map 45, Parcel 12

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Lauren Archibald and Betty C. Zebooker

organization MAAR Associates, Inc.

date March 1994

street & number P.O. Box 655

telephone (302) 368-5777

city or town Neward

state DE

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

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

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

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

7. Description

Survey No.

D-265

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date of move c.1929
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The Reids Grove Depot has a large shed-roof front dormer with ribbon windows with 4/1 lights. The roof extends beyond the house walls, and the south side has been enclosed to enlarge the structure. On the main facade there are two entry doors and a bay window on the south. The building has had its roof raised to accommodate bedrooms above the store, and parts of the flanking overhanging roof have been enclosed, but the front portion of the overhang remains and is supported by bold stick-style brackets. According to the current resident, her parents altered the building in order to make it into a dwelling. From the exterior, evidence of the roof change can be detected by a slump in the unusually long roof eave on the south side of the structure. It appears that this extension was able to incorporate the addition with a door on the south end. Furthermore, the bungalow style of the addition - the low-pitched side gable roof and the windows - the 3/1 sash, ribbon-type windows, are more typical of the 1900-1925 period.

Outbuildings

In a photograph taken prior to 1972, there were two gas pumps in front of the depot. Since that time, one has been removed.

To the northwest of the old Reids Grove Depot is a large barn. The lower portion is concrete block and the upper portion is frame. Its datestone indicates that it was constructed in 1933, just a few years after the former Depot was moved to its present location.

8. Significance

Survey No. 4

D-265 UPDATE

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

Railroad transportation came to Dorchester County in 1869 with the construction of the Salisbury Line of the Dorchester and Delaware Railroad (later the Baltimore and Eastern Line). The railroad tracks still run through the village of Reids Grove at their original location just east of and parallel to Maryland Route 331. The railroad does not appear to have played a significant role in the development of a village center at this locus. Although a passenger depot was located at Reids Grove, it appears to have been located there after the village center was established. The Reids Grove passenger depot (D-265) still exists but was moved from its original location in the village to its present site on the north or Reids Grove on the west side of Maryland Route 331 when passenger service was discontinued in 1929.

The line that passed through Reids Grove was the Salisbury Line, later changed to the Baltimore and Eastern Line, which connected the town with Baltimore and Ocean City. The small towns of Reids Grove, Rhodesdale (D-263), and others had their own passenger depots. The Reids Grove Depot was only about three miles south of the Rhodesdale Depot, which is no longer extant.

Now owned by Wilson's Farms, the Reids Grove depot was moved in 1929, from Reids Grove, where it stood on the east side of Rt. 331. At that time, rail passenger service had been discontinued on the Salisbury line, and the Wilsons moved the building and began to operate a grocery store in it. Also, the building had other functions, including a telegraph office and gas station, with two gas pumps. Today, it serves as a residence for the Wilson farm on the property.

Many rural frame passenger railroad stations originating from the fourth quarter of the nineteenth century in this region and as far north as Morris County, New Jersey had some similar architectural features. Common attributes were one-room deep plans, long overhanging eaves supported by wood brackets, and ample fenestration. Those which featured board-and-batten horizontal siding, like the former Rhodesdale Depot (D-263), were reminiscent of the Stick style that emphasized linear, textured wall surfaces. The Reids Grove Depot, before alterations, probably looked very similar to the former Rhodesdale Depot, with a front bay window next to a singled door and paired windows, and long brackets under the overhanging eaves. Also, the gable roof would have been much lower since these and other similar train stations had only a single story. Another similar example to this is found in Hurlock, Dorchester County. Situated in the center of town adjacent to the railroad tracks, this small frame depot has been restored. Its form appears to be intact, with a one-room deep plan, bay window, overhanging eaves with brackets, and a low-pitched gable roof. It is very similar to the depot

**D-265: (UPDATE) Reids Grove Depot, Dorchester County, Maryland
On Route 331 north of Reids Grove**

8. Significance continued

recorded in East New Market as D-639. Also, at least one other late nineteenth century railroad structure is still extant near the Hurlock Depot along Poplar Street in Hurlock. Neither of the Hurlock structures have been surveyed, and a comprehensive survey of Dorchester County might find still other extant railroad stations. Hurlock, and also Cambridge, were larger towns compared to Reids Grove and Rhodesdale and could thus support more railroad facilities. Indeed, after 1885, Hurlock "grew from almost nothing to a thriving railroad town" (Weeks 1984).

The railroad station in Cambridge (D-187) is much larger than the Reids Grove depot, but its overall form is similar. The Dorchester and Delaware Railroad was completed in 1869. The line ran between Cambridge and Seaford, where it connected to a trunk line that ran to Wilmington and later Philadelphia. Railroad transportation for commercial development in the late nineteenth century was important for moving farm produce and seafood from the County (Weeks 1985:128). Indeed, its commercial role probably superseded the role of passenger transportation in Dorchester County.

To a limited extent, the Reids Grove Depot is a tangible carryover, not only of the days when passenger service was available to points north and south of Reids Grove, but of a multi-use commercial building that accommodated other community service needs. Although these other uses are interesting, they took place only after the building was first moved from its original location and then substantially altered for use as both a residence and commercial structure. While the building is in good condition and has been recycled as an historic building, its substantial alterations since its move in 1929 compromise its architectural integrity as a railroad depot. Furthermore, the depot was moved from its location in the town of Reids Grove after the first quarter of the twentieth century, which destroys the physical context and siting of the depot. Uses since that time, such as a gas station, were after its historic period of significance as a railroad station.

Research on this property indicates that the Reids Grove Depot building would not be eligible under Criteria A, B and C. Since it has been moved, it is unlikely that this structure would be potentially significant under Criterion D.

**D-265 - Chain of Title
(Reids Grove Depot, land on which it presently
stands is part of Smith's Industry)**

7 February 1880

CL-2-4

Trustees of Eveline Sherman

to

John McAllister

Estate of William A. Sherman, 104 acres called "Smith's Industry"

25 August 1895

CL-19-494

John McAllister and /wife, Washington, D.C.

to

Peter Huggler, Tioga Co., Pennsylvania.

Land described above.

18 June 1902
CL-26-697
Peter Huggler
to
Frank Halouska and wife, Cleveland, Ohio

Land described above.

21 January 1904
CL-29-105
Frank Halouska and wife
to
Joseph E. Bell

Part of a tract of land called Smith's Industry

23 April 1932
JFD-28-561
Joseph E. Bell
to
Glenn G. Wilson and Mary his wife.

6.5 acres, part of "Smith's Industry"

17 May 1990
PLC-262-585
Estate of Mary B. Wilson
to
Glenn W. Wilson and Lena his wife

Above described property.

Maryland Comprehensive Historic Preservation Plan Data

D-265 - Reids Grove Depot

Geographic Organization: Eastern Shore

Chronological/Development Period: Industrial/Urban Dominance A.D. 1870-1930

Historic Period Theme: Architecture and Transportation

Resource Type:

Category: Building

Historic Environment: Village

Historic Function(s) and Use(s): Transportation/Railroad Depot

Known Design Source: None

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Reid's Grove Depot				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: Md. Rt. 331, Rhodesdale Vienna Road				
CITY OR TOWN: Vienna				
STATE: Maryland		COUNTY: Dorchester		
3. CLASSIFICATION				
CATEGORY <i>(Check One)</i>		OWNERSHIP		STATUS
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object		<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE <i>(Check One or More as Appropriate)</i>				
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment		<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum		<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific
		<input type="checkbox"/> Transportation <input type="checkbox"/> Other <i>(Specify)</i>		<input type="checkbox"/> Comments
4. OWNER OF PROPERTY				
OWNER'S NAME: Glen G. Wilson				
STREET AND NUMBER: RFD				
CITY OR TOWN: Vienna		STATE: Maryland		21869
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Dorchester County Courthouse				
STREET AND NUMBER: High Street				
CITY OR TOWN: Cambidge		STATE: Maryland		21613
Title Reference of Current Deed (Book & Pg. #): 028/561				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:		STATE:		

7. DESCRIPTION	
CONDITION	(Check One)
	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	(Check One)
	<input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered
	(Check One)
	<input checked="" type="checkbox"/> Moved <input type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>Formerly, this small store and dwelling was very similar in appearance to the Rhodesdale Depot which has undergone few major alterations. This building has had its roof raised to accomodate bedrooms above the store. Parts of the flanking overhanging roof have been enclosed, but the front portion of the overhang remains. Essentially the shell and facade remain. Like the depot at Rhodesdale, this building has a central door with double window on the right (north) and a bay window on the left (south). Another door opens into the enclosed south portion of the building. Asbestos siding covers the walls of the structure. The overhang is supported by bold stick style brackets.</p>	

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The small store north of Reid's Grove on Rt. 331 was formerly the Depot at Reid's Grove and was moved to its present location in 1929 when passenger service was discontinued on the line to Salisbury. Since that time it has served as a grocery store and residence.

Many of the old depots in Dorchester County still exist. As a part of the history of transportation in the county this building with its alterations and additions is an important element.

SEE INSTRUCTIONS

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Blank area for Major Bibliographical References.

10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

District 3, Map 45, p. 120

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	COUNTY:

11 FORM PREPARED BY

NAME AND TITLE:
Michael Bourne, Architectural Consultant

ORGANIZATION: **Maryland Historical Trust** DATE: **June, 1975**

STREET AND NUMBER:
Shaw House, 21 State Circle

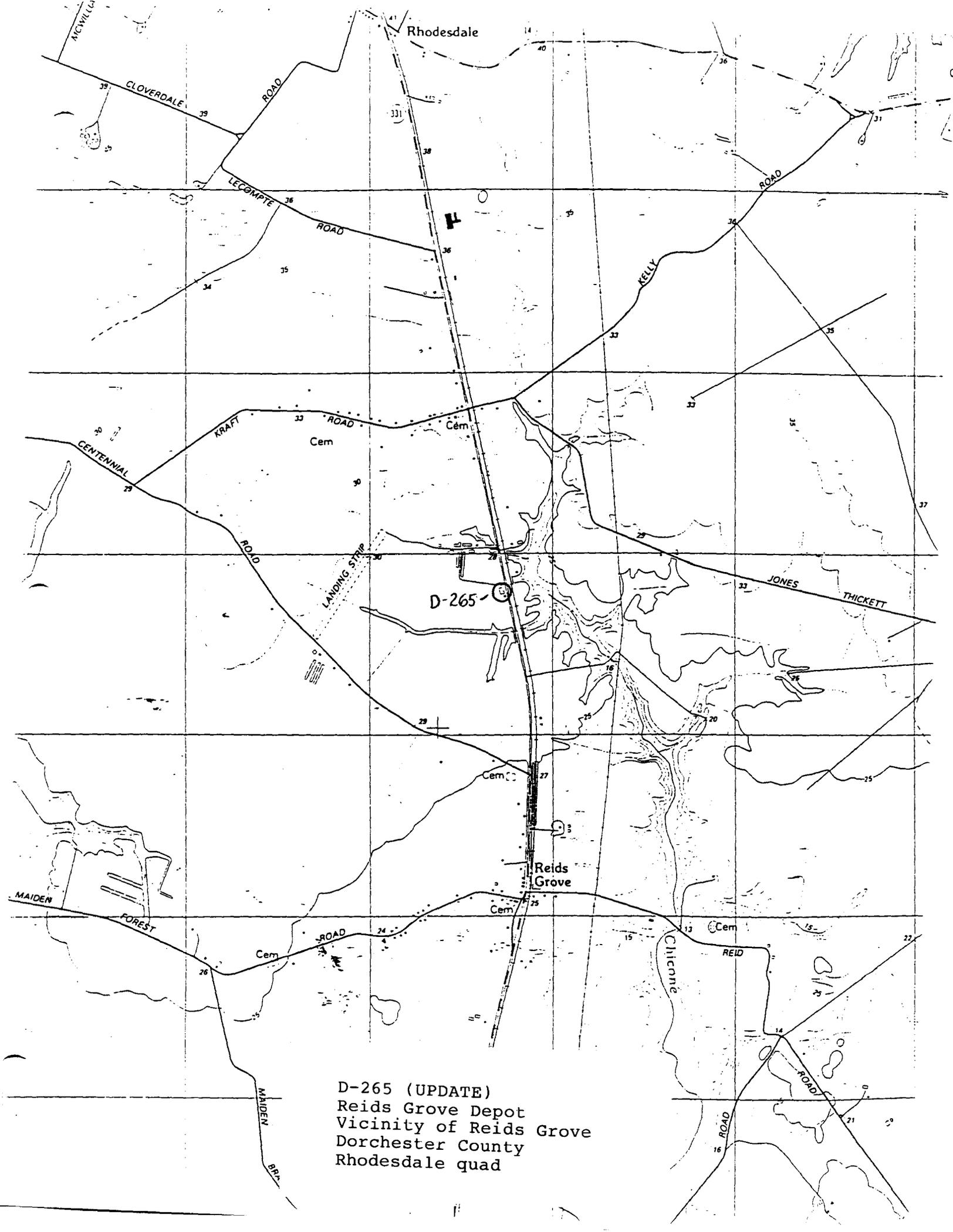
CITY OR TOWN: **Annapolis** STATE: **Maryland** ZIP: **21401**

12 State Liaison Officer Review: (Office Use Only)

Significance of this property is:
 National State Local

Signature _____

SEE INSTRUCTIONS



D-265 (UPDATE)
Reids Grove Depot
Vicinity of Reids Grove
Dorchester County
Rhodesdale quad



100
1000

10000
100000

1000000
10000000



7-26T

SEEDS given Dept
WINCHESTER, MD
2 ACCUMULATED

SEPTEMBER 1994

MANUAL SORT

VIEW of East + North facade looking SW

2 of 6



D-265

2005 & 1900 DEPOT

DURCHESTER, MD

L ARCHIBALD

SEPTEMBER 1974

ARCHIBALD GARDEN

View of site elevation as looking W

306



1926

RECORDS GEN. DEPT

DEPARTMENT, MD

J. RESEARCH

SEPTEMBER 1926

RESEARCH - 1926

RECORDS OF THE RESEARCH DEPARTMENT

1926



D-26T

BLVD. E. V. C. W. P. C.

D. C. H. S. T. S. A. W.

T. R. C. H. W. C.

SEPTEMBER 1973

MANHATTAN ST. R.

V. H. C. T. W. B. L. X. - W. C. K. W. C. - S. C. W.

5 of 6



02LT

RECORDS GROUP DEPT

DETROIT, MI

J. B. SUTEL

APRIL 1963

RECORDS GROUP

RECORDS GROUP - DETAIL

"RECORDS" RECORDS

26

12x131

50% D-265



Reid's Grana Depot oz

D-265

M. Bourne June 1975