

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Baltimore, Chesapeake & Atlantic Railway Corridor

Inventory Number: T-1126

Address: western edge of St. Michaels, Maryland, from Hatton's Garden to MD Route 33

Owner: Delmarva Power and Light Company

Tax Parcel Number: multiple Tax Map Number: multiple

Project: St. Michaels Parkway Agency: SHA

Site visit by John Milner Associates, Inc. Staff: no yes Name Rachel Mancini

Date July 28, 1998 and March 17, 1999

Eligibility recommended

Eligibility **not** recommended

Criteria: A B C D

Considerations: A B C D E F G None

Is property located within a historic district? no yes Name of district _____

Is district listed? no yes

Documentation on the property/district is presented in: (provide name of Report) Cultural Resources Investigation: MD 33 St. Michaels Bypass, Talbot County, Maryland.

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

In the vicinity of St. Michaels, the abandoned Baltimore, Chesapeake and Atlantic Railway (BC&A) corridor begins at a point near the Fire Department on MD 33 and extends north, skirting the western corporate boundary of the town. Because the old railroad corridor has been utilized by the Delmarva Power and Light Company, it is still partially recognizable on the landscape. However, few physical manifestations of the railroad remain. At the intersection of the railroad corridor and Boundary Street a small piece of a wooden railroad tie protrudes through the asphalt. Near the intersection of West Chew Avenue and Tilden Street, in the vicinity of Back Creek Public Wharf, deteriorating wood pylons and retaining walls from a causeway are hidden by the vegetation. At the Delmarva Power Grace Street Substation several old railroad ties are piled up against the high voltage area fence. Where the tracks cross Railroad Avenue (historically located one street north) two sets of track rails can be seen protruding through the asphalt road. None of the rails extends much more than three feet from the road. The remaining portion of the line appears in the middle of Chester Park Land where the corridor crosses the road. Several railroad ties are imbedded in the asphalt. No railroad related structures (station etc.) remain standing.

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

CONTINUATION SHEET

T-1126

Baltimore, Chesapeake & Atlantic Railway Corridor
Talbot County, Maryland

The railroad was established by the Baltimore & Eastern Shore Railroad Company in the late nineteenth century to provide passenger and freight service across the Eastern Shore. Forced into receivership, the railroad was purchased in 1894 by the Baltimore, Chesapeake & Atlantic Railway Company (BC&A), a company closely aligned with the Pennsylvania Railroad system. BC&A not only provided passenger service across the Eastern Shore, it also operated the steamer lines from Baltimore and Pennsylvania that brought travelers to Claiborne, Maryland, to begin their train ride across the Eastern Shore to Ocean City (Preston 1914a; Truitt 1931).

BC&A acquired other lines throughout the Delmarva peninsula, although none was as popular as the Ocean City line. The company was plagued by financial problems and the Pennsylvania Railroad gained controlling interest in 1902; although the line retained the name BC&A. In 1928 the railroad was bought out-right by Pennsylvania Railroad. The line continued to be used by a small gasoline powered train linking Claiborne and Easton until 1931 when all passenger service was discontinued. Occasionally freight trains used the line until the 1960s when they were discontinued (Preston 1914a). Today the corridor is utilized by the Delmarva Power and Light Company power lines.

According to Millard C. Fairbank, the Ocean City Flier, as the train was known, seldom stopped in St. Michaels (1960: n.p). The line was referred to as Black Cinders & Ashes because of thick smoke and cinders kicked up from the track as the train went by (Preston 1914a: 294). An event celebrated by St. Michaels residents was the passing of the train on Sunday evenings, since there was little else to do in the small town (Fairbank 1960: n.p.). Vacation guides published by BC&A listing their services, mentioned St. Michaels hotels, but did not list the town as a scheduled stop. A local train made stops in St. Michaels throughout the year with service to Easton (Preston 1914a: 295).

The geography of St. Michaels is such that its early development and history is linked to the waterways, decreasing its reliance on overland transportation. Railway activity occurring in the area in the mid-to late-nineteenth and early-twentieth century appears to have had little impact on the social and economic development of the town of St. Michaels. The railroad was used primarily for passenger service and was constrained by its routes. The twentieth century transition to truck farming was welcomed by local farmers who could transport their goods more efficiently, no longer having to rely on a railroad company that had financial problems from the beginning (Preston 1914a: 294).

Delmarva Power and Light Company power lines run the length of the corridor and visually mark the route of the railroad line. Unfortunately, these power lines also compromise the setting and feeling of the railroad corridor. The once open corridor is cluttered with poles and lines, and vegetation grows along their bases. Several portions have been combined with adjacent properties, and many areas have reverted back to wet lands. The integrity of the railroad is further jeopardized by the lack of materials, workmanship, feeling, and association that has been lost since the train ceased running and the tracks were removed. Residents seem to have related to the depot and passing trains, neither of which remains.

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

CONTINUATION SHEET

T-1126
Baltimore, Chesapeake & Atlantic Railway Corridor
Talbot County, Maryland

As a discontinuous portion of the entire BC&A Railway line, this segment does not appear notable other than it was a link between Claiborne and Easton. Travelers passed though St. Michaels on their way to Ocean City for a few hours in the sun. The train rarely stopped in St. Michaels before heading back to Claiborne.

The Baltimore, Chesapeake & Atlantic Railway Company corridor within the vicinity of St. Michaels, Maryland, is recommended not eligible for listing in the National Register of Historic Places as a discontinuous segment of the BC&A line from Claiborne to Ocean City

Prepared by: Rachel Mancini

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended X
Criteria: A B C D Considerations: A B C D E F G None

Comments: Integrity

[Signature] 4/20/95

Reviewer, Office of Preservation Services

Date

[Signature] 8/14/00

Reviewer, NR program

Date

Handwritten mark

Capsule Summary

Survey No.: T-1126

Name: Baltimore, Chesapeake & Atlantic Railway Corridor (B. C. & A.)

Construction Date: late-nineteenth century

Town/Vicinity: St. Michaels, and others

County: Talbot

Access: Private/Public

Summary Description:

The Baltimore, Chesapeake & Atlantic Railway Corridor is located along the western edge of St. Michaels, MD. The railroad was established in the late-nineteenth by the Baltimore and Eastern Shore Railroad company to provide passenger and freight service between the Chesapeake Bay and the Delmarva peninsula. The railroad was later purchased, in 1894, by the Baltimore, Chesapeake and Atlantic Railway Company (B. C. &A.). The line continued to serve Claiborne and Easton until 1931 when all passenger service was discontinued.

Maryland Historical Trust

State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. T-1126

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Baltimore, Chesapeake and Atlantic Railway Corridor (BC&A)

and/or common

2. Location

street & number western edge of St. Michaels -- currently Delmarva power line not for publication

city, town St. Michaels vicinity of congressional district First

state MD county Talbot

3. Classification

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

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

name Delmarva Power and Light Company

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Talbot County Courthouse liber 438

street & number Washington Street folio 33

city, town Easton state MD 21601

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. T-1126

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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

Contributing Resource Count: 1

In the vicinity of St. Michaels, the abandoned Baltimore, Chesapeake and Atlantic Railway (BC&A) corridor begins at a point near the Fire Department on MD 33 and extends north, skirting the western corporate boundary of the town. Because the old railroad corridor has been utilized by the Delmarva Power and Light Company, it is still partially recognizable on the landscape. However, few physical manifestations of the railroad remain. At the intersection of the railroad corridor and Boundary Street a small piece of a wooden railroad tie protrudes through the asphalt. Near the intersection of West Chew Avenue and Tilden Street, in the vicinity of Back Creek Public Wharf, deteriorating wood pylons and retaining walls from a causeway are hidden by the vegetation. At the Delmarva Power Grace Street Substation several old railroad ties are piled up against the high voltage area fence. Where the tracks cross Railroad Avenue (historically located one street north) two sets of track rails can be seen protruding through the asphalt road. None of the rails extends much more than three feet from the road. The remaining portion of the line appears in the middle of Chester Park Land where the corridor crosses the road. Several railroad ties are imbedded in the asphalt. No railroad related structures (station etc.) remain standing.

8. Significance

Period	Areas of Significance--Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<input checked="" 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 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 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 checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1894 Builder/Architect unknown

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

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

The railroad was established by the Baltimore & Eastern Shore Railroad Company in the late nineteenth century to provide passenger and freight service across the Eastern Shore. Forced into receivership, the railroad was purchased in 1894 by the Baltimore, Chesapeake & Atlantic Railway Company (BC&A), a company closely aligned with the Pennsylvania Railroad system. BC&A not only provided passenger service across the Eastern Shore, it also operated the steamer lines from Baltimore and Pennsylvania that brought travelers to Claiborne, Maryland, to begin their train ride across the Eastern Shore to Ocean City (Preston 1914; Truitt 1931).

BC&A acquired other lines throughout the Delmarva peninsula, although none was as popular as the Ocean City line. The company was plagued by financial problems and the Pennsylvania Railroad gained controlling interest in 1902; although the line retained the name BC&A. In 1928 the railroad was bought out-right by Pennsylvania Railroad. The line continued to be used by a small gasoline powered train linking Claiborne and Easton until 1931 when all passenger service was discontinued. Occasionally freight trains used the line until the 1960s when they were discontinued (Preston 1914). Today the corridor is utilized by the Delmarva Power and Light Company power lines.

According to Millard C. Fairbank, the Ocean City Flier, as the train was known, seldom stopped in St. Michaels (1960: n.p). The line was referred to as Black Cinders & Ashes because of thick smoke and cinders kicked up from the track as the train went by (Preston 1914: 294). An event celebrated by St. Michaels residents was the passing of the train on Sunday evenings, since there was little else to do in the small town (Fairbank 1960: n.p.). Vacation guides published by BC&A listing their services, mentioned St. Michaels hotels, but did not list the town as a scheduled stop. A local train made stops in St. Michaels throughout the year with service to Easton (Preston 1914: 295).

The geography of St. Michaels is such that its early development and history is linked to the waterways, decreasing its reliance on overland transportation. Railway activity occurring in the area in the mid-to late-nineteenth and early-twentieth century appears to have had little impact on the social and economic development of the town of St. Michaels. The railroad was used primarily for passenger service and was constrained by its routes. The twentieth century transition to truck farming was welcomed by local farmers who could transport their goods more efficiently, no longer having to rely on a railroad company that had financial problems from the beginning (Preston 1914: 294).

Delmarva Power and Light Company power lines run the length of the corridor and visually mark the route of the railroad line. Unfortunately, these power lines also compromise the setting and feeling of the railroad corridor. The once open corridor is cluttered with poles and lines, and vegetation grows along their bases. Several portions have been combined with adjacent properties, and many areas have reverted back to wet lands. The integrity of the railroad is further jeopardized by the lack of materials, workmanship, feeling, and association that has been lost since the train ceased running and the tracks were removed. Residents seem to have related to the depot and passing trains, neither of which remains.

As a discontinuous portion of the entire BC&A Railway line, this segment does not appear notable other than it was a link between Claiborne and Easton. Travelers passed though St. Michaels on their way to Ocean City for a few hours in the sun. The train rarely stopped in St. Michaels before heading back to Claiborne.

The Baltimore, Chesapeake & Atlantic Railway Company corridor within the vicinity of St. Michaels, Maryland, is recommended not eligible for listing in the National Register of Historic Places as a discontinuous segment of the BC&A line from Claiborne to Ocean City

9. Major Bibliographical Reference

Survey No. T-1126

Faribank, Millard C.

1960 I Remember...When 'The Train' Went Trough. *The Sun Sunday Magazine*, 7 August: n.p., Baltimore.

Preston, Dickson J.

1914 *Talbot County: A History*. Tidewater Publishers, Centerville, MD.

Truitt, Charles J.

1931 Railroads on the Eastern Shore. *The Baltimore Sun*, 7 June, n.p., Baltimore.

10. Geographical Data

Acreage of nominated property unknown

Quadrangle name St. Michaels, MD

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

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

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

Verbal boundary description and justification

Due to survey constraints, the boundary justification is only for that portion of the BC&A railroad corridor that travels along the western edge of St. Michaels, Maryland, beginning at Hatton's Garden on the south end of town and running north until it reaches MD33 at the edge of the Strausburg property.

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 Rachel Mancini Assistant Architectural Historical

organization John Milner Associates, Inc.

date July 28, 1998, March 17, 1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703-354-9737

city or town Alexandria

state VA 22312

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
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032
(301-514-7600)

Continuation Sheet

Survey No.: T-1126
Name: Baltimore, Chesapeake,
and Atlantic Railroad Corridor
County: Talbot

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

HISTORIC CONTEXT

Geographic Organization: Eastern Shore

Chronological/Development Period(s): Agricultural-Industrial Transition Period A.D. 1815-1870
Industrial/Urban Dominance Period A.D. 1870-1930

Historic Period Theme(s): Transportation

Resource Type:

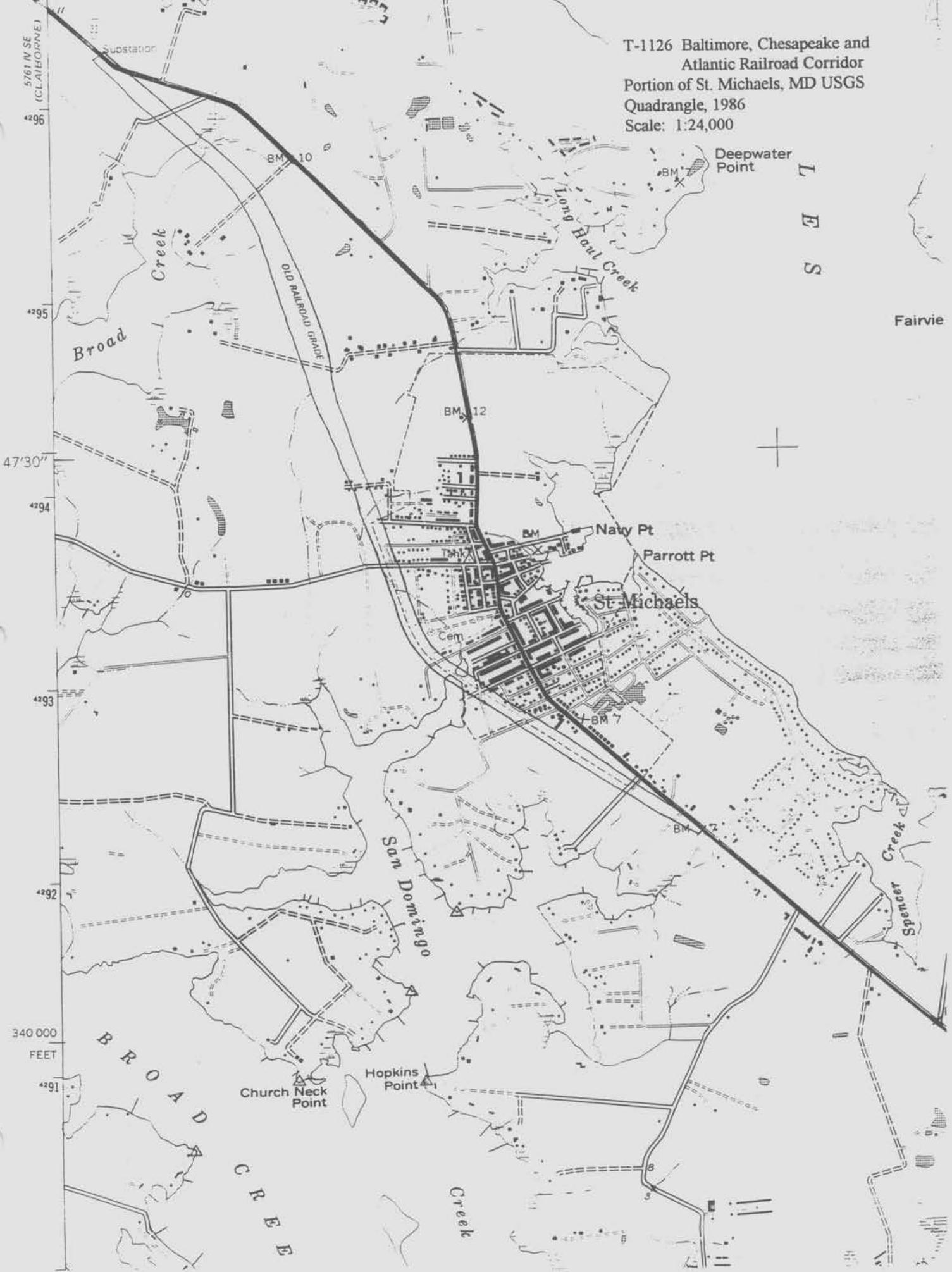
Category: Site

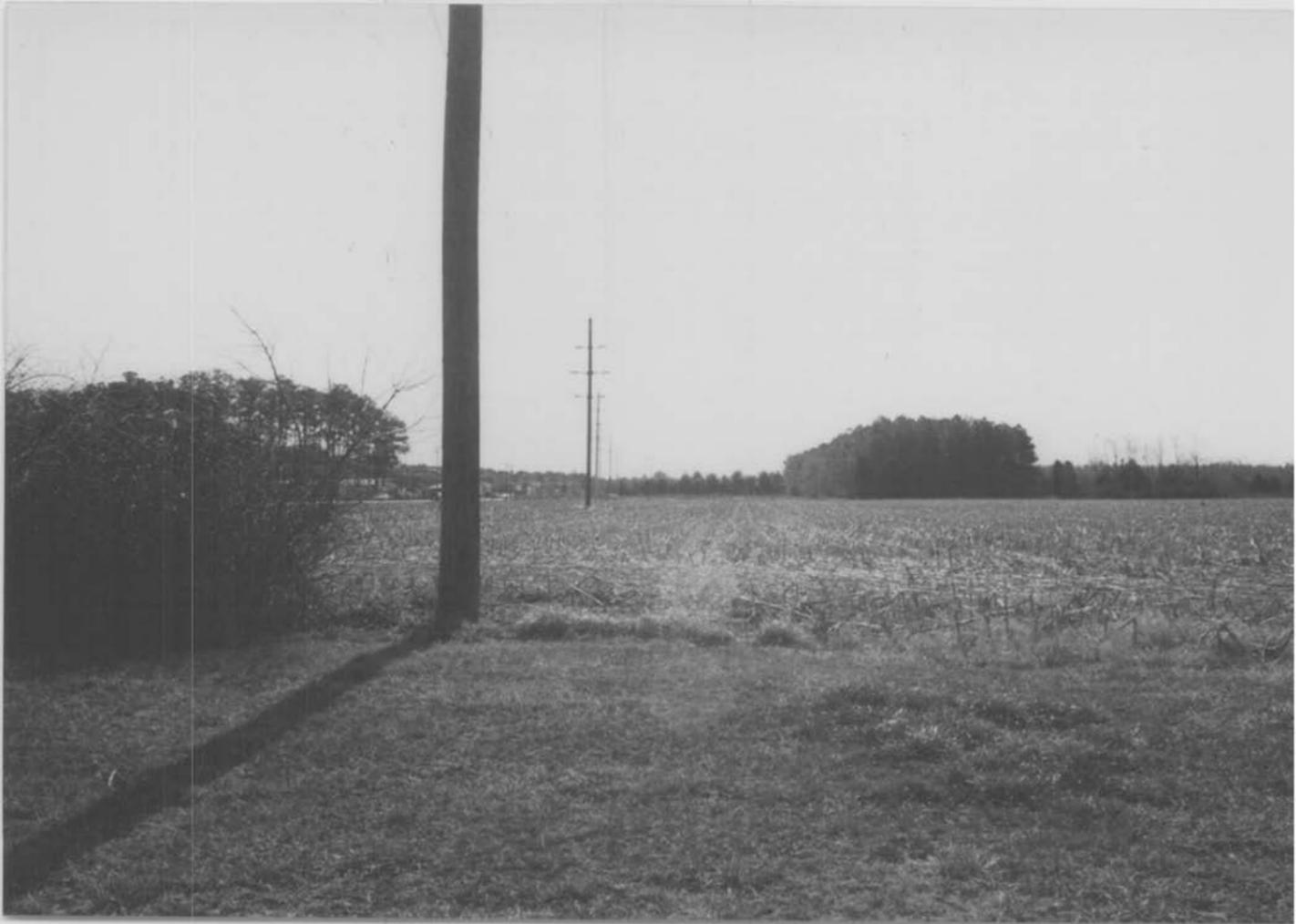
Historic Environment: Village

Historic Function(s) and Use(s): TRANSPORTATION/rail-related

Known Design Source: none

T-1126 Baltimore, Chesapeake and
Atlantic Railroad Corridor
Portion of St. Michaels, MD USGS
Quadrangle, 1986
Scale: 1:24,000





PROTEC2/99<No. 1 >001
280 0788 N N N 3-73 2<0400

M-33
T-1126
BC+A
St. Michaels, Talbot Co. MD
Rachel Mancini
March 17 1999

From Hatton's Grove drive looking
south down old R.R. alignment
(current Delmarva powerline ROW.)

1 of 25



T-1126

Baltimore, Chesapeake, and
Atlantic Railroad Corridor
St. Michaels, Talbot Co., MD

Rachel Mancini

August 5, 1998

negs → MD SHPO

Looking N at the BC + A
corridor from MD Rt. 33
+ Hutton's Garter Ltd drive.

2 of 25

PROTEC8/98<No. 7 >007
790 0682 N N N N NN 2<040>



F-1126

Baltimore, Chesapeake, and
Atlantic Railroad Corridor

St. Michaels, Talbot Co., MD

Rachel Mancini

August 5, 1998

neg's → MD SHPO

Looking N @ BC+A RR

Corridor from MD Rt 33

and Hutton's Garden Ltd drive

FRDTEC8/98<Nov 6 >886
798 8682 H N N N 02 2<848>



M-33

T-1126

BC + A

St. Michaels, Talbot Co., MD

Rachel Mancin

March 17, 1998

PROJEC2/99<No. 1 2002
288 8788 N N N 1 09 2<8488

From Hattori's Garden
looking north

4 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99/NO. 2 1993
288 8798 H N N 14 208488

From Boundary line looking South

5 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Messier

March 17, 1999

From Boundary Lane looking North

6 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

RR tie in Boundary Lane

7 of 25



PROTEC8/98<No.12 >837
785 06** N N N-2 03 2(040)

T-1126

Baltimore, Chesapeake Atlantic
(abandoned) Railroad line

St. Michaels, Talbot Co., MD

Rachel Mancini

August 1, 1998

reg's → MD SHPO

looking NE from Back Creek
Wharf at B&A RR line,
trestle at center of photo

3 of 25



T-1126

Baltimore, Chesapeake and
Atlantic Railroad Corridor
St. Michaels, Talbot Co, MD
Rachel Mancini

August 6, 1998

neg's → MD SHPO

Looking **SE** at R.R bed
from corner of Chew Ave.
+ Tilden St.

9 of 25

PROTEC8/98<No. 8>000
790 0682 N N N N 10 2<040>



Baltimore, Chesapeake
& Atlantic Railway
Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJCT/99<No. 1 >006
280 0738 N N N 18 2<040

From west Chew Ave.
looking South

10 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROTECT/99<No. 2>002
280 0788 N H N 2 01 2<040>

From West Chew Ave.
looking North.

11 of 25



T-1126

Baltimore, Chesapeake, + Atlantic
Railroad Corridor

St. Michaels, Talbot Co., MD

Rachel Mancini

August 6, 1998

neg's - MD SHPO

PROTEC8/98<No. 9 >009
790 0682 N N N N 02 2<040>

Looking NW from the
corner of Chew Ave +
Tilden St at BCTA RR corridor.

12 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROTEC2/99<No. 4>009
280 9788 N N N 1 01 2<0400>

Looking Northwest at RR
trestle at Back Creek

13 of 25



Baltimore Chesapeake +
Atlantic Railway Corridor
M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJECT/99<No. 3>008
280 0788 N.H.H. 2 08 2<0448>

Looking North at RR trestle
at Back Creek

14 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 1 >B1B
280 0288 N N N N-03 2<B4B>

From Grace Street looking
South

15 of 25



Baltimore Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC/99KNO. 2 > 011
280 0788 N N 2 16 2 (040)

From Grace Street looking
North.

16 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 3 2012
268 0788 N N N 2 16 2(048)

file of RR ties at west end of Grace Street
at the corner of Delmarva Power Grace
Street Substation looking northeast

17 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor
M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 4>013
288 8788 N N N 1 22 2<040>

From Railroad Ave. looking
South.

18 of 25



Baltimore, Chesapeake &
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 1 2014
280 0788 N.H.H. 2 12 2 (040)

From Railroad Ave looking North:

19 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROTEC2/99<No. 3 >016
280 0788 N.H.N 2 14 2<040>

Looking South at Railroad tracks
in Railroad Ave. (east set)

20 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

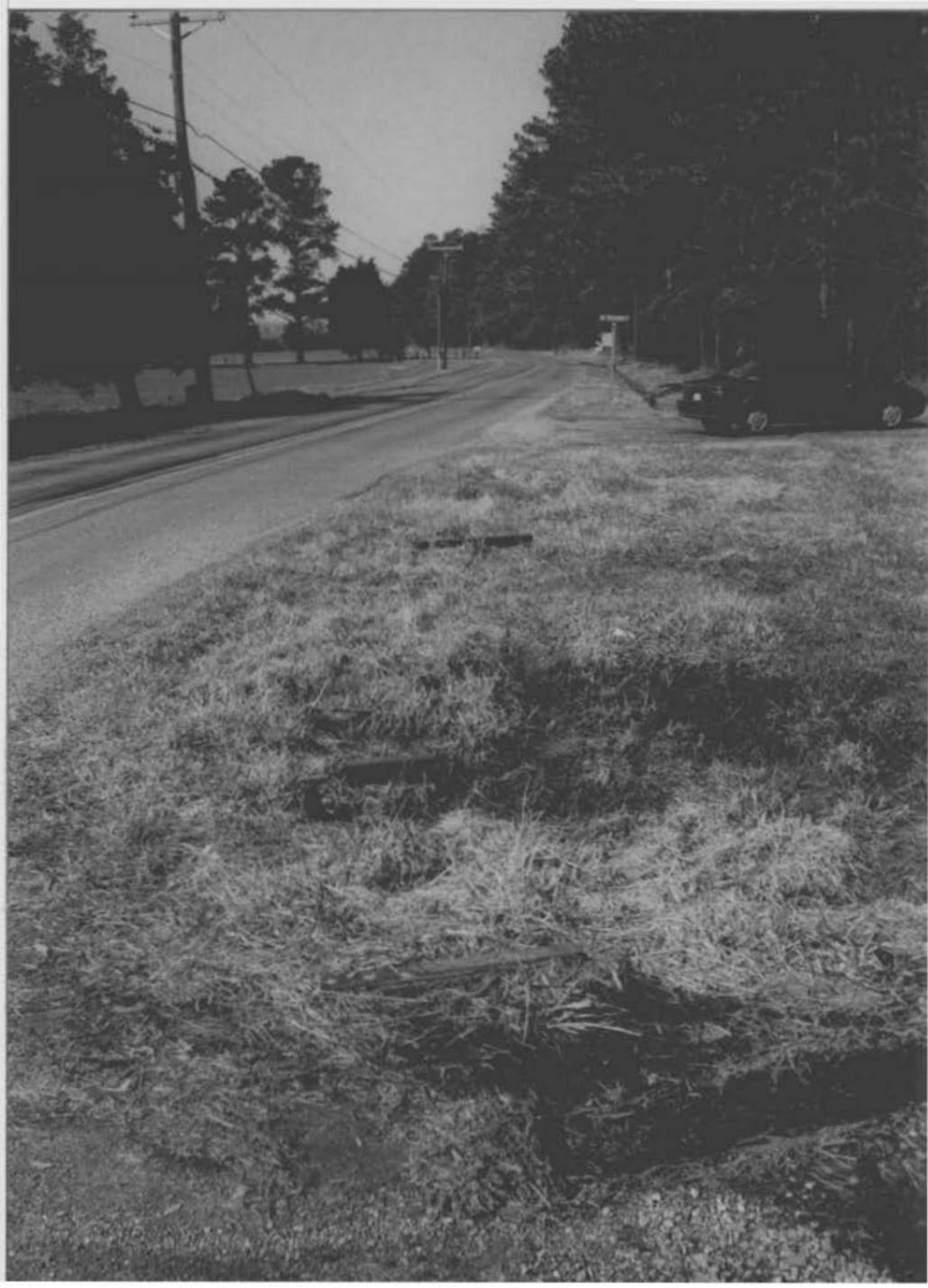
Rachel Mancini

March 17, 1999

PROJEC2/99<No. 2 >015
288 0288 N H H 2-03 2<0400>

Looking South at Railroad
tracks in Railroad Ave. (west set)

21 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 4>017
288 0788 N N N 2 11 2<040>

Looking West at Railroad tracks,
in Railroad Ave. (both sets).

22 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co, MD

Rachel Mancini

March 17 1999

PROJEC2/99<No. 1 2018
280 0288 N N N N 18 2(0400)

From Chester park lane
looking South

23 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M-33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancini

March 17, 1999

PROJEC2/99<No. 2 >019
288 0788 N N N 2 20 2<040>

From Chester Park Lane
looking South

24 of 25



Baltimore, Chesapeake +
Atlantic Railway Corridor

M33

T-1126

St. Michaels, Talbot Co., MD

Rachel Mancin

March 17, 1999

PROTEC/99<No. 3>020
280 8788 N N N 2 12 Z (040)

Railroad ties in Chester Park Lane
looking North.

25 of 25