



November 26, 2014

237127

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

ENTERED
Office of Proceedings
November 26, 2014
Part of
Public Record

Re: *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD, Docket No. AB-590 (Sub No. IX)*

Dear Ms. Brown:

I am enclosing an original and ten (10) copies of the Maryland Transit Administration’s (“MTA”) Verified Notice of Exemption and Petition for Exemption from Conditions Governing Offers of Financial Assistance and Public Use in the above-captioned proceeding.

With respect to the filing fee, we have enclosed a check in the amount of \$3,800 pursuant to 49 C.F.R. § 1002.2(f)(21)(ii). However, the MTA is seeking a waiver of the filing fee based on the fact that it is a local government entity filing the Notice of Exemption on behalf of the general public. See 49 C.F.R. §1002.2(e); *Regulations Governing Fees For Services Performed In Connection With Licensing And Related Services--Policy Statement* , STB Ex Parte No. 542 (Sub-No. 6) (Service Date December 6, 2000). Specifically, 49 C.F.R. 1002.2(e)(1) states that “[f]iling fees are waived for application and other proceedings which is filed by...a state or local government agency.”

MTA is a state government agency filing the request on behalf of the general public. Accordingly, MTA requests that the filing fee submitted with the Notice of Exemption be waived and a refund issued to MTA.

Please date stamp the extra copy and return to our messenger. Please note that a CD is enclosed.

Sincerely,


Charles A. Spitulnik
Counsel for the Maryland Transit Administration

FEE RECEIVED
November 26, 2014
Surface Transportation Board

cc: Byron Smith

**BEFORE THE
SURFACE TRANSPORTATION BOARD
Washington, DC**

Docket No. AB 590 (Sub-No. 1X)

**MARYLAND TRANSIT ADMINISTRATION
– ABANDONMENT EXEMPTION –
IN SOMERSET COUNTY, MD**

VERIFIED NOTICE OF EXEMPTION

Communications with respect to this document
should be addressed to:

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Counsel for Maryland Transit Administration

Dated: November 26, 2014

**BEFORE THE
SURFACE TRANSPORTATION BOARD
Washington, DC**

Docket No. AB 590 (Sub-No. 1X)

**MARYLAND TRANSIT ADMINISTRATION
– ABANDONMENT EXEMPTION –
IN SOMERSET COUNTY, MD**

VERIFIED NOTICE OF EXEMPTION

The Maryland Transit Administration, a political subdivision of the State of Maryland and a non-carrier (“MTA”), hereby submits this Verified Notice of Exemption pursuant to 49 C.F.R. Part 1152, Subpart F, for an exempt abandonment of an approximately 14.57 mile line of railroad in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan MP 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan MP 16.3 near Crisfield, Maryland (the “Line”). The U.S. Postal Service Zip Codes traversed by the Line are 21817, 21838, and 21871. A map of the Line and project area is attached as **Exhibit A**. The Line constitutes a majority of the right-of-way known as the Crisfield Secondary Track, designated as Line Code 1242 and USRA Line No. 163 in the United States Railway Association’s Final System Plan for Restructuring Railroads in the Northeast and Midwest Region Pursuant to the Regional Rail Reorganization Act of 1973 (1975) (“Final System Plan”), vol. I, p. 305, and vol. II, p. 131, attached as excerpted at **Exhibit B**.

Under the Final System Plan the Line was among those expressly excluded from transfer to the Consolidated Rail Corporation (“Conrail”) or another profitable railroad, and instead was approved for abandonment and made available for public subsidy or acquisition. Final System Plan, vol. I, p. 369 (see **Exhibit B**). Although the Final System Plan identified the Line as being the subject of an interim application for abandonment under Section 304(d) of the Regional Railroad Reorganization Act of 1973, Pub. L. 93-236, 87 Stat. 985 (formerly codified at 45 U.S.C. 741 *et seq.*) (“3R Act”), no available records indicate that abandonment was consummated through notice to State and local governments, as required under the 3R Act. See 3R Act, Section 304(a), (b), codified as amended at 45 U.S.C. 744(a), (b). Instead, in an effort to preserve the Line for potential reinstatement of freight rail service, the State sought to acquire the Line after service was terminated. See Interstate Commerce Commission, *Evaluation of Eight Light-Density Rail Lines in Maryland*, 42 Fed. Reg. 20396, 20402-06 (Apr. 19, 1977), attached as excerpted at **Exhibit C**. In 1982, the State acquired the Line and several other light-density lines on Maryland’s Eastern Shore from the Penn Central Corporation, successor to Penn Central and the Penndel Company. Deed, January 8, 1982, a copy of which is attached at **Exhibit D**.¹ MTA has preserved the inactive right-of-way since that time.

MTA has recently been engaged in discussions with Somerset County (the “County”) concerning the use of the Line for trail purposes. MTA and the County agree that, given the longtime lack of demand for rail service on the Line and the County’s interest in providing public recreational opportunities to its residents, it would be desirable to make interim use of the

¹ Because MTA acquired the Line after it had been approved for abandonment, it was exempted from the requirement for MTA to seek ICC authority to acquire the Line. See *Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, I.C.C. Finance Docket No. 28990F, 46 Fed. Reg. 37702, 37704 (July 22, 1981); 49 C.F.R. Part 1150, Subpart C. Similarly, pursuant to the same regulations, MTA is exempt from the STB’s requirements for seeking abandonment authority. However, in order to make clear MTA’s intent to abandon, and provide an opportunity to preserve the right-of-way for the potential reactivation of freight service by railbanking the Line, MTA is submitting this Notice of Exempt Abandonment.

Line for trail purposes. MTA and the County are also negotiating with Delmarva Power, which seeks to use the Line's right-of-way for a new electric transmission line. Neither creation of a trail or installation of electricity transmission lines will substantially change the character of the right-of-way, nor will they prevent potential future reactivation of freight rail service.

The information required by 49 C.F.R. § 1152.50 follows:

1. Proposed Consummation Date: January 15, 2015.
2. Certification required by 49 C.F.R. § 1152.50(b): Applicant's certifications regarding movement and rerouting of traffic on the Line and formal complaints regarding cessation of service is attached at **Exhibit E**.

3. Information required by 49 C.F.R. § 1152.22(a)(1):

The exact name of MTA, along with MTA's address, is:

Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202

4. Information required by 49 C.F.R. § 1152.22(a)(2): MTA is not a common carrier by railroad. MTA acquired the Line after it had been approved for abandonment under the Final System Plan. Because MTA acquired the Line after it had been approved for abandonment, it was exempted from the need to seek ICC authority to acquire or abandon the Line. *See* 49 C.F.R. Part 1150, Subpart C.

5. Information required by 49 C.F.R. § 1152.22(a)(3): MTA seeks to abandon any residual common carrier obligation associated with the Line.

6. Information required by 49 C.F.R. § 1152.22(a)(4): A detailed map of the Line and the surrounding area is attached hereto as **Exhibit A**.

7. Detailed statement of reasons for filing the application as required by 49 C.F.R.

§ 1152.22(a)(6): While exempt from the Board's abandonment procedures pursuant to 49 C.F.R. Part 1150, Subpart C, in order to make clear MTA's intent to abandon, and to provide an opportunity to preserve the right-of-way for the potential reactivation of freight service through the Board's railbanking procedures, MTA seeks abandonment of any residual common carrier obligation that is still associated with the Line.

8. Information required by 49 C.F.R. § 1152.22(a)(7): Applicant's representatives to whom correspondence should be sent are:

Charles A. Spitulnik
Allison I. Fultz
Christian L. Alexander
KAPLAN KIRSCH & ROCKWELL
1001 Connecticut Avenue N.W.
Suite 800
Washington, D.C. 20036
(202) 955-5600
cspitulnik@kaplankirsch.com
afultz@kaplankirsch.com
calexander@kaplankirsch.com

9. Information required by 49 C.F.R. § 1152.22(a)(8): The Line traverses U.S. Postal Service Zip Codes 21817, 21838, and 21871.

10. Information required by 49 C.F.R. § 1152.22(e)(4): The abandonment proposed in this proceeding will permit the Line to be used for the public benefit. MTA has recently been engaged in discussions with Somerset County (the "County") concerning the use of the Line for trail purposes. MTA and the County agree that, given the longtime lack of demand for rail service on the Line and the County's interest in providing public recreational opportunities to its residents, it would be desirable to make interim use of the Line for trail purposes. MTA and the County are also negotiating with Delmarva Power, which seeks to use the Line's right-of-way

for a new electric transmission line. Neither creation of a trail or installation of electricity transmission lines will substantially change the character of the right-of-way, nor will they prevent potential future reactivation of freight rail service.

Applicant is not aware of any restrictions on title that would affect the use of the line for other than rail purposes.

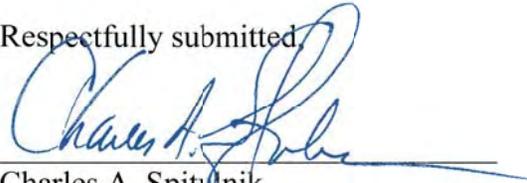
11. The level of labor protection: There is no existing freight service on the Line, so no rail employees will be adversely affected by this transaction. The interests of railroad employees will be protected in accordance with the conditions set forth in *Oregon Short Line R. Co. – Abandonment*, 360 I.C.C. 91 (1979).

12. Compliance with notice and service requirements of 49 C.F.R. §§ 1105.7, 1105.8, 1105.9, 1105.11, 1105.12: MTA's Combined Environmental and Historic Report (49 C.F.R. §§ 1105.7, 1105.8), and agency responses, are attached at **Exhibit F**. A certificate of service of the Combined Environmental and Historic Report (49 C.F.R. § 1105.11) to the appropriate agencies, including to the appropriate State Historic Preservation Officer (49 C.F.R. § 1105.8) and State coastal zone manager (49 C.F.R. § 1195.9) is attached at **Exhibit G**. Certification that a notice of the proposed abandonment was published in a local newspaper of general circulation (49 C.F.R. § 1105.12) is attached at **Exhibit H**.

13. Compliance with the notice and service requirements of 49 C.F.R. 1152.50(d)(1): A certificate of service to the agencies listed under 1150.50(d)(1) is attached at **Exhibit I**.

14. A draft Federal Register notice is attached as **Exhibit J**.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Charles A. Spitulnik", with a long horizontal flourish extending to the right.

Charles A. Spitulnik

Allison I. Fultz

Christian L. Alexander

KAPLAN KIRSCH & ROCKWELL

1001 Connecticut Avenue N.W.

Suite 800

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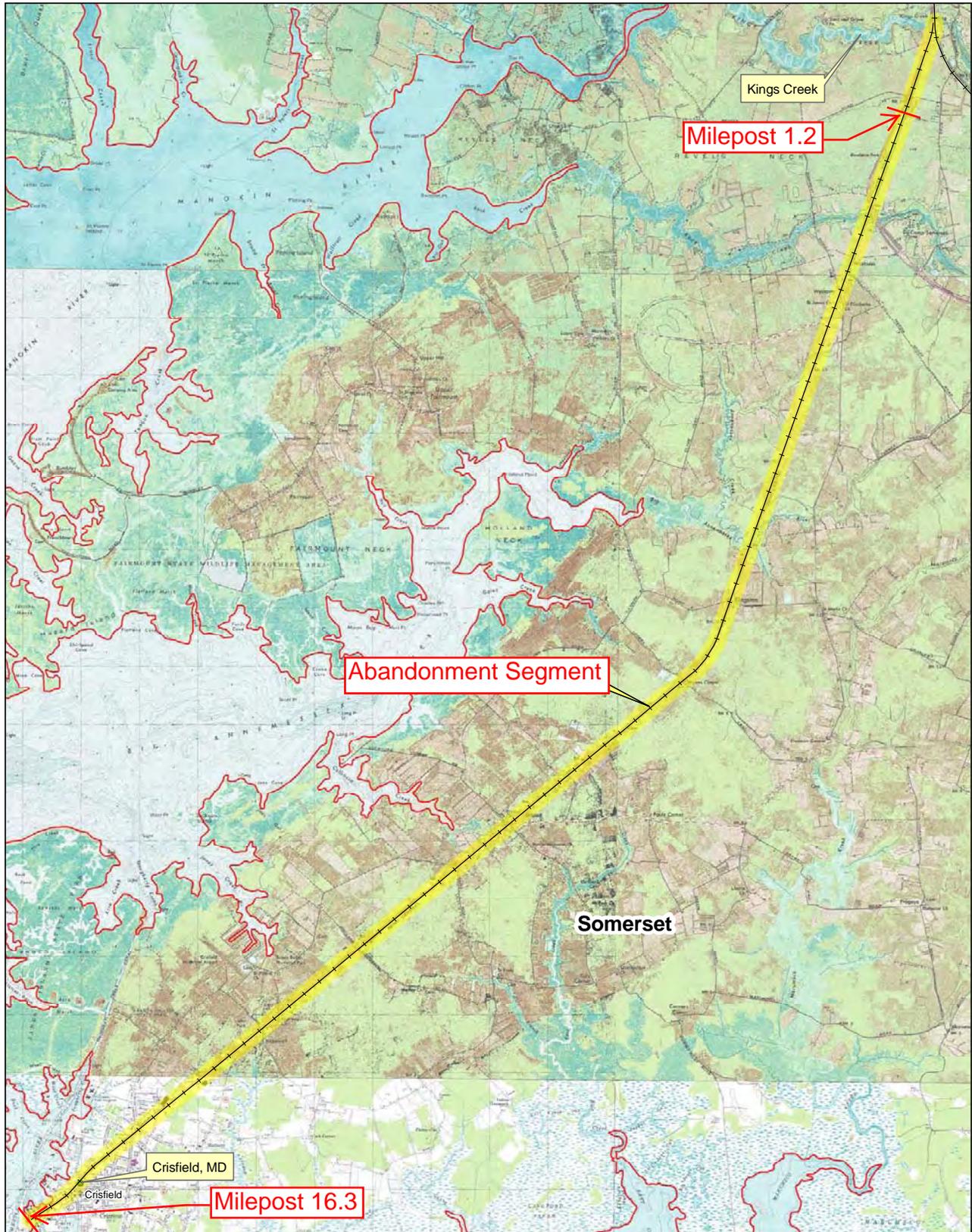
calexander@kaplankirsch.com

Counsel for Maryland Transit
Administration

EXHIBIT A

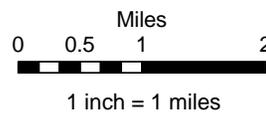
MAP OF THE LINE

[attached hereto]



Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 June 2010

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



Legend	
	Rail line
	County/state line

EXHIBIT B

FINAL SYSTEM PLAN EXCERPTS

[attached hereto]

INTERESTS DESIGNATED TO THE PROVIDENCE & WORCESTER

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
PROJECT: PW 2 OFFERING PRICE \$35,317						
SYSTEM: PENN CENTRAL TRANSPORTATION CO.						
TRANSFEROR: NORWICH & WORCESTER R. R. CO.						
4227	AUBURN, MASS	HOPE AVENUE	66.0	68.5	NORWICH BR	LINE TO PW
4227	HOPE AVENUE	WORCESTER	68.5	70.8	NORWICH BR	LINE TO PW

PROJECT: PW 40 OFFERING PRICE \$31,949

SYSTEM: PENN CENTRAL TRANSPORTATION CO.

TRANSFEROR: PENN CENTRAL TRANSPORTATION CO.

4264	HILL	MA/CONN LINE	0.5	2.0	SOUTHBRIDGE SEC	LINE TO PW
4264	MA/CONN LINE	CONN/MA LINE	2.0	5.4	SOUTHBRIDGE SEC	LINE TO PW
4264	CONN/MA LINE	SOUTHBRIDGE	5.4	11.1	SOUTHBRIDGE SEC	LINE TO PW

INTERESTS DESIGNATED TO THE SOUTHEEN

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
PROJECT: SO 4						
SYSTEM: PENN CENTRAL TRANSPORTATION CO.						
TRANSFEROR: DELAWARE R. R. CO.						
122A	PORTER	SEAFORD	14.4	84.1	DELMARVA BR	LINE TO SOU
122B	SEAFORD	DELMAR	84.1	97.3	SEAFORD SEC	LINE TO SOU
1228	WEST YARD	FARK	0.0	0.8	WEST WILM TK	LINE TO SOU
1228	BRIDGE	PORTER	0.0	14.4	NEW CASTLE SEC	LINE TO SOU
1229	BANK	FARNHURST	2.1	4.1	NEW CASTLE IND	LINE TO SOU
1229	FARNHURST	N CASTLE	4.1	6.2	NEW CASTLE IND	LINE TO SOU
1229	N CASTLE	N CASTLE TASKER	6.2	6.6	NEW CASTLE IND	LINE TO SOU
1231	TCWNSEND	DL/MD ST LINE	0.0	5.2	CENTREVILLE SEC	LINE TO SOU
1231	DL/MD ST LINE	CENTREVILLE	5.2	35.1	CENTREVILLE SEC	LINE TO SOU
1232	MASSEY	MASSEY	0.0	0.5	CHESTERTOWN SEC	LINE TO SOU
1233	CLAYTON	DL/MD ST LINE	0.0	13.7	OXFORD SEC	LINE TO SOU
1233	DL/MD ST LINE	EASTON	13.7	44.0	OXFORD SEC	LINE TO SOU
1240	SEAFORD	SCU STATES COOP	0.0	1.2	CAMBRIDGE SEC	LINE TO SOU
1240	SCU STATES COOP	GEN MILLS	1.2	2.3	CAMBRIDGE SEC	LINE TO SOU
1240	GEN MILLS	DL/MD ST. LINE	2.3	5.7	CAMBRIDGE SEC	LINE TO SOU
1240	DL/MD ST LINE	CAMBRIDGE	5.7	32.9	CAMBRIDGE SEC	LINE TO SOU
1265	CLAYTON	SHYRNA	0.0	1.3	SHYRNA TRACK	LINE TO SOU

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

1235	HARRINGTON	GEORGETOWN	0.0	23.9	D6MV SEC TK	LINE TO SOU
1236	GEORGETOWN	INDIAN RIVER	0.0	12.8	SNOW HILL SEC	LINE TO SOU
1236	INDIAN RIVER	DL/MD ST LINE	12.8	19.2	SNOW HILL SEC	LINE TO SOU
1236	DL/MD ST LINE	SNOW HILL	19.2	42.0	SNOW HILL SEC	LINE TO SOU
1237	GEORGETOWN	LEWES	23.9	38.0	REHOBOTH RING TK	LINE TO SOU
1238	ELLENDALE	HILTON	0.0	6.8	HILTON TK	LINE TO SOU

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.

1221	BELL	BRIDGE	0.0	3.6	SHELLPOT BRANCH	LINE TO SOU/TR TO CRC
1221	BRIDGE	RAGAN	3.6	7.0	SHELLPOT SEC	LINE TO SOU/TR TO CRC
1223	DAVIS	PORTER	0.0	6.6	DELMARVA (N&D) BR	LINE TO SOU
1230	PORTER	RYEOLD	6.6	10.6	N&D RING TK	LINE TO SOU

TRANSFEROR: PENNDEL CO.

122C	DELMAR	FRUITLAND	0.0	9.7	POCOMOKE SEC	LINE TO SOU
122C	FRUITLAND	ECCOMOKE	9.7	31.5	POCOMOKE SEC	LINE TO SOU
122C	POCOMOKE	MD/VA ST LINE	31.5	35.8	POCOMOKE SEC	LINE TO SOU
122C	MD/VA ST LINE	CAPE CHARLES	35.8	95.0	POCOMOKE SEC	LINE TO SOU
1242	KINGS CREEK	KINGS CREEK	0.0	1.2	CRISFIELD SEC	LINE TO SOU
1264	NORFOLK	NORFOLK	0.0	1.0	LITTLE CREEK TK	LINE TO SOU
1264	CAMDEN HTS	LITTLE CREEK	4.2	6.7	LITTLE CREEK TK	LINE TO SOU

INTERESTS DESIGNATED TO CONRAIL IF THEY ARE NOT ACCEPTED BY PROFITABLES

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTEREST
TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.						
1221	BELL	BRIDGE	0.0	3.6	SHELLPOT BRANCH	LINE TO CRC
1221	BRIDGE	PAGAN	3.6	7.0	SHELLPOT SEC	LINE TO CRC
1223	DAVIS	PORTER	0.0	6.6	DELMARVA (ND&C) BR	LINE TO CRC
1230	PORTER	REYBELD	6.6	10.6	ND&C RING TK	LINE TO CRC

TRANSFEROR: PHILA., BALTO. & WASH. R. R. CO.						
2234	EAST WERTON	CHESTER *HS*	3.0	22.0	NEW CUMBERLAND BR	LINE TO CRC
8222	MILL	HAMILTON	16.4	30.7	RICHMOND BR	LINE TO CRC
8222	HAMILTON	OLD RIVER JCT	30.7	31.5	RICHMOND BR	LINE TO CRC
8222	EATON	CH/IN ST LINE	57.4	68.5	RICHMOND BR	LINE TO CRC
8222	CH/IN ST LINE	GLEN	68.5	72.1	RICHMOND BR	LINE TO CRC
8222	GLEN	GLFN	72.1	72.4	RICHMOND BR	LINE TO CRC
8222	NEW CASTLE	NEW CASTLE	100.5	104.1	RICHMOND BR	LINE TO CRC

TRANSFEROR: PGH., YOUNGSTOWN & ASHTABULA RY. CO.						
2436	WALFORD	WALFORD	3.4	4.3	WALFORD SEC	LINE TO CRC
2436	WALFORD	WALFORD	4.3	4.7	WALFORD SEC	LINE TO CRC

TRANSFEROR: PENN CENTRAL TRANSPORTATION CO.						
1330	SUNBURY KASE	SUNBURY BANKS	0.1	1.9	W/EARPE FRT CONN	LINE TO CRC
1331	HAGERSTOWN	POTOMAC R.	74.8	82.1	WINCHESTER SEC	LINE TO CRC
2252	SOUTH DUQUESNE	MCKESSPORT	0.0	1.0	MCKESSPORT BR	LINE TO CRC
2331	BERWICK, PA	BERWICK, PA	38.1	38.5	WATSONTOWN SEC	LINE TO CRC
3633*	CLYDE	CLYDE	256.7	257.7	NORWALK BR	LINE TO CRC
3633*	CLYDE	CLYDE	257.7	258.5	NORWALK BR	LINE TO CRC
3633*	CLYDE	FREMONT	258.5	265.5	NORWALK BR	LINE TO CRC
3633*	FREMONT	FREMONT	265.5	268.0	NORWALK BR	LINE TO CRC
3633*	FREMONT	FREMONT	268.0	269.0	NORWALK BR	LINE TO CRC
3635	PALMYRA	LENAWEE JCT	322.4	324.5	VULCAN OLD ROAD	LINE TO CRC
3640	LENAWEE JCT	CLINTON	0.0	13.6	CLINTON BR	LINE TO CRC
4733	ROTTERDAM JCT	S AMSTERDAM	159.5	165.0	WEST SHORE	LINE TO CRC
8123	POINT PLEASANT	POINT PLEASANT	69.0	69.6	KANAWHA SEC	LINE TO CRC
8123	POINT PLEASANT	RED HOUSE	69.6	98.8	KANAWHA SEC	LINE TO CRC
8123	RED HOUSE	NITRO	58.8	108.5	KANAWHA SEC	LINE TO CRC
8123	NITRO	GAULFY BRIDGE	108.5	162.9	KANAWHA SEC	LINE TO CRC
8123	GAULFY BRIDGE	SWISS	162.9	173.1	SWISS RING TK.	LINE TO CRC
8138	CHARLESTON	CHARLESTON B&O	0.0	0.5	HITOP SEC	LINE TO CRC
8138	BLUE CREEK	BLUE CREEK	12.6	13.4	VIA RD	LINE TO CRC
8138	BLUE CREEK	ACUP	13.4	26.5	HITOP SEC	LINE TO CRC
8141	PETERS JCT	CORNELIA MINE	0.0	13.9	PETERS CREEK BR	LINE TO CRC

TRANSFEROR: PENNDEL CO.						
1220	DELMAR	FRUITLAND	0.0	9.7	POCOMOKE SEC	LINE TO CRC
1220	FUITLAND	POCOMOKE	9.7	31.5	POCOMOKE SEC	LINE TO CRC
1242	KINGS CREEK	KINGS CREEK	0.0	1.2	CRISFIELD SEC	LINE TO CRC

TRANSFEROR: PENNDEL CO.						
1331	POTOMAC R.	MD/WV STATE LINE	82.1	82.3	WINCHESTER SEC	LINE TO CRC
1331	MD/WV LINE	MARTINSBURG	82.3	92.5	WINCHESTER SEC	LINE TO CRC
1331	MARTINSBURG	WV/VA LINE	92.5	106.6	WINCHESTER SEC	LINE TO CRC
1331	WV/VA ST LINE	WINCHESTER	106.6	115.9	WINCHESTER SEC	LINE TO CRC

TRANSFEROR: BALTIMORE & EASTERN RAILROAD						
1239	SALISBURY	SALISBURY	40.8	42.1	MARDELLA TK	LINE TO CRC
1239	SALISBURY	SALISBURY	42.1	42.7	MARDELLA TK	LINE TO CRC
1239	SALISBURY	PERDUE SIDING	42.7	45.7	MARDELLA TK	LINE TO CRC
1239	BERLIN	BERLIN	64.0	65.2	DCGAN CITY TK	LINE TO CRC
1267	SALISBURY	MILL STREET	0.0	0.6	MILL STREET TK	LINE TO CRC

SYSTEM: READING COMPANY

TRANSFEROR: DELAWARE & BOUND BROCK RAILROAD						
0348	W TRENTON	W TRENTON	32.6	32.8	TRENTON BRANCH	LINE TO CRC
0348	W TRENTON	TRENTON	32.8	36.2	TRENTON BRANCH	LINE TO CRC
0348	TRENTON	TRENTON	36.2	36.4	TRENTON BRANCH	LINE TO CRC

TRANSFEROR: EAST PENNSYLVANIA RAILROAD						
0312	READING PIKE	ALLENTOWN BURN	1.1	35.4	FAST PENN BR	LINE TO CRC

TRANSFEROR: NORTH PENNSYLVANIA RAILROAD						
0301	WILLOW STREET	TAROR JCT	0.0	5.9	RETHLESH BR	LINE TO CRC
0323	FAIRLESS JCT	MCPHISVILLE	0.0	6.6	MCPHISVILLE BR	LINE TO CRC

* SEE DESCRIPTION OF COORDINATION PROJECT NW-643A AND ANALYSIS OF LIGHT DENSITY LINES #643 AND #643A.

Public Comments on Preliminary System Plan

The Maryland DOT, in its Railroad Planning Project, stated "This line cannot sustain itself financially under present traffic conditions, and abandonment of operations appears inevitable. However, to allow for possible future conversion of the Delmarva Power and Light generating plant in Vienna back to coal, the right-of-way of this line should be maintained intact."

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$59,512
Average revenue per carload.....	\$361
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	83,481
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost.....)	28,062
Cost incurred beyond the branch line.....	33,553
<hr/>	
Total variable (avoidable) cost.....	145,096
<hr/>	
Net contribution (Loss) : total.....	(85,584)
Average per carload.....	(519)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,336 crossties (an average of 592 crossties per mile).

Service to this line generated a loss of \$85,584 in 1973. Recovery of this loss would require approximately a four fold increase in traffic or a 144-percent rate increase.

Disposition

The portion of the Preston Industrial Track from Milepost 16.2 to Milepost 17.0 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 151 carloads or approximately 92 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Preston Industrial Track from Milepost 17.0 to Milepost 26.9 is *not* designated for

transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WILLARD'S SECONDARY TRACK

USRA Line No. 156

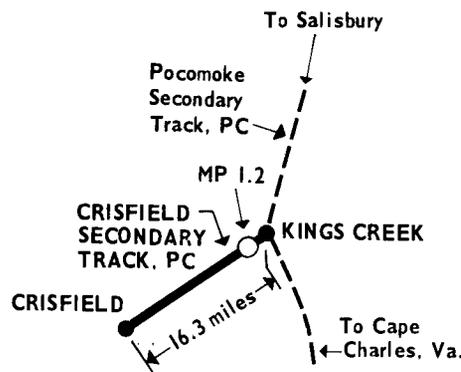
Penn Central

This portion of the Willard's Secondary Track, extending from *Salisbury* (Milepost 42.7) to *east of Salisbury, Md.* (Milepost 45.7), a distance of 3.0 miles, in Wicomico County, Md., a line which was recommended for inclusion on page 493 of the Preliminary System Plan, shall be offered for sale to the Southern Railway, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

CRISFIELD SECONDARY TRACK

USRA Line No. 163

Penn Central



The Crisfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Kings Creek* (Milepost 0.0) to *Crisfield, Md.* (Milepost 16.3), a distance of 16.3 miles, in Somerset County, Md. At Kings Creek, this line connects with the Pocomoke Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Westover	3
Kingston	2
Marion	8

MARYLAND
676

132

Crisfield -----	52
Kings Creek ¹ -----	315
<hr/>	
Total carloads generated by the line -----	380
Average carloads per week -----	7.3
Average carloads per mile -----	23.3
Average carloads per train -----	9.5
1973 operating information:	
Number of round trips per year -----	40
Estimated time per round trip (hours) -----	5.0
Locomotive horsepower -----	1,200
Train crew size -----	4

¹ Includes only shippers on this segment.

\$162,780 in costs with a resulting loss of \$134,114. Recovery of costs would require approximately a sixfold increase in traffic or a 468-percent rate increase over 1973 levels.

Disposition

The portion of the Crisfield Secondary Track from Milepost 0.0 to Milepost 1.2 shall be offered for sale to the Southern Ry., a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Crisfield Secondary Track from Milepost 1.2 to Milepost 16.3 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

Public Comments on Preliminary System Plan

The first 1.2-mile segment of this line west from Kings Creek to Milepost 1.2 has been reassessed by USRA and recommended for inclusion in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC -----	\$239,267
Average revenue per carload -----	\$630
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line -----	126,831
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) -----	25,320
Cost incurred beyond the branch line -----	153,262
<hr/>	
Total variable (avoidable) cost -----	305,143
<hr/>	
Net contribution (loss) : total -----	(66,146)
Average per carload -----	(174)

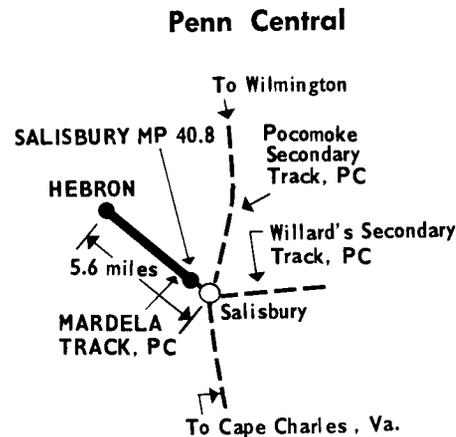
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,150 crossties (an average of 255 crossties per mile).

Information received from Chesapeake Foods at Kings Creek indicated 442 cars in 1973. Association staff verified the existence of 315 carloads in 1973 and the 1.2 miles at Kings Creek was reanalyzed.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.2 (serving shippers at Kings Creek who generated 315 carloads in 1973) would generate \$210,600 in revenue and \$149,660 in costs with a resulting contribution of \$60,939.

Service to the remainder of the line (from Milepost 1.2 to Milepost 16.3 serving shippers at Westover, Kingston, Marion, and Crisfield who generated 65 carloads in 1973) would generate \$28,667 in revenue and

MARDELA TRACK
USRA Line No. 676



The Marдела Track extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of 5.6 miles, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Willard's Secondary Track of the PC (see Line No. 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron -----	825
Salisbury ¹ -----	45
<hr/>	
Total carloads generated by the line -----	870
Average carloads per week -----	16.7
Average carloads per mile -----	155.4
Average carloads per train -----	7.0

See footnote at end of table.

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.	USRA Docket No.	Applicant	Termini	USRA Segment No.
MARYLAND				MICHIGAN—Continued			
75-91...	Penn Central...	North of Frederick (Milepost 65.0) to Frederick (Milepost 68.8).	199	75-58...	Penn Central...	Indiana-Michigan state line (Milepost 146.4) to Sturgis (Milepost 148.9). Sturgis (Milepost 150.5) to Wasepi (Milepost 159.6).	456/457/ 458
75-105...	Penn Central...	Kings Creek (Milepost 1.25) to Crisfield (Milepost 16.7).	163	75-60...	Penn Central...	Ostego (Milepost 52.7) to Lamar (Milepost 91.5).	463a, 463b, 463c
MASSACHUSETTS				75-69...	Penn Central...	Hillsdale (Milepost 360.7) to Osseo (Milepost 356.4).	396
75-21...	Penn Central...	North Falmouth (Mile- post 6.7) to Fal- mouth (Milepost 13.8).	23/24	75-74...	Penn Central...	Oakman Spur at Dearborn (Milepost 0.0 to Milepost 1.48).	436
75-28...	Penn Central...	Stoughton (Milepost 4.4) to Easton (Milepost 10.0).	25	75-87...	Penn Central...	Walton Junction (Milepost 0.0) to Traverse City (Milepost 25.5).	470
75-32...	Penn Central...	Webster (Milepost 0.5) to Southbridge (Milepost 11.1).	40	75-90...	Penn Central...	Gaylord (Milepost 120.4) to Mackinaw City (Milepost 182.7).	441
75-72...	Penn Central...	Riverside (Milepost 0.0) to Newton Lower Falls (Milepost 1.4).	3	75-99...	Penn Central...	Charlotte (Milepost 34.8) to Hastings (Milepost 60.6).	451/452/ 453
75-80...	Penn Central...	Zylonite (Milepost 15.44) to North Adams (Milepost 18.13).	10/10a/11	75-119...	Penn Central...	Richland (Milepost 0.0) to Doster (Milepost 8.13). Parchment (Milepost 42.29) to Richland Junction (Milepost 36.03).	464/465
75-114...	Penn Central...	Millbury Junction (Milepost 0.0) to Millbury (Milepost 2.8).	6	75-147...	Penn Central...	Fort Wayne Junction (Milepost 71.0) to Horton (Milepost 85.7).	404
75-125...	Penn Central...	Readville (Milepost 0.0) to Dedham (Milepost 2.2).	26	NEW JERSEY			
75-132...	Penn Central...	Westdale (Milepost 0.0) to East Bridge- water (Milepost 1.9).	19	75-124...	Penn Central...	Penndel Branch No. 2 at Delair (Valuation Station 0+00 to Valuation Station 4+40) and (Valua- tion Station 0+00 to Valuation Station 9+00).	170
75-135...	Penn Central...	Plymouth Secondary Track at Plymouth (Milepost 27.1 to Milepost 27.3).	16	NEW YORK			
75-149...	Penn Central...	Cabot (Milepost 13.5) to Cook Street (Milepost 14.1).	34	75-11...	Penn Central...	Kingston (Milepost 2.9) to Bloomville (Milepost 86.3).	137
MICHIGAN				75-25...	Penn Central...	Herkimer (Milepost -0.3) to Poland (Milepost 16.9).	77
75-26...	Penn Central...	Lenawee Junction (Milepost 0.0) to Ida (Milepost 19.8).	391				
75-33...	Penn Central...	Hudson (Milepost 29.9) to Ackerson Lake (Milepost 4.6).	530a, 530b				
75-57...	Penn Central...	Cedar Springs (Mile- post 257.9) to Mackinaw City (Milepost 459.8).	454, 454a				

EXHIBIT C

INTERSTATE COMMERCE COMMISSION 1977 REPORT EXERPTS

[attached hereto]

INTERSTATE COMMERCE COMMISSION

EVALUATION OF EIGHT LIGHT-DENSITY RAIL LINES IN MARYLAND

The Rail Services Planning Office of the Interstate Commerce Commission is publishing herewith the results of evaluations of eight light-density rail lines in Maryland. These evaluations were performed at the request of the State of Maryland, which was made pursuant to section 205(e) (2) of the Regional Rail Reorganization Act of 1973, as amended, 45 U.S.C. 701.

ROBERT L. OSWALD,
Secretary.

PREFACE

On April 15, 1976, the State of Maryland exercised its right under section 205(e) (2) of the Regional Rail Reorganization Act of 1973, as amended, to request that the Rail Services Planning Office of the Interstate Commerce Commission evaluate the economic viability of eight light-density lines within the State of Maryland. These lines were excluded from the restructured rail system which resulted from the implementation of the Final System Plan of the United States Railway Association. Since the State of Maryland made its request, the Office has conducted a comprehensive study of each of the eight lines. The findings which have resulted from that study are contained in this report.

Many individuals and organizations went to considerable trouble to develop relevant facts and estimates necessary for the completion of this work. We are grateful to them all and wish that we could mention every one by name. We do want to express special appreciation to Charles H. Smith, David A. Wagner, and John R. Renfrow of the Maryland Department of Transportation. The various Federal agencies and departments involved in the restructuring process also supplied useful information and technical assistance to the study. Finally, a word of appreciation is in order to the hundreds of Maryland rail patrons and business leaders who gave generously of their time and whose patience and understanding during the field investigations by the RSPO Project Teams helped to make this report possible.

None of the individuals or organizations which assisted in the course of the study shares any of the responsibility for the findings here reported; however, it should be noted that a large amount of the material on which our findings are based was furnished to us by various individuals and organizations. We expect that there might be honest differences of opinion as to the correctness of our approach, our methodology, our data and our recommendations. In spite of these differences, we believe that our report will be useful to the State of Maryland and its rail patrons.

It should also be noted that this is a staff report of the Rail Services Planning Office. It has not been officially adopted by the Interstate Commerce Commission

and does not necessarily represent the Commission's viewpoint.

ALAN M. FITZWATER,
Director,
Rail Services Planning Office.

INTRODUCTION

The issuance of the Final System Plan by the United States Railway Association in July, 1975, represented the final step in the planning process to restructure the bankrupt railroads of the Northeast-Midwest region into a profitable new system. Of all the issues raised during the restructuring process, none aroused more widespread public interest and debate than the issue of light-density lines. It is not surprising that this issue generated such controversy, since the economic future of many of the communities and businesses served by such lines was in jeopardy. Close to 500 light-density lines were classified in the Final System Plan as not recommended for inclusion in Conrail,¹ in other words, unless provision was made for the operation of these lines pursuant to a subsidy agreement, rail service over them was to cease April 1, 1976. Many of the excluded lines are presently being operated under subsidy; others are no longer in operation.

Throughout the planning period leading up to the adoption of the Final System Plan, there was consistent public opposition to the exclusion of light-density lines from the restructured system. The public response to both the Preliminary and Final System Plans was highly critical of the method by which USRA determined which light-density lines were to be included in the restructured system. The primary criticisms were: that the approach of USRA was too negative; that its methodology was too dependent upon hypothetical conditions and statistical application of incomplete data;² that it placed too much reliance on an inaccurate and/or inadequate data base; that it failed to conduct on-site examination of local rail service operations; and that it used profit as a measure of

¹ The following abbreviations are used throughout this report: "Conrail" refers to the Consolidated Rail Corporation; "Final System Plan" or "FSP" refers to the Final System Plan of USRA; "ICC" or "the Commission" refers to the Interstate Commerce Commission; "Preliminary System Plan" or "PSP" refers to the Preliminary System Plan of USRA; "RRR Act" or "Act" refers to the Regional Rail Reorganization Act of 1973, as amended; "RRRR Act" or "4R Act" refers to the Railroad Revitalization and Regulatory Reform Act of 1976; "RSPO" or "the Office" refers to the Rail Services Planning Office of the Interstate Commerce Commission; "SMSA" refers to Standard Metropolitan Statistical Area; and "USRA" or "the Association" refers to the United States Railway Association.

² It should be noted that factual evidence to support the validity of claims about light-density lines is not readily available and is often fragmented, contradictory and unreliable, making it difficult to validate any model or statistic.

viability almost to the exclusion of other Congressional goals.³

In response to the widespread public criticism of USRA's methodology, Congress enacted a provision whereby any State in the Northeast-Midwest region could request the RSPO to evaluate the economic viability of any light-density line in that State excluded from the restructured system. That provision, section 205(e) (2) of the Regional Rail Reorganization Act of 1973, as amended, gives RSPO the following duty:

Upon the request of a State in the region, within 90 days after the date of enactment of the Railroad Revitalization and Regulatory Reform Act of 1976, the Office shall prepare and publish an evaluation of the economic viability of any or all light-density lines within such State which are not designated for inclusion in the final system plan. Such an evaluation shall include an analysis of the actions which may be necessary to make the operation of rail service over any such line economical. The results of each such evaluation shall be transmitted to the requesting State and published in the FEDERAL REGISTER, not later than 1 year after the date such request is received by the Office.⁴

The States of Indiana, Maryland, New Jersey and Pennsylvania filed requests pursuant to this provision. This report summarizes the results of the evaluations which were performed on those lines included in the request of the State of Maryland (See Appendix A).

EXCLUDED LIGHT-DENSITY LINE STUDY PROCEDURE

Study Process and Data. After considering the various alternative approaches, the Office decided to conduct an analysis based on a survey of the excluded branch lines and affected communities. The case study approach, including extensive field research, was selected because the Office concluded that such a technique would provide a better understanding and appreciation of economic viability.⁵ The approach also makes possible discovery of various available alternatives through

³ Rail Services Planning Office, Evaluation of the U.S. Railway Association's Preliminary System Plan (Washington: Interstate Commerce Commission, April 28, 1975), pp. 14-16.

⁴ 90 Stat. 57 (1976).

⁵ The advantages of performing the analysis of light-density lines through extensive field research include: (1) the data are of a higher degree of accuracy; (2) the analyst has the opportunity to insure that information is in balance and internally consistent, i.e., he is able to avoid imputing magnitudes and forcing or stretching the data by a variety of techniques normally necessary when using a "selected" sample. The use of quantitative methods, far from being incompatible with the case-study method, is occasionally essential to it. Nevertheless, it is true that many fundamental phases of a case study are nonquantitative—phases such as the analyses of the rail infrastructure, for example. In these the data must be assembled and analyzed, the relationships discovered and described, and the conclusions presented, in non-statistical form. No attempt has been made to cloak this study in quantitative model mysticism. A straight forward analytical approach has been used, based on the best data made available to RSPO.

TABLE 2.—Priority listing for Federal assistance

Line or service	Impacts of abandonment	Estimated annual subsidy required	Estimated Federal share (70 pct)	Estimated State share (15 pct)	Estimated local share (15 pct)
From entitlement funds:					
1. Centreville-Chestertown:					
a. Townsend-Massey (147) ¹	\$2,166,160	\$200,000	\$140,000	\$30,000	\$30,000
b. Centreville-Massey (148)	1,799,051	510,000	357,000	76,500	76,500
c. Chestertown-Massey (142)	367,109	200,000	140,000	30,000	30,000
2. Queen Anne-Denton (150)	88,072	110,000	77,000	16,500	16,500
3. Frederick-Monocacy River (199) ²	(³)	* 70,000	49,000	10,500	10,500
4. Monocacy River, MD/PA border (198)	61,110	520,000	364,000	78,000	78,000
5. Monocacy River Bridge	(³)	* 250,000	175,000	37,500	37,500
Total		1,860,000	1,302,000	279,000	279,000
From discretionary funds:					
1. Colora-MD/PA border (142)	N/A	130,000	91,000	19,500	19,500

¹ Represents on branch costs only. Since this line does not originate or terminate any car loads, this expense will be apportioned to connecting lines 149 and 149.

² This line is listed as out-of-service in the Final System Plan. Subsidy requirement shown only includes estimated rent, property tax and estimated rehabilitation cost. Other operating data is not available.

³ N/A: Not available.

⁴ Rehabilitation to Class I only.

Source: Maryland State Rail Plan, Phase II, op. cit., p. 17.

TABLE 3.—Rail lines for which a continuation subsidy is not offered

Line or service	Impacts of abandonment	Estimated annual subsidy required	Adjusted 1973 carloads	Disposition of property
Cockeysville, Maryland-Pennsylvania border (145)	(¹)	(¹)		State/Balto. Co.
Hinckley-Vienna (153)	\$ (334)	\$210,000	7	Southern
Kings Creek-Crisfield (163)	\$55,399	\$340,000	100	Do.
Queenstown-Queen Anne (131)	\$48,146	\$240,000	55	Do.

¹ Out-of-Service.

² Denotes a positive impact of abandonment.

Source: Maryland State Rail Plan, Phase II, op. cit., p. 27.

Again, the State made an individual line-by-line analysis of those eight lines studied by the RSPO. The conclusions are shown below:

(1) USRA LINE No 142: COLORA TO THE PENNSYLVANIA BORDER

The only assistance requested under discretionary funding (Section 402 of the Act) is for the portion of the Penn Central Octoraro Secondary Track extending from the State border to Colora, Maryland. The Pennsylvania segment of this line has been designated for conveyance to Conrail and eventually will be acquired by the Southeastern Pennsylvania Transportation Authority (SEPTA). The Department has received indications that an errata to the Final System Plan will be issued to convey that portion of the Octoraro Secondary Track in Maryland to Conrail for acquisition by SEPTA, contingent upon purchase and modernization of the property by Cecil County, Maryland.

All of the Maryland industries located on this branch have either gone out of business or relocated since the September, 1971 wash-outs. However, potential shippers on the branch have expressed a strong desire to use rail service should it be restored. In addition, this branch provides the only rail access to the Bainbridge Naval Station. Although declared surplus by the Federal Government, this facility has future industrial development potential. Cecil County is actively working toward this development.

The portion of the line in Maryland is estimated by SEPTA to cost approximately \$130,000 to purchase and rehabilitate. Cecil County has agreed to provide 15 percent of the cost of purchase and rehabilitation. The State will also provide 15 percent of the cost. Cecil County will hold title to the property.

Cecil County and SEPTA are negotiating with a carrier to rehabilitate the line with

the aid of discretionary funds, and to operate it without a subsidy.

(2) USRA LINE No 145: COCKEYSVILLE TO THE PENNSYLVANIA BORDER

The Northern Central is out of service between Cockeysville, Maryland and the Maryland/Pennsylvania Border. Rehabilitation of the line is estimated at \$572,000. There are no rail users on this line in Maryland. Past use of the line has been as a through freight and passenger route between Baltimore and Harrisburg. Present and proposed development plans for the northern portion of Baltimore County, adjacent to this line, recommend retention of the essentially agricultural character of the area. At present local rail freight or passenger service north of Cockeysville are not considered essential.

However, the State of Pennsylvania is very interested in preserving the right-of-way for possible restoration of rail service (both passenger and freight) between Baltimore and Harrisburg. The Department is concluding a preliminary engineering study on the segment of line between Cockeysville and Baltimore for use as a light rail transit line. Conrail will provide local freight service on this segment.

The State of Maryland holds the first mortgage (now in default) on the Northern Central. The State is presently investigating its right in acquiring this property through foreclosure. If this is not feasible, the Department will coordinate with other State and local agencies in determining a proper source of funding for purchase of part or all of the line.

(3) USRA LINE No. 150: QUEEN ANNE-DENTON

The Queen Anne-Denton portion of the Denton Track of the Penn Central is ranked second in the priority list. Although the

quantifiable impacts are slightly exceeded by the cost of subsidy, it should be noted that the impacts are greater than the cost of continued operation, without rehabilitation. In fact, analysis shows that the line may be profitable once it is rehabilitated to Class II standards. The rehabilitation expense for this line is estimated to be approximately \$214,000 for 25 mph operation.

Southern has indicated it is not willing to purchase this property if it is required to continue operations. As a short-term solution, the Department will negotiate a lease with the Penn Central Estate and Southern will operate the service under subsidy. During the term of the lease, efforts will be continued to obtain local ownership of this line as a long-range solution. The local shippers have expressed a willingness to provide 15 percent of the required subsidy and the State will provide the remaining 15 percent.

(4) USRA LINE No. 163: KINGS CREEK-CRISFIELD

A rail service continuation subsidy will not be offered for the Crisfield Secondary Track of the Penn Central, which extends from Kings Creek to Crisfield in Maryland. The portion of the line from milepost 0.0 to milepost 1.2 is to be conveyed to Southern. The estimated annual subsidy for the balance of the line is \$340,000, more than six times the quantifiable impacts of abandoning service. Southern will acquire the right-of-way after abandonment of service. This right-of-way must be preserved since rail service to the proposed Somerset County Deep Water Port at Crisfield may be necessary. A combination of State and local sources will be investigated should Southern's negotiations fail.

(5) USRA LINE No. 169: CLAYTON-EASTON

No specific conclusions regarding this line were included in the report.

(6) USRA LINE No. 198: FREDERICK-HANOVER

The portion of the Frederick Secondary Track from the Monocacy River Bridge to the Maryland/Pennsylvania border is ranked fourth in the State Rail Plan priority listing. The quantifiable impacts of abandoning this section of track are outweighed by the costs of rehabilitation and operating subsidy. However, there is strong shipper and county government support for continued service. In addition, two potential short line operators are interested in providing this service as part of a through route. The immediate potential for industrial development in the corridor and other nonquantifiable benefits of retaining adequate service on this track-age indicate that a subsidy is desirable.

USRA has verbally confirmed that an errata to the Final System Plan will be issued soon, recommending that this property be acquired by the Maryland and Pennsylvania Railroad. However, an operator for this service has not been designated at this time. It is anticipated that a carrier will be designated for subsidy shortly after submission of this State Rail Plan.

While it is preferable to preserve this property as part of a through route from York, Pennsylvania to the B&O interchange in Frederick, there is a possibility that local interests in Carroll County will be unable or unwilling to make the required financial commitment of 15 percent of the subsidy, consistent with State policy. If the 15 percent local share in Carroll County is not guaranteed, a subsidy will only be offered for service on that portion of the track in Frederick County. Since this latter option would require the rebuilding of an abandoned interchange with the Western Maryland Railway at Keymar, Maryland or reconstruction

of the Monocacy River Bridge, through service via Carroll County would be provided only until this construction was completed. This line will be rehabilitated to Class II standards, allowing 25 mph operation.

The Monocacy River Bridge was washed out in June, 1972 by Hurricane Agnes. Since that time operations along the Frederick Secondary Track have been limited to service from Frederick northward to the Monocacy River by Chessie and service from Pennsylvania south to the Monocacy River by Penn Central. There has been no through service since 1972. This severance has caused limitations on local shippers desiring to ship goods northward from Frederick or southward from Woodsboro/Taneytown. Restoration of this bridge is the fifth priority in the State Rail Plan.

Rebuilding this structure would allow the Frederick Secondary Track to operate as a single unit from Frederick to York, Pennsylvania. This single entity concept appears to be the preferred solution, and would enhance the chances for long term viability. In addition, the restoration of this structure will allow the designated carrier on this line to gain access to two major railroads (Chessie and Conrail).

The estimated cost of reconstruction is \$250,000. The non-Federal share will be provided by a negotiated combination of State and local funds. It is anticipated that the State will hold title to the structure and lease track rights to the carrier.

(7) USRA LINE No. 199: FREDERICK-MONOCACY RIVER

The portion of the Penn Central Frederick Secondary River Track from Frederick to the Monocacy River Bridge is ranked third in the State Rail Plan priority listing. The Final System Plan listed this track as out-of-service, since the bridge over the Monocacy River was damaged during Hurricane Agnes in 1972. However, this trackage has been operated from Frederick northward by the Chessie System since 1972, under an emergency service order. USRA did not analyze this line and listed it under the heading "Pending Section 304(f) Applications as of June 26, 1975". This classification led USRA to ignore an estimated 200 carloads per year generated by this 3.8 mile section of railroad. Because of this misclassification, no on- or off-branch operating or maintenance costs are available for this line. While the impact of abandoning this line has not been quantified, one major shipper has indicated that the abandonment of rail service would have a severe impact on its operation.

The Maryland Department of Transportation will negotiate with the Penn Central Estate to lease this trackage, and the Chessie System has agreed to operate it. When the Monocacy River Bridge is restored, this trackage will become part of a through service operating north of the bridge with the ultimate operator, or local interests, purchasing the property. In the event the line cannot be operated as a through route, Chessie has agreed to serve the shippers on this line on a more permanent basis as long as it is not required to purchase, rehabilitate or maintain the property.

(8) USRA LINE No. 676: SALISBURY-HEBRON

No specific conclusions regarding this line were included in the report.

Maryland, in its December, 1975 report, also discussed its long-term strategy. Table 4 shows both the immediate and ultimate proposed disposition of those Maryland branch lines which the Final System Plan designated as available for subsidy or out of service. Essentially, "the State's long-term strategy [was] * * * to preserve all existing rail rights-of-way and to promote and improve the rail network to meet the transportation needs of Maryland's residents, industry and

agriculture". The State went on to say that:

Present Federal assistance available under the Act will expire on July 1, 1977. The Department's strategy during this period is to maximize rehabilitation of those lines where a subsidy for rehabilitation should make the line profitable at current traffic levels, or where probable traffic growth will enhance a line's chances of becoming viable. A rail service continuation subsidy will not be offered unless the line is brought up to FRA Class I standards at a minimum. The Department's objective is to subsidize only those branches which will, at most, require a small local subsidy after Federal and State assistance ends on July 1, 1977.

TABLE 4.—Maryland's long-term rail line disposition strategy, 1975

Line	Immediate disposition	Ultimate disposition
Towansend-Massey.....	Purchase by Southern through conveyance. Operation by Southern with subsidy.	Purchase by Southern. Operation by Southern with subsidy.
Chestertown-Massey.....	Lease by MDOT from Penn Central Estate. Operation by Southern with subsidy.	Do.
Centreville-Massey.....	Purchase by Southern through conveyance. Operation by Southern with subsidy.	*Do.
Queen Anne-Denton.....	Lease by MDOT from Penn Central Estate. Operation by Southern with subsidy.	Purchase by local interests. Operation by Southern with subsidy.
Frederick-Monocacy River.....	Lease by MDOT from Penn Central Estate. Operation by Chessie with subsidy.	Purchase by operator or local interests. Operation by carrier to be named.
Monocacy River to Maryland/Pennsylvania border.....	Lease by MDOT from Penn Central Estate. Operation by carrier to be named.	Purchase by operator of remainder of line in Pennsylvania. Operation by carrier to be named.
Monocacy River Bridge.....	Out-of-Service.....	Purchase by MDOT. Rehabilitation with Federal, State, and local funds. Lease to operator of entire line.
Maryland/Pennsylvania border-Corora.....	do.....	Purchase and rehabilitation by Cecil County. Operation by contractor.
Cookeysville, Maryland/Pennsylvania border.....	do.....	Right-of-way purchase by State or local interests.
Hurlock-Vienna.....	Termination of Service.....	Right-of-way purchase by Southern.
Kings Creek-Crisfield.....	do.....	Do.
Queen Anne-Queenstown.....	do.....	Do.
Hagerstown-Weverton.....	Abandonment applied for by Chessie.....	Potential subsidy.

SOURCE: Maryland State Rail Plan, Phase II, op. cit., pp. 121-122.

The Southern Railway has made a commitment to acquire all Penn Central trackage on Delmarva. Those lines which are not included in the offer to Southern by the United States Railroad Association will be acquired directly from the estate of the Penn Central. The rights-of-way of these Delmarva lines which will not be offered a rail service continuation subsidy will therefore be acquired and held intact for the future by the Southern Railway. The State of Maryland supports this action as long as it is understood that the State is not waiving its right of first refusal to purchase the property under the Regional Rail Reorganization Act. In the event the Southern is unable to effect a purchase of these properties, the Department will financially assist in preserving them for transportation-related uses. However, if the primary reason for maintaining a right-of-way intact is directly related to the plans of other State, Federal or local agencies, or a private group, other sources of funding must be used.²⁷

²⁷ Maryland State Rail Plan, Phase II, op. cit., pp. 122-123.

The failure of the Southern to purchase the various Delmarva lines necessitated an amendment to the original Maryland State Rail Plan; a new priority listing of rail lines was formulated (see Table 5) and a revised list of rail lines for which a continuation subsidy was not to be offered was incorporated (see Table 6). While the report essentially mirrored Maryland's December, 1975 report there were a number of changes. The conclusions reached by the Maryland Department of Transportation with respect to those eight lines studied by the RSPO were also restated, with some sentence changes and omissions but retaining their general meaning. The most significant changes are shown below:

(1) USRA LINE No. 142: COLORA TO THE PENNSYLVANIA BORDER

The portion of the Penn Central Octoraro Secondary Track extending from the State border to Corora, Maryland is ranked seventh in the priority list. * * *

TABLE 5.—Priority listing for Federal assistance

Line	Annual impact of abandonment	Initial annual operating subsidy		Rehabilitation cost	
		Maryland	Other State	Maryland	Other State
Rank:					
1 Seafood-Cambridge	\$7,500,841	\$278,292	\$ (P) 60,094	\$896,718	\$ (P) 185,171
2 Hurlock-Preston	1,054,822	43,841		190,993	
3 Frederick-Monocacy River	NA	0		105,258	
4 S. of Pocomoke-Va. line	3,141,238	183,280	(V) 191,751	183,224	(V) 635,171
5 Chestertown-Centerville	2,163,160	387,410	(V) 40,380	1,613,770	(P) 164,452
6 Clayton-Easton	2,846,399	320,335	(V) 140,649	1,010,994	(P) 438,324
7 Colora-MD/PA border	(P)	35,655		115,000	
8 Salisbury-Hebron	99,311	57,571		154,971	
9 Queen Anne-Denton	88,072	76,068		210,238	
10 Monocacy River-MD/PA border	61,110	175,062		783,415	
11 Monocacy River Bridge	0	0		237,500	
12 Acquisition of Rights-of-Way:					
A. Kings Creek-Crisfield	51,352				
B. Hurlock-Vienna	(334)				
C. Queenstown-Queen Anne	43,146				
D. Northern Central					
E. East of Salisbury-Parsonsburg					
Totals	17,067,17	1,537,544	432,574	5,507,086	1,863,118

(-) = Denotes positive impact.
 (P) = No further impact from abandonment, as line has been out of service since 1971.
 (D) = Delaware.
 (V) = Virginia.

NOTE.—(1) Initial operating subsidy before rehabilitation. (2) Initial operating subsidy and rehabilitation estimates include 15 per cent contingency. (3) Rehabilitation to Class II (25 mph) except for Hurlock-Preston, Frederick, North of Frederick, Salisbury-Hebron, and Queen Anne-Denton. (4) Colora is purchase of ROW only.

Source: Maryland State Rail Plan, Amendment, op. cit., p. III-2.

TABLE 6.—Rail lines for which a continuation subsidy is not offered

Line or service	Impacts of abandonment	Estimated annual subsidy required	Adjusted 1973 carloads	Disposition of property
Cockeysville, MD/PA border (145)	(P)	(P)		State/local interests
Hurlock-Vienna (153)	\$ (334)	\$210,000	7	Do.
Kings Creek-Crisfield (163)	\$53,300	\$340,000	100	Do.
Queenstown-Queen Anne (151)	\$43,146	\$240,000	45	Do.
E. Salisbury-Parsonsburg (155)				Do.

¹ Out of service.
² Denotes a positive impact of abandonment.

SOURCE: Maryland State Rail Plan, Amendment, op. cit., p. III-16.

The portion of the line in Maryland is estimated by SEPTA to cost approximately \$31,000 to purchase and \$100,000 to rehabilitate. Cecil County has agreed to provide one-half of any necessary matching funds for purchase and rehabilitation. The State will provide one-half of the non-Federal share of the cost. Cecil County will hold title to the property.

The purchase of the line will occur in the first year of the subsidy program so that the right-of-way can be protected. Rehabilitation will not occur within the first two years of the subsidy program because of the limited Federal entitlement funds.

It is anticipated the rehabilitation could occur between the third and fifth years of the subsidy program should Federal monies be available.

Cecil County and SEPTA are negotiating with a carrier to rehabilitate the line with the Federal aid and to operate it without a subsidy.

(2) USRA LINE NO. 145: COCKEYSVILLE TO THE PENNSYLVANIA BORDER

The Department in conjunction with other State agencies or local governmental units will pursue the possible purchases of right-of-way between Cockeysville and the Pennsylvania Line. At the present time, the Department is not pursuing reinstatement of through freight or passenger service on this line.

(3) USRA LINE NO. 150: QUEEN ANNE-DENTON

The Queen Anne-Denton portion of the Denton Track of the Penn Central is ranked ninth in the priority list. . . .

The Department will negotiate a lease with the Penn Central Estate and Conrail will operate the service under subsidy. During the term of the lease, efforts will be continued to obtain local ownership of this line as a long-range solution. The local shippers have expressed a willingness to provide part of the required subsidy and the State will provide the remaining non-Federal portion.

Rehabilitation to Class I will not occur during the first two years of the program because of limited Federal entitlement funds. It is anticipated that rehabilitation would occur between the third and fifth years if Federal monies are available.

(4) USRA LINE NO. 163: KINGS CREEK-CRISFIELD

. . . . The portion of the line from milepost 0.0 to milepost 1.2 is to be conveyed to Conrail. . . . The estimated annual subsidy for the balance of the line is \$340,000, more than six times the quantifiable impacts of abandoning service. The Department will coordinate acquisition of the [remaining] right-of-way after abandonment of service. This right-of-way should be preserved since rail service to the proposed Somerset County Deep Water Port at Crisfield may be necessary. A combination of State and local sources will be investigated.

(5) USRA LINE NO. 169: CLAYTON-EASTON

The Clayton-Easton line is ranked sixth in the priority listing. Abandonment of this line would also mean the abandonment of its subsegment from Queen Anne to Denton. Estimated total impact of this action is nearly \$2.9 million whereas the cost of continued operation is calculated to be less than \$400,000 in the initial year, and rehabilitation of the line is estimated to cost less than \$900,000. Traffic on this line is expected to grow to 1,267 carloads in 1978, making the line one of the more heavily used on the Eastern Shore. The governments of Caroline and Talbot Counties have tentatively agreed to fund one-half of the non-Federal share as required by State policy.

The State of Delaware will make a portion of their Federal entitlement funds available for the portion of this line located in Delaware. Any required matching funds will come from local sources.

The Department will negotiate to lease this line from the Penn Central Estate and Conrail will operate the line under subsidy agreement.

No rehabilitation on the Maryland portion of this line will occur during the first two years of the subsidy program because available Federal entitlement funds will have been exhausted on operating costs of all lines in the program plus rehabilitation of priority lines number one through number five. Rehabilitation to Class II operating standards will occur sometime during the third to fifth years of the program should Federal monies be available.

The rehabilitation of the Delaware portion of the line should occur during the first or second year of the program.

(6) USRA LINE NO. 198: FREDERICK-HANOVER

The portion of the Frederick Secondary Track from the Monocacy River Bridge to the Maryland/Pennsylvania Border is ranked tenth in the State Rail Plan priority listing. . . . In addition, the Maryland and Pennsylvania Railroad is interested in providing this service, ultimately as part of a through route. . . .

USRA has issued an errata to the Final System Plan recommending that this property be acquired by the Maryland and Pennsylvania Railroad. The Maryland and Pennsylvania Railroad was conveyed a portion of this line within the State of Pennsylvania from York to Hanover by action of USRA. The State of Pennsylvania will subsidize operations from Hanover to south of Littlestown, Pennsylvania. Maryland will subsidize operations from south of Littlestown to the Monocacy River.

The Department will negotiate to lease the line from the Penn Central Estate and the Maryland and Pennsylvania Railroad will operate it under a subsidy agreement. Rehabilitation will not occur during the first two years of the subsidy program because of limited Federal entitlement funds. It is anticipated that rehabilitation will take place between the third and fifth years of the program should Federal monies be available.

The Monocacy River Bridge was washed out in June, 1972 by Hurricane Agnes. . . . Restoration of this bridge is the eleventh priority in the State Rail Plan.

Due to limited Federal entitlement funds, it is not expected that this structure would be rehabilitated before the latter part of the five-year program.

(7) USRA LINE No. 199: **FREDERICK-MONOCOACY RIVER**

The Maryland Department of Transportation will negotiate with the Penn Central Estate to lease this trackage, and the Chessie System has agreed to continue operation on this line. * * * In the event the line cannot be operated as a through route, Chessie has agreed to serve the shippers on this line on a more permanent basis as long as it is not financially responsible for purchase, rehabilitation or maintenance of the property.

The rehabilitation of this line is proposed to occur during the second year of the subsidy program as the third priority in the overall program. Rehabilitation will be to Class I Standards.

(8) USRA LINE No. 676: **SALISBURY-HEBRON**

The Salisbury-Hebron Line is ranked eighth in the priority list. This line had an average of 155 carloads per mile in 1973. Several large shippers at Hebron had shipped as many as 853 cars per year in 1974. In addition the impacts of abandoning this line could mean 20 to 25 jobs lost.

The Department will negotiate a lease for this line with the Penn Central Estate and Conrail will operate it under a subsidy contract. Rehabilitation is proposed to Class I Standards but will not occur in the first two years of the subsidy program because of the limited Federal entitlement funds. It is anticipated that rehabilitation would occur between the third and fifth years should Federal monies be available.

Maryland's long-term strategy, including the immediate and ultimate proposed disposition of branch lines (see Table 7), was also altered in the March, 1976 Report. The State recommended that:

Present Federal assistance available under the Act will expire on July 1, 1981. The Department's strategy during this period is to maximize rehabilitation of those lines where a subsidy for rehabilitation should make the line profitable at current traffic levels, or where probable traffic growth will enhance a line's chances of becoming viable. A rail service continuation subsidy will not be offered unless the line is brought up to FRA Class I standards at a minimum. The Department's objective is to subsidize only those branches which will, at most, require a small local subsidy after Federal and State assistance ends on July 1, 1981.

It is the long-term goal of the State Rail Plan to ultimately return rail properties to solvent carriers for operation as a part of their overall rail network. Several lines in the overall priority listing will be profitable following rehabilitation and annual maintenance. As a secondary objective it is anticipated that non-profitable lines in the plan will operate at such a small loss that the annual subsidy can be paid by shippers or local interests after July, 1981.

In all instances where purchase by a solvent carrier is not practical, the State will pursue the possibility of purchase by other entities (local government or shippers groups) that would ensure long term service on a particular line.

On those lines where service has already terminated or will terminate on April 1, 1976, the State will pursue the possibility of purchase of the right-of-way by State or local interests to protect the potential for ultimate reuse of the property. Given the anticipated level of entitlement funds available to Maryland, it is unlikely that Federal funds will be used for this purpose.

TABLE 7.—Maryland's long-term rail line disposition strategy, 1976

Line	Immediate disposition	Ultimate disposition
Seaford-Cambridge.....	Lease by MDOT from Penn Central Estate. Operation by ConRail with subsidy.	Purchase by Carrier (ConRail or other) after rehabilitation and profitable operation.
Hurlock-Preston.....	do.	Do.
Frederick North of Frederick.	Lease by MDOT from Penn Central Estate. Operation by Chessie with subsidy.	Purchase by operator or local interests. Operation by single carrier from Frederick to York, Pennsylvania.
Mainline-Pocomoke to Virginia border.	Lease by MDOT from Penn Central Estate. Operation by ConRail with subsidy.	Purchase by Carrier (ConRail or other) after rehabilitation in conjunction with entire mainline to Cape Charles, Va.
Townsend-Massey.....	do.	Purchase by Carrier (ConRail or other)
Chestertown-Massey.....	do.	Do.
Cntreville-Massey.....	do.	Do.
Clayton-Easton.....	do.	Do.
Maryland/Pennsylvania border-Colora.	Out of service.....	Purchase by Cecil County. Rehabilitation by Cecil County. Operation by contractor.
Salisbury-Hebron.....	Lease by MDOT from Penn Central Estate. Operation by ConRail with subsidy.	Purchase by Carrier (ConRail or other) after rehabilitation and profitable operation.
Queens Anne-Denton.....	do.	Do.
North of Frederick, Maryland/Pennsylvania border.	Lease by MDOT from Penn Central Estate. Operation by Maryland and Pennsylvania RR. with subsidy.	Purchase by Carrier (Md. & Pa. RR. or other) after rehabilitation and profitable operation.
Monocacy River Bridge.....	Out of service.....	Purchase by MDOT. Rehabilitation with Federal, State and local funds. Lease to operator of entire line.
Cockeysville, Maryland/Pennsylvania border.	do.	Right-of-way purchase by State or local interests.
Hurlock-Vienna.....	Termination of service	Do.
Kings Creek-Crisfield	do.	Do.
Queen Anne-Queenstown.....	do.	Do.
Hagerstown-Weverton.....	Abandonment applied for by Chessie System.	Potential subsidy.
East of Salisbury-Parsonsburg.	Out of service.....	Right-of-way purchase by State or local interests.

SOURCE: Maryland State Rail Plan, Amendment I, op. cit., pp. VIII-1/VIII-2.

After the initial operating year (April 1976-April 1977), the State Rail Plan may be amended to reflect continuation of rail services on branch lines by short line rail carriers instead of Conrail in some instances. During the initial subsidy period, short line carrier proposals will be evaluated by the State for operation after April 1977.²⁶

The most current published priority listing of rail lines for which Maryland wishes to receive Federal assistance was included in the State's August, 1976 Report (see Table 8). The evolution of the State's priority listings from 1973-1976 can be analyzed by referring to Tables 1, 2, 5, and 8.

In its August, 1976 Report, the State again made an individual line-by-line analysis on those eight lines studied by the RSPO. The conclusions of the State were essentially a restatement with some sentence changes and omissions but retaining the general meaning. The most significant changes are shown below:

(1) USRA LINE No. 142: **COLORA TO THE PENNSYLVANIA BORDER**

The portion of the Penn Central Octoraro Secondary Track extending from the state border to Colora, Maryland is included in Rehabilitation Category C. An errata to Final System Plan has been issued to convey that portion of the Octoraro Secondary Track in Maryland to Conrail for acquisition by Southeastern Pennsylvania Transportation Authority (SEPTA), contingent upon purchase of the property by Cecil County, Maryland. An application for Federal funding of this acquisition has been filed. * * *

The portion of the line in Maryland is estimated by SEPTA to cost approximately \$15,000. * * *

* Maryland State Rail Plan, Amendment I, op. cit., p. VIII-3.

(2) USRA LINE No. 145: **COCKEYSVILLE TO THE PENNSYLVANIA BORDER**

No changes were made in Maryland's conclusions.

(3) USRA LINE No. 150: **QUEEN ANNE-DENTON**

This line was discussed under USRA Line No. 169.

(4) USRA LINE No. 163: **KINGS CREEK-CRISFIELD**

No changes were made in Maryland's conclusions.

(5) USRA LINE No. 169: **EASTON-CLAYTON**

The Clayton, Delaware-Easton, Maryland and Queen Anne, Maryland-Denton, Maryland lines are included in Rehabilitation Category B.

Estimated total impact of abandonment is nearly \$2.8 million, whereas the cost of continued operation is calculated to be about \$500,000 in the initial year. Rehabilitation of these lines is estimated to cost about \$1.3 million. Traffic on these lines is expected to grow to 1,577 carloads in 1978, making the complex one of the more heavily used on the Eastern Shore.

The rehabilitation of the Delaware portion of the line with 100 percent Federal funds should occur during the first year of the program.

No rehabilitation on the Maryland portion of this line is proposed during the first two years of the subsidy program. Rehabilitation may occur during the third to fifth years of the program, should the cost-revenue relationships improve.

(6) USRA LINE No. 198: **FREDERICK-HANOVER**

The portion of the Frederick Secondary Track from the Monocacy River Bridge to the Maryland/Pennsylvania border is included in Rehabilitation Category C. * * *

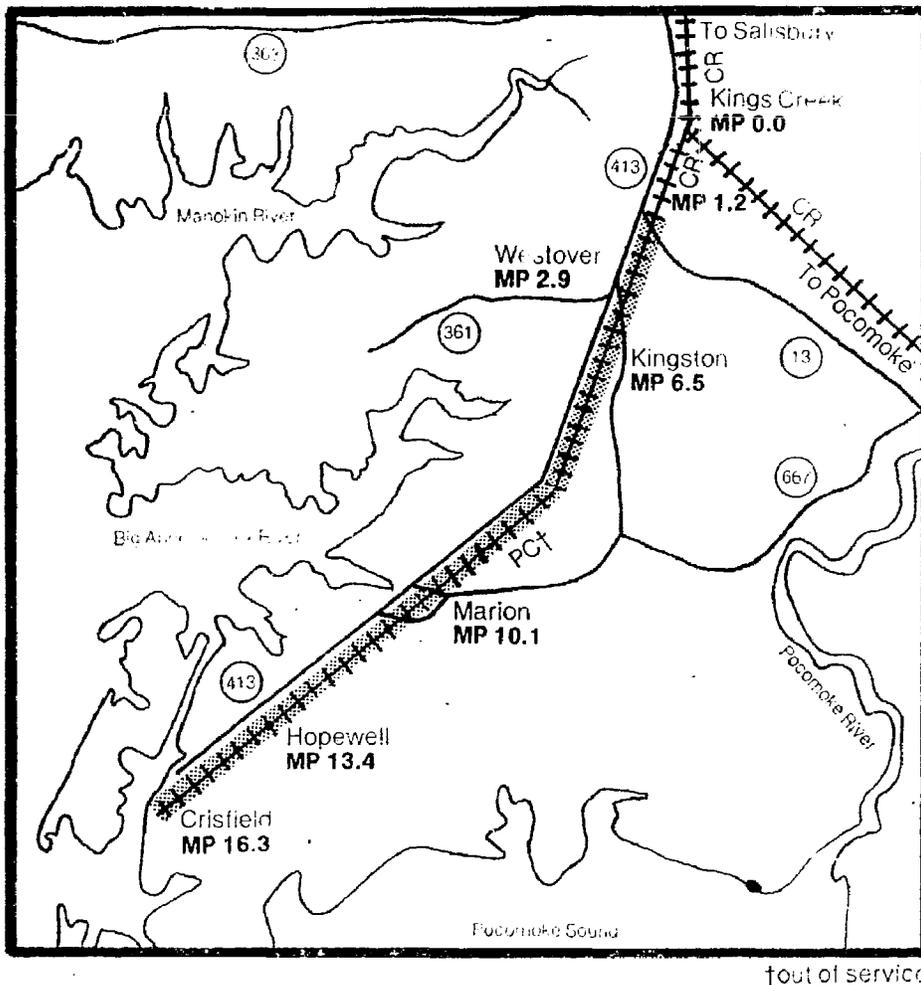
negotiations with the operating railroad with respect to the movement of non-revenue cross-ties over this line.

(5) The feasibility and practicality of constructing a connecting track between USRA Lines Nos. 151 (Queen Anne to Queenstown) and 148 (Massey to Centreville) should be determined. The objective of constructing such a connecting track would be to provide continued service to users of USRA Lines Nos. 150 and 169 while at the same time reducing the total mileage necessary to provide that service (rail service could be terminated on that portion of USRA Line No. 169 between milepost 0.6 and either milepost 28.3 or milepost 32.4), thus improving the viability of the remaining lines in Caroline, Queen Anne and Talbot Counties. A study should be conducted to determine

the costs and benefits which would result from implementation of this proposal.

USRA Line No. 163: Crisfield Secondary Track. The Crisfield Secondary Track, formerly part of the Pennsylvania Railroad, extends southeast from Kings Creek, Maryland (milepost 0.0) through Westover (milepost 2.9), Kingston (milepost 6.5), Marion (milepost 10.1), and Hopewell (milepost 13.4) to Crisfield, Maryland (milepost 16.3), a distance of 16.3 miles. The State of Maryland requested the RSPO to analyze that portion of the line from west of Kings Creek (milepost 1.2) to Crisfield (milepost 16.3) a distance of 15.1 miles; the Crisfield Secondary Track is not presently in service. The line is located in Somerset County, the southern-most of Maryland's Delmarva Counties.

Figure 4: USRA Line No. 163



The Crisfield Secondary Track serves an area of southeastern Delmarva which is primarily agricultural and rural in nature. This portion of the State lies outside any of the developed SMSA areas. It is characterized by a number of small towns which serve as trading centers for the surrounding area. None of the towns served by the Kings Creek-Crisfield line is of sufficient size and market area to support a relatively

extensive non-agricultural sector. Of the towns on and around the branch line, only Crisfield was of sufficient size in 1970 to merit an analysis in the Census of Population. According to the 1960 and 1970 Census, Somerset County showed significant declines in population over the past two decades. Between 1950 and 1960, County population dropped by 5.4 percent, aided measurably by out-migration of 13.1 percent. During the

1960-1970 decade, County population declined by 3.6 percent, again primarily because of significant out-migration. Total County population in 1970 was 18,924. However, by 1975, the County population had increased approximately 3.0 percent over the 1970 level, to an estimated 19,500. In 1970, 26 percent of Somerset's residents were employed in neighboring Counties.

Data presented in County Business Patterns: 1974 gives a more detailed analysis of Somerset County employment. At the time that report was prepared, 2,984 persons were holding jobs in the County. Of these, fully half were in manufacturing occupations; food and food products, lumber and wood products, fabricated metal products, and apparel and other textile products had the highest levels of employment. While agriculture and the seafood industry have been the traditional mainstays of the County's economy, activities in these sectors have been either static or actually declining. Broilers, canned vegetables, fresh and frozen fish, crabs and oysters are the most important products of Somerset's food processing industry. Retail and wholesale trade provided jobs for only 842 persons; while an additional 259 were employed in the service sector. The picture presented is clearly that of a county with a weak non-agricultural sector, with low levels of development in trade and services, and virtually no diversity in its economic base. Prospects for growth in this area are not promising in the near future.

Geographically, the topography can be characterized as being either flat or slightly undulating, with elevations above sea-level rarely exceeding 50 feet. Much of the area is marshland, and the County includes several large islands in the Chesapeake Bay.

The State of Maryland, the Chambers of Commerce of Crisfield and Salisbury, local rail patrons, and information received from the Penn Central during the railroad restructuring in 1974 provided the RSPO Project Team with a list of 16 firms that were alleged to have used the Kings Creek-Crisfield line. Of these 16 firms, one was no longer in existence at the time the RSPO Project Team in the area, and local officials and rail patrons had no knowledge of the existence of another firm. The remaining 14 firms were judged capable of generating carload business and were interviewed. The other businesses in these towns are almost exclusively small commercial and retail establishments that rely entirely on motor carriers to handle their predominantly small shipments.

Of the 14 firms interviewed, three firms stated that they have never used the railroad and have no intention of using it in the future; three firms indicated that they have used the branch line in the past (between 1962 and 1968) but have no intention of using it in the future; two firms claimed that they last used the railroad, in 1960 and 1966, respectively, but could "possibly" use rail service in the future; one firm, which has not used the railroad in the past, stated

that it expects to use it in the future, if service was resumed; and five firms indicated that they were active users of the line (one of these firms was trying to sell its business). Builders Mart, Mrs. Paul's and Stewart Petroleum, all located in or near Crisfield, were the only companies projecting business expansion that could mean potential rail business.

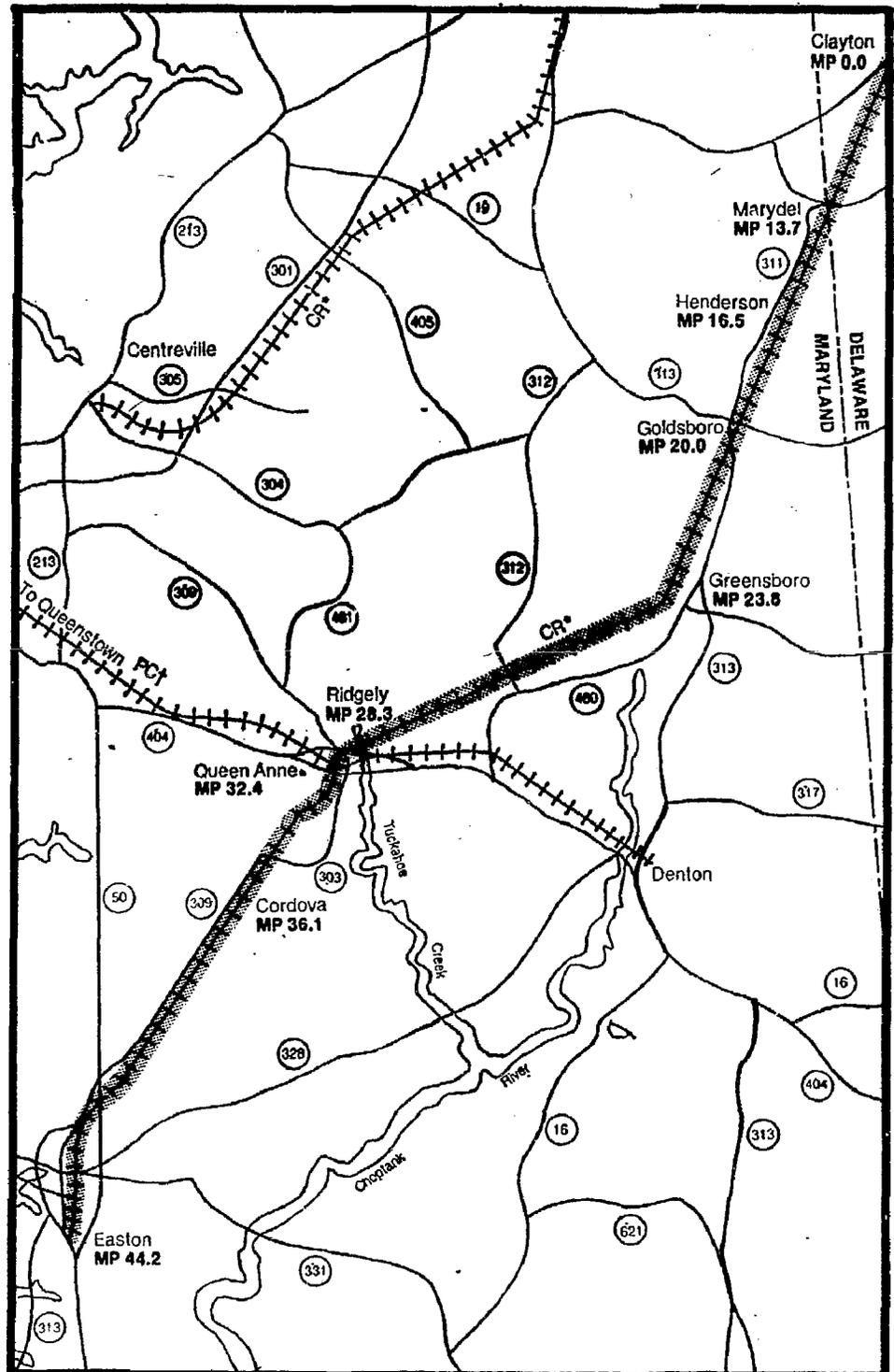
Field investigations by the RSPO Project Team revealed the following basic facts about this line: (1) the area lacks any major rail-oriented industries; (2) a number of former users of this line have either gone out of business or relocated since 1973; (3) recent historical traffic patterns of the line reflect the area's basic agricultural/rural concentration; (4) there are not enough potential rail users at the present time to support a viable railroad operation; (5) a number of firms have already successfully shifted traffic to other modes of railheads; (6) the line has a limited number of rail patrons and commodities; (7) traffic volume was on the decline when service was terminated; (8) the line generated primarily terminating traffic; and (9) the railroad plant is deteriorated.

CONCLUSIONS

At this point in time, there are not enough available or potential rail users in the vicinity to economically justify the resumption of service on this line. However, preservation of the right-of-way may be desirable in view of the proposed Annessex Maritime (deepwater port) and Industrial Complex. The parties involved need, and should be accorded, a reasonable amount of time to negotiate and execute this proposal.

USRA Line No. 169: Oxford Secondary Track. The Oxford Secondary Track, formerly part of the Pennsylvania Railroad, extends southwestward from Clayton, Delaware (milepost 0.0) through Kenton (milepost 4.5), Hartly (milepost 9.5), Marydel on the Delaware/Maryland Border (milepost 13.9), Henderson, Maryland (milepost 16.5), Goldsboro (milepost 19.6), Greensboro (milepost 23.7), Ridgely (milepost 28.3), Queen Anne (milepost 32.4), Cordova (milepost 36.1) and Chapel (milepost 39.0) to Easton, Maryland (milepost 45.3), a distance of 45.3 miles. The State of Maryland requested the RSPO to analyze that portion of the line within the State of Maryland. The Oxford Secondary Track is being operated under subsidy by Conrail. There are no rail patrons on the line between Clayton, Delaware (milepost 0.0) and the Delaware-Maryland border (milepost 13.7). The line is located in Kent County, Delaware and Caroline and Talbot Counties in Maryland (a short segment of the line also extends into Queen Anne County in Maryland). The line connects at Queen Anne with the former Penn Central line from Queenstown to Denton (USRA Line Nos. 150 and 151).

Figure 5: USRA Line No. 169



The Oxford Secondary Track serves an area of central Delmarva which is primarily agricultural and rural in nature; however, the area has a few governmental and industrial centers. While the majority of the towns in both Caroline and Talbot Counties are relatively small in size and serve primarily as regional trade and distribution centers for

the surrounding areas, Denton (see USRA Line No. 150) and Easton have developed manufacturing, service and trade sectors. With the exception of Easton, none of the towns on or around the line was analyzed in the 1970 Census of Population. According to the 1960 Census, population in Talbot County increased by only 11.1 percent between

EXHIBIT D

**1982 DEED BETWEEN PENN CENTRAL CORPORATION AND MARYLAND
TRANSIT ADMINISTRATION**

[attached hereto]

THIS DEED made this *8th* day of *January* in the year One Thousand Nine Hundred and Eighty-Two (1982),

BY AND BETWEEN THE PENN CENTRAL CORPORATION, a Pennsylvania corporation, (successor to the Penn Central Transportation Company; the Philadelphia Baltimore and Washington Railroad Company; the Delaware Railroad Company; the Baltimore, Chesapeake and Atlantic Railroad Company; the Pennel Company; the York, Hanover and Frederick Railway Company; and the New York, Philadelphia and Norfolk Railroad Company); and BALTIMORE AND EASTERN RAILROAD COMPANY, a Maryland corporation, each having an office at 1700 Market Street, Philadelphia, Pennsylvania 19103, hereinafter referred to as the Grantor, and the STATE OF MARYLAND, to the use of the Maryland Department of Transportation, State Railroad Administration, having offices at the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240, hereinafter referred to as the Grantee;

WITNESSETH: That the said Grantor, for and in consideration of the sum of NINE MILLION TWO HUNDRED NINETY-FIVE THOUSAND DOLLARS (\$9,295,000.00) paid to the said Grantor by said Grantee, as authorized by Maryland's Board of Public Works by its approval on December 2, 1981, as item 35 RP on pages 51 through 56 inclusive, of a purchase agreement dated December 7, 1981, the receipt whereof is hereby confessed and acknowledged, does by these presents, remise, release and quitclaim unto the said Grantee, the successors and assigns of the said Grantee, all its right, title and interest of, in and to the premises described in Schedule "A" attached hereto and made a part hereof.

SCHEDULE "A"

ALL THAT PROPERTY situate in Appoquinimink and Blackbird Hundreds, County of New Castle, and State of Delaware, and in the Town of Millington and Massey Election District No. 1 in Kent County and Crompton Election District No. 7, Town of Sudlersville, Dixon's Tavern Election District No. 1, Church Hill Election District No. 2, Ruthsburg Election District No. 6, Town of Centreville and Centreville Election District No. 3, County of Queen Anne and State of Maryland, being all of the right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto or used in conjunction therewith on and along that portion of the railroad of said The Penn Central Corporation (formerly The Delaware Railroad Company) known as the Centreville Branch, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING at Townsend in said Appoquinimink Hundred, New Castle County, Delaware, at the lateral cut line described on page B-12 of the deed from John C. Kohl, Trustee of the property of The Delaware Railroad Company to Consolidated Rail Corporation, Dated March 29, 1976 and recorded in Deed Book R volume 140 at page 155 and shown on valuation map V1-103;

THENCE extending in a general southwesterly direction, following along said right-of-way of railroad approximately 34.95 miles through the following locations: Vandyke, Golts, Massey, Millington, Sudlersville, Barclay, Roberts, Price, Hayden and Carville, to the northeasterly line of Kidwell Avenue in the Town of Centreville, the place of ending.

EXCEPT the right-of-way at the eastern edge of Delaware 462 at station 134+45 becomes an easement for operations through the entire width of crossing of said road until the western edge of road at station 134+85, at which point the right-of-way is 66 feet and continues at that width, as shown on valuation map V1-105.

EXCEPT the right-of-way narrows in Massey from 66 feet at station 490+00±, as shown on valuation map V2-5 to 40 feet at station 493+88, as shown on valuation map V2-5, and continues at that width until station 532+50, as shown on valuation map V2-5, whence it begins to widen from 40 feet to 66 feet at station 536+11±, as shown on valuation map V2-6, until station 585+55±, as shown on valuation map V2-6, whence the right-of-way is 40 feet wide and continues at this width until station 606+53±, as shown on valuation map V2-7, whence it becomes 66 feet wide again.

EXCEPT in Millington the right-of-way narrows starting on the northerly side of Back Street at 671+65, as shown on valuation map V2-8, to 22 feet and gradually increases in width to 50 feet wide at station 673+50±, as shown on valuation map V2-8, whence it narrows to 40 feet and continues narrowing to 33 feet on the north side of Cypress Street at station 675+28±, as shown on valuation map V2-8, continuing at 14 feet wide crossing Cypress Street whence on the south side of Cypress Street the width becomes 50-foot wide at station 675+73±, as shown on valuation map V-8, and continues widening until it is 66-foot wide at station 677+85±, as shown on valuation map V2-8 and continues at that width.

EXCEPT at station 778+63±, as shown on valuation map V2-10 where the right-of-way becomes 90 feet wide for 300 feet until station 781+63±, whence the right-of-way returns to 66 feet and continues at that width.

EXCEPT that the right-of-way is 66 feet at station 193 +78±, at which point the right-of-way gradually decreases to 50 feet at station 194+28±, at which point the right-of-way gradually increases to 66 feet at station 797+23±.

EXCEPT in Sudlersville at station 941+66, the right-of-way is 50 feet wide and continues at that width for 396 feet to station 945+62±, as shown on valuation map V2-13.

EXCEPT at station 1091+10±, where the right-of-way is 50 feet wide until the north edge of Maryland 313 at station 1099+45±; except crossing Maryland 313 where the railroad only has operating rights; the 66-foot wide right-of-way resumes on the south side of Maryland 313 and continues at that width.

EXCEPT that for the eastern-half of the crossing of Maryland 405, the railroad has only an operating easement, as shown on valuation map V2-22.

EXCEPT that at station 1418+74±, in the middle of the crossing of Maryland 405, the right-of-way is 45 feet wide, as shown on valuation map, V2-22 and continues at that width until station 1455+10±, where the right-of-way is 60 feet wide, as shown on valuation map V2-23, and continues at that width until station 1470+20 where the right-of-way is 50 feet wide and continues at that width until southwest of Hayden at station 1512+28 where the right-of-way is 66 feet, as shown on valuation map V2-24, and continues at that width.

INCLUDING an irregularly-shaped parcel in Vandyke adjacent to southeastern edge of the railroad right-of-way from the southwestern edge of Delaware 47 to centerline of road, as shown on valuation map V1-106.

INCLUDING an irregularly-shaped parcel in Vandyke adjacent to northwestern edge of the railroad right-of-way from the southwestern edge of Delaware 47 to centerline of road as shown on valuation map V1-106.

INCLUDING parcel B shown on valuation map V1-105 containing 10,890 square feet adjacent to the railroad's right-of-way between station 131+00± and 134+55±.

INCLUDING parcel A, indicated as MDC00028-5, adjacent to the east side of the 66-foot right-of-way for 1,455 feet starting at station 708+35± and continuing to 722+90± and containing approximately 2.32 acres, as shown on valuation map V2-9.

INCLUDING in Sudlersville parcel A, indicated as MDC00029-7, adjacent to the east side of the right-of-way for approximately 868 feet starting at station 937+22± and continuing to station 945+90± and containing approximately 1.06 acres, as shown on valuation map V2-13.

INCLUDING in Barclay parcel A, indicated as MDC00031-1, adjacent to the east side of the right-of-way for approximately 12 feet starting at station 1091+10± and ending at station 1095+22 and containing approximately 28,750 square feet, as shown on valuation map V2-16.

INCLUDING in Price a parcel adjacent to the south side of the right-of-way for approximately 208 feet starting at station 1414+84 and ending at station 1416+92 and containing approximately 5,700 square feet, as shown on valuation map V2-22.

INCLUDING in Carvel parcel A, indicated as MDC000-35.9, adjacent to the northwest edge of the right-of-way for approximately 385 feet from station 1640+85± to station 1644+70± in the center of Maryland 305, as shown on valuation maps V2-26 and V2-27, containing approximately 19,600 square feet.

INCLUDING in Carvel parcel B, indicated as MDC000 A1.8, which is a triangular shaped parcel with one side adjacent to the right-of-way for approximately 230 feet starting at station 1642+23± and continuing to station 1644+53 with its base in the center of Maryland 305, as shown on valuation map V2-27, and containing approximately 11,330 square feet.

INCLUDING in Centreville parcel C, indicated as MDC000 A1-8, adjacent to the south edge of the right-of-way starting at station 1829+62±, as shown on valuation map V2-30, and containing approximately 38,330 square feet.

INCLUDING in Centreville the yard from the northwest edge of Railroad Avenue where the right-of-way is approximately 66 feet wide, to station 1841+73±, where the right-of-way is 75 feet wide; at station 1841+73, the right-of-way becomes approximately 130 feet wide from the edge of Railroad Avenue and

narrows constantly to 115 feet at station 1843+87± thence increases constantly to 150 feet at its point of termination at the northeast edge of Kidwell Avenue, as shown on valuation map V2-30.

The line of railroad hereinbefore described is identified as Line Nos. 147 and 148 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Massey Election District No. 1, Kennedyville Election District No. 2, Worton Election District No. 3, Chestertown Election District No. 4 and Town of Chestertown, County of Kent and State of Maryland, being all of the right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant, thereto or used in conjunction therewith on and along that portion of the railroad of said The Penn Central Corporation (formerly The Delaware Railroad Company) known as the Chestertown Branch, said portion generally being sixty-six feet wide, unless noted otherwise and described as follows:

BEGINNING at Massey at the junction with the above described Centreville Branch in the centerline of Massey-Delaware Line Road, indicated as parcel A, MDC 000 A06, as shown on valuation map V2-4, and containing 2.07 acres extending through the interchange and crossing Maryland 299, as shown on valuation map V2-5.

THENCE extending in a general southwesterly direction, following along said right-of-way of railroad, approximately 20.36 miles, through the following locations: Lambson, Black, Kennedyville, Still Pond (Hebron), Lynch and Worton, to the easterly line of Front Street in the Town of Chestertown, the place of ending.

FROM the centerline of Maryland 299 east, the right-of-way is 100 feet wide from station 7+23±, to the centerline of Maryland 313 at station 50+07, at which point the right-of-way is reduced to 66 feet and continues at this width, as shown on valuation map V2-31.

EXCEPT in Blacks, the right-of-way is reduced to 35 feet at station 310+45, as shown on valuation map V2-36, to station 318+55, as shown on valuation map V2-37, at which station the right-of-way increases to 66 feet and continues at that width.

EXCEPT in Kennedyville, the right-of-way is reduced to 53 feet at station 477+05± to station 481+23±, as shown on valuation map V2-40, at which point the right-of-way increases to 66 feet and continues at that width.

EXCEPTING the right-of-way narrows at station 1026+20±, as shown on valuation map V2-50 and plats 83 and 83A until south of High Street (Maryland 20) on the Strawboard branch where it becomes 60 feet wide and continues to end of track at station 50+70 and on the Chestertown branch where it resumes at 60 feet wide until station 1067+40 where the right-of-way narrows, as shown on valuation map V2-51, widening through the yard until station 1077+05 at the northwest edge of Queen Street, through which the railroad has an easement on the southeast edge of Queen Street, at which point the railroad has an easement for operation and maintenance that is approximately 115 feet wide through the entire area to the southeast edge of Front Street, as shown on valuation map V2-51 and plats 83, 84 and 85.

INCLUDING parcel A in Lambson adjacent to the right-of-way from station 185+95± to station 194+10± on the east edge of Maryland 290 containing 1.22 acres, as shown on valuation map V2-34.

INCLUDING a parcel in Lynch and adjacent to the southeastern edge of the railroad right-of-way from station 691+10± to station 693+15±, adjacent to the eastern edge of Maryland 561, and containing approximately 16,940 square feet, as shown on valuation map V2-44.

INCLUDING a parcel in Worton that is 66 feet wide and approximately 1,000 feet long, as shown on valuation map V2-46 and plat 74.

INCLUDING an adjacent 25-foot wide parcel on the west side of the railroad right-of-way starting station 948+85 \pm , as shown on valuation map V2-48, and continuing to station 952+93 \pm at the north edge on Maryland 291, as shown on valuation map V2-49.

EXCEPTING THEREOUT AND THEREFROM: A strip or parcel of land, identified as parcel number MDC000 18-4, located at Still Pond in Kennedy Election District No. 2, being 67 feet wide and approximately 825 feet long, adjoining the herein described right-of-way on the south and fronting on the westerly line of Maryland State Route 292.

The line of railroad hereinbefore described is identified as Line No. 149 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in the Hundreds of Kenton, and Dover in the County of Kent and State of Delaware and in Henderson Election District No. 1, Greensboro Election District No. 2, Ridgely Election District No. 7, Town of Ridgely and Hillsboro Election District No. 6 in the County of Caroline, Ruthsburg Election District No. 6 and Town of Queen Anne in the County of Queen Anne, Chapel Election District No. 4, Easton Election District No. 1 and City of Easton in the County of Talbot, all in the State of Maryland, being all of the right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said The Penn Central Corporation (formerly The Delaware Railroad Company) known as the Oxford Secondary Track, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING in or near the Town of Clayton, Kenton Hundred, County of Kent and State of Delaware at the lateral cut line described on page B-6 of the deed from John C. Kohl, Trustee of the property of The Delaware Railroad Company, to Consolidated Rail Corporation dated March 29, 1976, and recorded in Deed Book E Volume 33 at Page 64 at station 20+90.

THENCE extending in a general southwesterly direction along said right-of-way of railroad, approximately 44.9 miles, through the following locations: Kenton, Hartly, Slaughter, Marydel, Henderson, Goldsboro, Greensboro, Ridgely, Queen Anne, Cordova and Chapel, to the southerly line of Idelwild Avenue in said Town of Easton extended eastwardly across said right-of-way, the place of ending.

EXCEPT that the right-of-way stops at the northeast edge of Goodwin Road with an easement for operations within the highway and then a 66-foot wide right-of-way starting southwest of the centerline of the highway at station 836+50 \pm , at which point it is gradually reduced in width until, at station 839+80, it is 51 feet wide and continues at this width until the northeast edge of Bee Tree Road, through the width of which it only has an easement for operations until the southwest edge of Bee Tree Road, at which point the 51-foot right-of-way continues, as shown on valuation map V3-3, until station 922+85 \pm , at which point the right-of-way is 66 feet wide, as shown on valuation map V3-4, and continues at that width.

EXCEPT that the right-of-way stops at the northeast edge of Maryland 287 with an easement for operations within said highway and the 66-foot wide right-of-way starts again at the southwest edge of said highway at station 1019+95, at which point it is gradually reduced to 58 feet wide at station 1020+85 and continues at this width until station 1035+53 \pm , at the northeast edge of Maryland 313 with an easement for operations through the said highway until the southwest edge of said highway, at which point the right-of-way is 66 feet wide, as shown on valuation map V3-6, and continues at that width.

EXCEPT in Ridgely, the right-of-way narrows to 48 feet starting at station 1482+42± until station 1483+07±, at which point the right-of-way is 66 feet and continues at that width, as shown on valuation map V3-15.

EXCEPT at station 2326+84±, the right-of-way is 46 feet wide and continues at this width until station 2334+41 at the north edge of Dover Road (Maryland 331) where there is an easement for each track for operations until the south edge of Dover Road at station 2334+74± where the right-of-way is 66 feet and continues at that width, as shown on valuation map V3-31, until end of property at 2368+06, as shown on valuation map V3-32.

INCLUDING a 71-foot wide parcel C, indicated as DEA000502, adjacent to the northeast side of the railroad right-of-way at station 235+52± and continuing for 820 feet to the centerline of Delaware 42 at station 243+72, as shown on valuation map V1-115, containing approximately 58,220 square feet.

INCLUDING a 53-foot wide parcel B, indicated as DEA000491, adjacent to the southwest side of the railroad right-of-way at the southern edge of Delaware 42 at station 243+92± and continuing for 155 feet to station 245+47±, as shown on valuation map V1-115, containing approximately 7,950 square feet.

INCLUDING a 20-foot wide parcel B, indicated as DEA000514, adjacent to the northeast side of the railroad right-of-way starting at station 341+00± and continuing to station 347+62±, as shown on valuation map V1-117, containing 13,153 square feet.

INCLUDING a 75-foot wide parcel B, indicated as DEA000526, adjacent to the northwest side of the railroad right-of-way starting at station 402+70 and continuing to station 411+20±, as shown on valuation map V1-118, containing approximately 1.35 acres.

INCLUDING a 100-foot wide parcel B, indicated as DEA000541 in Slaughter, adjacent to the southeast side of the railroad right-of-way starting at station 532+52± and continuing to station 537+76±, as shown on valuation map V1-121, containing approximately 1.10 acres.

INCLUDING an irregularly-shaped parcel C, indicated as DEA000553 in Slaughter, with a maximum width of 100 feet, adjacent to the northwest side of the railroad right-of-way starting at station 535+07± and continuing to station 540+07±, as shown on valuation map V1-121, containing approximately 40,500 square feet.

INCLUDING a 41-foot wide parcel in Marydel, adjacent to the northwest side of the railroad right-of-way starting at station 719+28±, as shown on valuation map V1-124, and continuing to station 725+26 at the northeast edge of Maryland 454, as shown on valuation map V3-1, containing approximately 24,518 square feet.

INCLUDING a triangular-shaped parcel B, in Marydel indicated as ⁵²⁵DEA000488, adjacent to the southeast side of the railroad right-of-way starting at station 719+28± and continuing to the Maryland-Delaware line, as shown on valuation map V1-124, containing approximately 4,950 square feet.

INCLUDING an irregularly-shaped, 60-foot wide parcel A, in Marydel, indicated as MDC00057-6, adjacent to the southeast side of the railroad right-of-way starting at the Maryland-Delaware Line and continuing to the northeast edge of Maryland 454, as shown on valuation map V3-1.

INCLUDING an irregularly-shaped parcel A in Henderson, indicated as MDC000894, adjacent to the southeast side of the railroad right-of-way starting at station 865+51 and continuing to station 871+15±, as shown on valuation map V3-3, containing approximately 26,750 square feet.

INCLUDING a 40-foot wide parcel B in Goldsboro, indicated as MDC000905, adjacent to the southeast edge of railroad right-of-way starting at station 1028+65 to station 1031+05±, as shown on valuation map V3-6, containing approximately 9,400 square feet.

INCLUDING a 100-foot parcel A, indicated as MDC000917, adjacent to the northwest edge of railroad right-of-way starting at the northeast edge of Hermitite

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Road at station 1149+26[±] and continuing to station 1158+24[±], as shown on valuation map V3-9, containing approximately 2.06 acres.

INCLUDING an irregularly-shaped parcel F, indicated as MDC000932, near Queen Anne adjacent to the northeast edge of the railroad right-of-way, starting at station 1680+67 and continuing to station 1684+43[±], as shown on valuation map V3-19, containing approximately 13,125 square feet.

INCLUDING an irregularly-shaped parcel E, indicated as MDC000929, near Queen Anne, adjacent to the northwest edge of the railroad right-of-way, starting at station 1680+67 and continuing to station 1684+43, as shown on valuation map V3-19, containing approximately 13,125 square feet.

INCLUDING an easement for operations over two parcels marked as "proposed sale (81848)" and "proposed sale (81847)" in Queen Anne, as shown on valuation map V3-19 and the attached plat 5 with deed copy.

INCLUDING part of an irregularly-shaped parcel A, indicated as MDC00063-8, in Queen Anne, adjacent to the southern edge of the railroad right-of-way, starting at the centerline of Maryland 309 at station 1703+40 and continuing to station 1708+45[±], as shown on valuation map V3-19.

INCLUDING an irregularly-shaped parcel H, approximately 63 feet wide, indicated as MDC000956, on the southwestern edge of the railroad right-of-way, starting at the center of Lloyd's Branch at station 1717+81[±] and continuing to station 1721+23[±], as shown on valuation map V3-19, containing approximately 21,400 square feet.

INCLUDING an irregularly-shaped parcel G, approximately 63 feet wide, indicated as MDC000944, on the northwestern edge of the railroad right-of-way, starting at the center of Lloyd's Branch at station 1717+81[±] and continuing to station 1721+23[±], as shown on valuation map V3-19, containing 20,160 square feet.

INCLUDING an irregularly-shaped, approximately 47-foot wide parcel A, indicated as MDC00065-3, in Cordova, adjacent to the southeastern edge of the railroad right-of-way, starting at station 1901+96[±] and continuing to station 1905+76[±], as shown on valuation map V3-23, containing 16,802 square feet.

INCLUDING an irregularly-shaped, approximately 40-foot wide parcel B, indicated as MDC00066-5, in Cordova, adjacent to the northwestern edge of the railroad right-of-way, starting at station 1895+95[±] and continuing to station 1904+15[±], as shown on valuation map V3-23, containing 31,820 square feet.

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INCLUDING an approximately 50-foot wide parcel A, indicated as MDC00068¹, in Easton, adjacent to the western edge of the railroad right-of-way, starting at station 2320+96[±] and continuing to station 2326+88[±], at the north edge of Goldsborough Street as shown on valuation map V3-31.

INCLUDING an approximately 35-foot wide parcel C, indicated as MDC00097-1, in Easton, adjacent to the eastern edge of the railroad right-of-way, starting at station 2320+96[±] and continuing to station 2334+41[±] at the north edge of Dover Road (Maryland 331), as shown on valuation map V3-31, containing approximately 1.06 acres.

INCLUDING parcel B, indicated as MDC00098-3, for the interchange of traffic to the east from the north with edge of right-of-way being 25 feet from centerline of track and containing 1.53 acres, as shown on valuation map V3-32 and an irregularly-shaped parcel D, a portion of the McDaniel Running Track, indicated as MDC000B6-1, for interchange of traffic to the east from the south and ending approximately 1,680 feet east of centerline of track for Oxford Branch, as shown on valuation map V2-16, at which point, approximately 17.78 acres of the McDaniel Running Track was conveyed by said Baltimore and Eastern Railroad Company to Mayor and City Council of Easton by deed dated December 14, 1938, the place of ending.

The line of railroad hereinbefore described is identified as Line No. 169 in the records of the United States Railway Association. The Grantor has

delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Chapel Election District No. 4, in the County of Talbot, Ruthsburg Election District No. 6 in the County of Queen Anne, Hillsboro Election District No. 6, Denton Election District No. 3 and the Town of Denton in the County of Caroline, all in the State of Maryland, being all the right, title and interest of the Baltimore and Eastern Railroad Company and The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said Baltimore and Eastern Railroad Company known as the Denton Branch, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING in the vicinity of Queen Anne in said Chapel Election District No. 4 at the southeasterly line of the property which was conveyed by the Baltimore and Eastern Railroad Company to Delmarva Power & Light Company of Maryland by deed dated May 19, 1978, and recorded among the Land Records of Talbot County in Liber , Folio , said southeasterly line being a line extended at right angles across the right-of-way of said railroad through a point in the centerline thereof at valuation survey station 680+00 as shown on valuation map V1.02-25;

THENCE extending in a general southeasterly direction on and along said right-of-way of railroad approximately 8.85 miles, through the following locations: Queen Anne, Downes and Tuckahoe, to the northwesterly line of Maryland State Route 474 at Denton, the place of ending.

TOGETHER with all right, title and interest of, in and to the easement for railroad purposes which was reserved by said Baltimore and Eastern Railroad Company in the deed to Delmarva Power & Light Company of Maryland and referred to on this page of the Deed.

EXCEPT that the right-of-way is 60 feet wide at station 668+21[±] and continues at that width, as shown on valuation map V1.02-25.

EXCEPT that the right-of-way is 50 feet wide starting at station 678+35, as shown on valuation map V1.02-25, and continuing at that width until station 699+76[±], at which point there is an easement under the Oxford Secondary track to station 700+42[±], at which point the right-of-way is 66 feet wide and continues at that width, as shown on valuation map V1.02-26.

EXCEPT at station 718+65[±] at the southwest edge of highway, (Maryland 404 Alternate), retaining only an easement for operating purposes from said edge to centerline, at which point the right-of-way is 50 feet wide until the southwest Tuckahoe River crossing, as shown on valuation map V1.02-26 and starting at the northeast edge of the Tuckahoe River the right-of-way is 60 feet wide at station 726+00[±] until station 731+60[±], at which point the right-of-way is 55 feet and continues at that width, as shown on valuation map V1.02-26.

EXCEPT at station 754+61[±] the right-of-way is 50 feet wide and continues at that width until station 761+15[±], at which point the right-of-way is 40 feet wide until station 763+12[±], at which point the right-of-way is 50 feet wide and continues until station 785+95[±], at which point the right-of-way gradually narrows to 33 feet wide at station 795+00[±] and continues at this width until station 798+95, at which point the right-of-way is 55 feet wide and continues at that width, as shown on valuation map V1.02-27.

EXCEPT that at station 830+90 the right-of-way is 50 feet wide and continues at that width, as shown on valuation map V1.02-28.

EXCEPT that from station 865+12[±] the right-of-way gradually narrows to 40 at station 868+35[±], at which point it gradually increases in width to 70 feet at station 884+53[±], at which point it narrows to 40 feet wide and continues at that width, as shown on valuation map V1.02-29.

EXCEPT that at station 913+75± the right-of-way gradually widens to 47 feet at station 926+40±, at which point the right-of-way becomes 50 feet wide and continues at that width, as shown on valuation map V1.02-30, until station 965+50±, at which point the right-of-way is 40 feet wide and continues at that width until station 976+41±, at which point the right-of-way becomes 50 feet wide and continues at that width, as shown on valuation map V1.02-31.

EXCEPT at station 1066+86 the right-of-way is 55 feet wide and continues at that width until station 1068+01±, at which point it is 50 feet wide and continues at that width until the northwest edge of River Road at station 1074+17, at which point the railroad has an easement for operations until the centerline of River Road, at which point the right-of-way is 60 feet wide and continues at that width to the western edge of Choptank River, as shown on valuation map V1.02-33.

EXCEPT from the eastern edge of Bridge No. 7.00, the right-of-way is on an irregularly-shaped fill in the Choptank River from station 1098+35± until station 1101+65±, at which point the right-of-way is 63 feet wide until the centerline of Lockerman Road at station 1105+05, at which point the right-of-way is 65 feet wide until station 1072+62±, at which point the right-of-way gradually reduces to 52 feet wide at station 1072+65± and continues at that width until the northwestern edge of 6th Street (Maryland 313) through which to the southeastern edge of the said road the railroad has an easement for operations, as shown on valuation map V1.02-33.

EXCEPT that from the southeastern edge of 6th Street (Maryland 313) at station 1076+75±, the right-of-way is of varying width as shown on valuation maps V1.02-33 and V1.02-34 and the attached plat until the end of the right-of-way at the northern edge of Market Street at station 1099+70±.

INCLUDING an irregularly-shaped parcel, generally 110 feet wide, allowing interchange movements from the northwest to the south on the Oxford Branch, as shown on valuation maps V1.02-25 and V1.02-26.

INCLUDING an irregularly-shaped parcel bordering the railroad right-of-way and the southwest edge of Maryland 404 Alternate, as shown on valuation map V1.02-26.

INCLUDING a triangular-shaped parcel starting along the centerline of Maryland 404 Alternate, as shown on valuation map V1.02-26.

INCLUDING an irregularly-shaped parcel in Downes, adjacent to the northern edge of the railroad right-of-way, starting at station 884+53± until station 887+43± on the western edge of the highway, as shown on valuation map V1.02-29.

INCLUDING an irregularly-shaped parcel in Downes, adjacent to the southern edge of the railroad right-of-way, starting at station 884+53± until station 887+58± on the western edge of the highway, as shown on valuation map V1.02-29.

INCLUDING an irregularly-shaped parcel adjacent to the northeastern edge of the railroad right-of-way approximately 10 feet wide starting at station 960+12± and continuing to station 966+25±, as shown on valuation map V1.02-31.

INCLUDING a 50-foot wide parcel A, indicated as MDC000B58, adjacent to the southwestern edge of the railroad right-of-way starting at station 960+12± and continuing to station 969+92±, as shown on valuation map V1.02-31, containing 1.12 acres.

INCLUDING an irregularly-shaped, 70-foot wide parcel B, indicated as MDC00055-2, starting from the centerline of River Road at station 1073+50± and continuing to station 1080+65±, as shown on valuation map V1.02-33, containing 1.20 acres.

The line of railroad hereinbefore described is identified as Line No. 150 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O.

Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Northwest Fork Hundred, County of Sussex, and State of Delaware and in Federalsburg Election District No. 5 and Town of Federalsburg in the County of Caroline, in Williamsburg Election District No. 12, Hurlock Election District No. 15, Town of Hurlock, East New Market Election District No. 2, Linkwood Election District No. 14, Bucktown Election District No. 13, Cambridge Election District No. 7 and the Town of Cambridge, in the County of Dorchester all in the State of Maryland, being all of the right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said The Penn Central Transportation Company (formerly The Delaware Railroad Company) known as the Cambridge Branch, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING in said Sussex County at the lateral cut line described on page B-13 Revised of the deed from John C. Kohl, Trustee of the property of The Delaware Railroad Company to Consolidated Rail Corporation dated March 29, 1976, recorded in Deed Book 922 at page 50, said line being the southeasterly line of Delaware Route 553, as shown on valuation map V1-127.

THENCE extending in a general southwesterly direction approximately 30.41 miles, through the following locations: Oak Grove, Federalsburg, Williamsburg, Hurlock, East New Market, Linkwood, Airey and Thompson, to the southerly line of Maryland Avenue in the Town of Cambridge, the place of ending.

EXCEPT that at station 296+58± the right-of-way gradually narrows to 55 feet at station 300+37, at which point it becomes 66 feet and continues at that width, as shown on valuation map V1-130.

EXCEPT that at the eastern edge of Main Street in Federalsburg at station 514+96±, the right-of-way stops and the railroad has an easement for operation through said road to the western edge at station 515+46±, at which point the right-of-way is 45 feet wide and continues at that width until station 518+91, at which point the right-of-way is 66 feet wide and continues at that width, as shown on valuation map V3-46.

EXCEPT in Williamsburg the right-of-way is 46 feet wide at station 716+68±, as shown on valuation map V3-49, and continues at this width until station 728+56, at which point the right-of-way is 66 feet and continues at this width, as shown on valuation map V3-50.

EXCEPT that the right-of-way increases to 95 feet at the north edge of Green Street at station 1727+01±, as shown on valuation map V3-68, and continues at this width until station 1727+60±, at which point it gradually decreases to 90 feet in width at station 1728+95±, at which point it widens into the yard, as shown on valuation map V3-69 and the attached plat, until it terminates on the north side of Washington Street; except that the railroad owns the track and an easement for operation into the Port of Cambridge that is approximately 350 feet outside of the yard area.

INCLUDING a 20-foot wide parcel adjacent to the northern edge of the railroad right-of-way starting at the western edge of Line Road at station 291+68± and continuing to station 296+58±, as shown on valuation map V1-130.

INCLUDING a 125-foot wide parcel adjacent to the northern edge of the railroad right-of-way starting at station 300+37 and continuing to station 300+68, as shown on valuation map V1-130.

INCLUDING a 50-foot wide parcel adjacent to the northeastern edge of railroad right-of-way starting at station 421+86± and continuing to station 427+58±, as shown on valuation map V3-44.

INCLUDING a 50-foot wide parcel B, indicated as MDC00044-1, in Federalsburg adjacent to the northern edge of the railroad right-of-way starting at the western edge of Main Street at station 515+46± and continuing to the centerline of Park Street at station 518+91±, as shown on valuation map V3-46, containing approximately 17,425 square feet.

INCLUDING an irregularly-shaped parcel A, indicated as MDC00043-8, in Federalsburg adjacent to the southern edge of the railroad right-of-way starting at station 519+21[±] and continuing to station 525+41[±], as shown on valuation map V3-46, containing approximately 1.62 acres.

INCLUDING an irregularly-shaped, 32-foot wide parcel in Williamsburg adjacent to the northwestern edge of the railroad right-of-way from the western edge of highway at station 716+48[±] and continuing to station 730+42, as shown on valuation maps V3-49 and V3-50.

INCLUDING a triangular-shaped parcel in Williamsburg adjacent to the southeastern edge of the railroad right-of-way starting at station 726+10[±] to station 727+75[±], as shown on valuation map V3-50.

INCLUDING a parcel in Hurlock in the southeast quadrant on the railroad interchange extending to 25 feet outside of centerline of rail through the entire curve, as shown on valuation map V3-52.

INCLUDING an irregularly-shaped parcel A, indicated as MDE00045-3, in Hurlock adjacent to the southern edge of the railroad right-of-way starting at station 849+95[±] to station 856+62[±], as shown on valuation map V3-52, containing 1.16 acres.

INCLUDING a 30-foot wide parcel B, indicated as MDE00046-5, in Hurlock adjacent to the northern edge of the railroad right-of-way starting at station 849+70[±] to station 859+80[±], as shown on valuation map V3-52, containing 29,185 square feet.

INCLUDING an irregularly-shaped, 67-foot wide parcel B, indicated as MDE000818, in East New Market adjacent to the northern edge of the railroad right-of-way starting at the southwest edge of Maryland 14 at station 1052+37[±] to station 1063+50[±], as shown on valuation map V3-56, containing 1.60 acres.

INCLUDING a 27-foot wide parcel in Linkwood adjacent to the northern edge of the railroad right-of-way starting at station 1284+68[±] to station 1294+68[±], as shown on valuation map V3-60.

INCLUDING the "Y" connection adjacent to the western railroad right-of-way starting at station 1685+34[±] and ending at station 1692+40[±], as shown on valuation map V3-68.

EXCEPT that the right-of-way increases to 95 feet at the north edge of Green Street at station 1727+01[±], as shown on valuation map V3-68, and continues at this width until station 1727+60[±], at which point it gradually decreases to 90 feet in width at station 1728+95[±], at which point it widens into the yard, as shown on valuation map V3-69 and the attached plat, until it terminates on the north side of Washington Street; except that the railroad owns an easement for operations into the Port of Cambridge that is 350 feet in length outside of the yard area.

EXCEPTING THEREOUT AND THEREFROM the following parcels of land:

A PARCEL OF LAND identified as parcel number MDE000 48-9, located at East New Market, adjoining the herein described right-of-way on the southeast and fronting of the southerly line of Maryland Route 14;

A STRIP OR PARCEL of land, identified as parcel number MDE000 49-2, located at Linkwood, being 92 feet wide and approximately 1,000 feet long, adjoining the herein described right-of-way on the south and fronting on the westerly line of United States Route 50; and

TWO irregularly-shaped parcels of land identified as parts of parcel number MDE000 52-7, located at Cambridge and lying on either side of the right-of-way herein described.

The line of railroad hereinbefore described is identified as Line No. 168 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland

Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Preston Election District No. 4, in Caroline County and in Hurlock Election District No. 15, Williamsburg Election District No. 12, Town of Hurlock and East New Market Election District No. 2, in the County of Dorchester all in the State of Maryland, being all the right, title and interest of the Baltimore and Eastern Railroad Company and The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way or other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said Baltimore and Eastern Railroad Company known as the Preston Industrial Track, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING at Preston in said Preston Election District No. 4 at the southeasterly line of the property containing 22.152 acres, more or less, which was conveyed by said Baltimore and Eastern Railroad Company to Eastern Shore Public Service Company of Maryland by deed dated January 24, 1949 and recorded among the Land Records of Caroline County in Liber , Folio , at station 1315+90[±], as shown on valuation map V2.0-26;

THENCE extending in a general southeasterly direction on and along said 66-foot wide right-of-way of railroad approximately 6.60 miles, through the following locations: Linchester and Ellwood, to the northwesterly line of the property which was conveyed by said Baltimore and Eastern Railroad Company to Delmarva Power & Light Company by deed dated November 26, 1979, and recorded among the Land Records of Dorchester County in Liber , Folio , the place of ending, said northwesterly line being the northwesterly line of Harrison Ferry Road (Maryland 392) at station 1663+10[±].

EXCEPT in Preston at station 1326+10[±], the right-of-way narrows to 60 feet and continues at this width until station 1328+39[±], at which point the right-of-way is 66 feet wide and continues at this width, as shown on valuation map V2.0-26.

EXCEPT in Linchester at station 1387+90[±], the right-of-way increases to 100 feet wide and continues at this width until station 1392+02[±], at which point the right-of-way is 66 feet wide and continues at this width, as shown on valuation map V2.0-27.

EXCEPT that the right-of-way widens in Hurlock in the northwest quadrant of the interchange with the Cambridge Branch, as shown on valuation map V2.0-32.

INCLUDING a 26-foot wide parcel in Preston adjacent to the northwest edge of the railroad right-of-way starting at station 1323+21[±] and ending at station 1328+15[±], as shown on valuation map V2.0-26.

INCLUDING a 73-foot wide parcel A, indicated as MDE00025-L, in Preston, adjacent to the southeast edge of the railroad right-of-way starting at station 1326+10[±] to station 1328+39[±], as shown on valuation map V2.0-26, containing approximately 10,500 square feet.

INCLUDING an irregularly-shaped parcel in Hurlock in the northeast quadrant of the interchange with the Cambridge Branch, as shown on valuation map V2.0-32.

The line of railroad hereinbefore described is identified as Line No. 152 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Hebron Election District No. 15 and Salisbury Election District No. 9 in the County of Wicomico and State of Maryland, being all the right, title and interest of the Baltimore and Eastern Railroad Company of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the

railroad of said Baltimore and Eastern Railroad Company known as the Mardella track, said portion generally being sixty-six feet wide, unless noted otherwise, and described as follows:

BEGINNING at Hebron at station 2645+53 at the southeasterly line of the property containing 33.826 acres, more or less, which was conveyed by said Baltimore and Eastern Railroad Company to The Eastern Shore Public Service Company of Maryland by deed dated March 5, 1952; and recorded among the Land Records of Wicomico County in Liber _____, Folio _____

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THENCE extending in a general southeasterly direction on and along the 66-foot wide right-of-way of the railroad approximately 4.19 miles, through Hebron and Rock-A-Walking, to the lateral cut line described on page B-2 of the deed from said Baltimore and Eastern Railroad Company to Consolidated Rail Corporation, dated _____ and recorded among the Land Records of Wicomico County in Liber _____, Folio _____, the place of ending at the southeasterly edge of Brick Kiln Road at station 2869+18±.

EXCEPT in Hebron at station 2661+55, the right-of-way narrows to 49 feet and continues at this width until station 2664+58±, at which point the right-of-way is 66 feet and continues at this width, as shown on valuation map V2.0-51.

EXCEPT in Rock-A-Walking at station 2763+10± the right-of-way widens to 176 feet and continues to the northwest edge of Rock-A-Walking Road at station 2768+10±, at which point and to the southeastern edge of said road the railroad has an easement for operations, at which point at station 2768+50 the right-of-way is 66 feet wide and continues at that width, as shown on valuation map V2.0-53.

INCLUDING an irregularly-shaped parcel in Hebron adjacent to the northeast edge of the railroad right-of-way starting at station 2653+90 to station 2661+55±, as shown on valuation map V2.0-51.

INCLUDING at 27-foot parcel A in Hebron, adjacent to the southwestern railroad right-of-way, indicated as MDE00032-5, starting at station 2659+70± and continuing to station 2664+58±, as shown on valuation map V2.0-51, containing approximately 13,108 square feet.

The line of railroad hereinbefore described is identified as Line No. 676 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in the Township of Germany, County of Adams and Commonwealth of Pennsylvania and in Taneytown Election District No. 1, Meyers Election District No. 3 and Middleburg Election District No. 10 in the County of Carroll and in Johnsville Election District No. 17, Woodsboro Election District No. 11, Walkersville Election District No. 26, Frederick Election District No. 2 and the City of Frederick in the County of Frederick all in the State of Maryland, being all right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way and other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said The Penn Central Corporation (formerly Pennel Company) known as the Frederick Branch, said portion generally being as sixty-six feet wide, and described as follows:

BEGINNING at Littlestown in said Township of Germany, County of Adams and Commonwealth of Pennsylvania at a line drawn radially across said right-of-way of railroad through Mile Post 39 at station 2059.95± of said Frederick Branch as shown on valuation map V30-26;

THENCE extending in a general southwesterly direction on and along said 66-foot wide right-of-way of railroad approximately 30.03 miles, through the following locations: Kingsdale, Piney Creek, Galt, Taneytown, Crabster, Sharrets, Keymar, Ladiesburg, New Midway, Legore, Woodsboro, Walkersville, Fountain Rock, Retreat Grove and Harmony Grove, to the right-of-way line of

the Baltimore and Ohio Railroad in said City of Frederick, the place of ending at station 3647+04±, as shown on valuation map V31-28.

EXCEPT that the right-of-way is 50 feet wide at station 2059+95± and gradually decreases to 35 feet in width at station 2067+80± and continues at that width until station 2069+75, at which point it gradually increases to 41 feet wide at station 2070+25±, at which point it decreases gradually to 33 feet at station 2073+25±, at which point it gradually increases to 60 feet at station 2075+00±, at which point it gradually decreases to 50 feet at 2077+25, at which point it gradually increases to 61 feet at station 2079+80±, as shown on valuation map V30-26, at which point it gradually decreases to 33 feet at station 2083+73± and continues at this width until station 2088+78±, at which point it gradually increases to 72 feet at the northeast abutment of bridge number 39.60 at station 2091+56, continues at 60 feet wide starting at the southwest abutment of said bridge until station 2093+83, at which point it gradually increases to 80 feet wide at station 2097+70, at which point it begins to decrease to 60 feet wide at station 2100+75 and continues at this width until station 2101+89, at which point the right-of-way becomes 33 feet wide and continues at this width, as shown on valuation map V30-27.

EXCEPT at the northeast edge of a highway at station 2135+46 to the southwest edge of said highway at station 2135+71, the railroad only has an easement, as shown on valuation map V30-28.

EXCEPT at station 2147+29, the right-of-way is 42 feet wide and continues at that width until the northeast abutment at station 2155+37 of bridge number 40.8; at the southwest abutment at station 2155+74, the right-of-way is 40 feet wide and continues at that width until the Maryland-Pennsylvania line at station 2168+12, as shown on valuation map V30-28.

EXCEPT that at the Maryland-Pennsylvania line, the right-of-way is 71 feet wide and gradually narrows to 66 feet at station 2175+30, at which point the right-of-way gradually widens to 77 feet at station 2184+11, at which point the right-of-way gradually narrows to 71 feet at station 2185+86, at which point the right-of-way increases to 90 feet at station 2189+34±, at which point the right-of-way gradually decreases in width to 85 feet at station 2191+85, at which point the right-of-way widens to 100 feet at station 2192+85±, at which point the right-of-way gradually narrows to 80 feet at the north side of Piney Creek at station 2195+79±, at which point the right-of-way begins to widen to 100 feet at the south side of Piney Creek at station 2196+27±, at which point the right-of-way gradually narrows to 66 feet at station 2201+34, at which point the right-of-way gradually increases to 93 feet at station 2202+89, at which point the right-of-way decreases to 66 feet at station 2209+85± and continues at that width, as shown on valuation map V31-1.

EXCEPT at station 2220+92, the right-of-way gradually increases from 66 feet to 70 feet in width at station 2222+92±, at which point the right-of-way decreases to 66 feet at station 2225+92±, at which point the right-of-way increases to 75 feet at station 2228+57±, at which point the right-of-way decreases 66 feet at station 2232+00±, and continues at this width, as shown on valuation map V31-2.

EXCEPT at station 2233+82±, the right-of-way gradually increases from 66 feet to 86 feet at station 2236+85±, at which point the right-of-way gradually decreases to 66 feet at station 2239+40± and continues at that width until station 2240+87±, at which point the right-of-way gradually widens to 69 feet at station 2241+17, at which point the right-of-way gradually increases to 110 feet wide at station 2245+95, at which point it gradually decreases to 66 feet at station 2251+87±, at which point the right-of-way gradually increases to 95 feet at station 2258+90±, at which point the right-of-way gradually decreases to 66 feet at station 2265+87±, at which point the right-of-way gradually increases to 91 feet wide at station 2269+55, at which point it gradually decreases to 66 feet wide at station 2273+39, all of the above being shown on valuation map V31-2, at which point the right-of-way gradually increases to 78 feet wide at valuation station 2276+40, at which point the right-of-way decreases to 66 feet at station 2280+88, at which point it increases to 96 feet wide at station 2283+99, at which point it gradually decreases to 66 feet wide at station 2286+35 and continues at this width until station 2290+85, at which point the right-of-way widens to 71 feet

wide at station 2293+90, at which point the right-of-way gradually decreases to 66 feet wide at station 2296+86, at which point the right-of-way gradually widens to 76 feet wide at station 2297+86, at which point the right-of-way gradually decreases to 68 feet wide at station 2298+86, at which point in Galt the right-of-way gradually increases to 83 feet wide at station 2301+85, at which point the right-of-way gradually decreases to 70 feet wide at station 2303+48, at which point the right-of-way gradually increases to 73 feet wide at station 2304+83, at which point the right-of-way gradually increases to 84 feet at station 2306+45, at which point the right-of-way gradually decreases to 66 feet wide at station 2308+95, at which point the right-of-way gradually increases in width to 71 feet at station 2310+89, at which point the right-of-way decreases to 66 feet and continues at this width until station 2313+99, at which point the right-of-way gradually increases to 68 feet at station 2314+99 and continues at that width, as shown on valuation map V31-3.

EXCEPT that at station 2316+94, the right-of-way gradually increases to 80 feet at station 2320+60, at which point it gradually decreases to 66 feet at station 2322+60, at which point the right-of-way gradually increases to 74 feet at station 2323+20, at which point the right-of-way gradually decreases to 66 feet at station 2324+90 and continues at that width, as shown on valuation map V31-3.

EXCEPT that at station 2327+53, the right-of-way gradually increases to 78 feet at station 2329+08, at which point the right-of-way gradually decreases in width to 77 feet at station 2330+87, at which point the right-of-way gradually increases in width to 82 feet at station 2333+07, at which point the right-of-way gradually decreases in width to 66 feet at station 2336+07, at which point the right-of-way gradually increases in width to 110 feet at station 2341+30, at which point the right-of-way decreases in width to approximately 66 feet at station 2344+00±, at which point the right-of-way gradually increases to 90 feet wide at station 2347+50, at which point the right-of-way gradually decreases to 66 feet in width at station 2352+98±, at which point the right-of-way gradually increases to 77 feet wide at station 2353+98±, at which point the right-of-way gradually decreases to 71 feet wide at station 2356+05, at which point the right-of-way becomes 66 feet wide and continues at that width, as shown on valuation map V31-4.

EXCEPT that at station 2402+24, the right-of-way is 92 feet wide and gradually decreases to 66 feet in width at station 2404+99, at which point the right-of-way gradually widens to 96 feet at station 2411+93, at which point the right-of-way gradually narrows to 66 feet at station 2415+93, at which point the right-of-way gradually increases to 138 feet in width at station 2420+80, at which point the right-of-way gradually decreases to 79 feet wide at station 2424+50, at which point the right-of-way is 32 feet wide and gradually increases to 39 feet in width at station 2430+01, all of the above as shown on valuation map V31-5, at which point the right-of-way gradually narrows to 28 feet at station 2433+47±, at which the right-of-way gradually increases to 40 feet in width at station 2439+13, at which point the right-of-way gradually decreases to 28 feet at station 2440+10± and continues at this width until station 2442+05±, at which point the right-of-way gradually increases to 50 feet in width at station 2447+68± and continues at this width until station 2447+93±, at which point it gradually widens to 106 feet in width at station 2448+00, at which point it gradually narrows to 86 feet in width at station 2452+09, at which point it gradually decreases to 66 feet at station 2452+75 and continues at this width in Taneytown, as shown on valuation map V31-6.

EXCEPT that at station 2457+47, the right-of-way gradually increases from 66 feet to 109 feet in width at station 2465+50, at which point the right-of-way gradually decreases to 66 feet at station 2473+01±, all the above shown on valuation map V31-6, at which point the right-of-way gradually increases to approximately 157 feet in width at station 2492+18, at which point the right-of-way gradually decreases to 66 feet at station 2498+05±, at which point the right-of-way gradually increases to 80 feet in width at station 2500+77, at which point the right-of-way decreases to 68 feet and gradually to 40 feet at the centerline of Crouse Mill Road, from which point to the western edge of said highway at station 2512+25, the railroad has an easement for operations, from which point the right-of-way is approximately 80 feet and gradually increases to 83 feet in width at station 2514+25±, at which point the right-of-way decreases to 80 feet in width at station 2515+55, at which point the right-of-way is reduced to 35 feet and continues at this width, as shown on valuation map V31-7.

EXCEPT at station 2531+61 the right-of-way is 66 feet and gradually increases to 102 feet wide at station 2535+15, at which point the right-of-way gradually decreases to 66 feet at station 2537+18±, as shown on valuation map V31-7, at which point it gradually increases to 70 feet in width at station 2539+12±, at which point the right-of-way gradually decreases to 66 feet in width at station 2541+10±, at which point the right-of-way gradually increases to 94 feet in width at station 2542+10±, at which point the right-of-way gradually decreases to 66 feet in width at station 2543+60, at which point the right-of-way gradually increases to 80 feet in width at station 2545+10±, at which point the right-of-way decreases to 66 feet at station 2547+10± and continues at that width, as shown on valuation map V31-8.

EXCEPT at station 2551+05±, the right-of-way increases from 66 feet to 75 feet at station 2552+10± and continues at that width, as shown on valuation map V31-8.

EXCEPT at station 2557+13± the right-of-way gradually decreases from 75 feet to 66 feet at station 2560+85, at which point the right-of-way increases to 78 feet in width at station 2563+11±, at which point the right-of-way gradually decreases to 66 feet in width in Crabster at station 2569+10±, at which point the right-of-way increases to 73 feet in width at station 2571+10±, at which point the right-of-way gradually decreases to 66 feet at station 2573+10±, at which point the right-of-way increases to 79 feet in width at station 2576+10±, at which point the right-of-way decreases to 66 feet in width at station 2579+10±, at which point the right-of-way gradually increases to 69 feet in width at station 2580+10, at which point the right-of-way gradually decreases to 66 feet at station 2582+11±, the right-of-way gradually increases from 66 feet to 69 feet at station 2585+09, as shown on valuation map V31-8, at which point the right-of-way increases to 75 feet at station 2592+17, at which point the right-of-way increases to approximately 110 feet and from which point the right-of-way gradually decreases to 70 feet at station 2595+37±, at which point the right-of-way gradually increases to 71 feet at station 2597+16±, at which point the right-of-way gradually decreases to 70 feet at station 2602+21±, at which point the right-of-way gradually increases to 73 feet at station 2605+21±, at which point the right-of-way gradually decreases to 67 feet at station 2611+15±, at which point the right-of-way gradually increases to 73 feet at station 2613+15±, at which point it gradually decreases in width to 61 feet at station 2619+87, at which point the right-of-way increases to 64 feet and gradually increases to 89 feet at station 2637+15±, at which point the right-of-way gradually decreases to 85 feet at station 2640+44, at which point the right-of-way gradually increases to 106 feet at station 2642+95, as shown on valuation map V31-9, at which point the right-of-way gradually decreases to 66 feet at station 2646+70, at which point the right-of-way gradually increases to 85 feet at station 2652+18±, at which point the right-of-way gradually decreases to 66 feet at station 2656+33±, at which point the right-of-way gradually increases to 107 feet at station 2658+35, at which point the right-of-way gradually decreases to 66 feet at station 2660+15±, at which point the right-of-way gradually increases to 72 feet at station 2661+20±, at which point the right-of-way gradually decreases to 66 feet at station 2665+23, at which point the right-of-way gradually increases to 78 feet at station 2667+31±, at which point the right-of-way gradually decreases to 66 feet at station 2677+10±, at which point, in Sharretts, the right-of-way gradually increases to 98 feet at station 2680+20, at which point the right-of-way gradually decreases to 71 feet at station 2681+42 and continues at that width until station 2681+67, at which point the right-of-way gradually increases to 100 feet at station 2682+70, at which point the right-of-way gradually decreases to 66 feet at station 2684+18±, at which point the right-of-way gradually increases to 84 feet at station 2685+75±, at which point the right-of-way gradually decreases to 66 feet at station 2690+15± and continues at that width, as shown on valuation map V31-10.

EXCEPT at station 2697+22± the right-of-way gradually increases from 66 feet to 173 feet at station 2700+65, at which point the width decreases to 140 feet and continues to gradually decrease to 120 feet at the north edge of Big Pipe Creek at station 2704+21±, at which point the right-of-way decreases to 66 feet and continues at that width as shown on valuation map V31-11 at the east side of Mt. Union Road at station 2731+59 through which to the west edge of said road, at station 2731+89, the railroad has an easement for operations,

from which point the right-of-way is 66 feet and continues at that width, as shown on valuation map V31-11.

EXCEPT at the northern side of the Western Maryland Railway at station 2740+63 through which to the southern side of said railway, at station 2741+37, the railroad has an easement for operations and from which point the railroad right-of-way is 66 feet and continues at that width, as shown on valuation map V31-11.

EXCEPT at the north edge of Middleburg Road at station 2754+90 to the south edge of said road at station 2755+45, the railroad has an easement for operations and from the south edge the right-of-way is 66 feet wide and continues at that width, as shown on valuation map V31-12.

EXCEPT at station 2775+86± the right-of-way is 50 feet wide and continues at that width until the northeastern edge of Little Pipe Creek at station 2777+87±.

EXCEPT starting at the northwestern edge of Little Pipe Creek at station 2779+13±, the right-of-way is 50 feet wide and continues at that width to station 2782+11, at which point the right-of-way is 140 feet wide and gradually decreases to 66 feet wide at station 2784+98, at which point the right-of-way gradually increases to 82 feet wide at station 2787+48, at which point the right-of-way gradually decreases to 66 feet at station 2791+49±, at which point the right-of-way gradually increases to 86 feet at station 2791+99, at which point the right-of-way gradually decreases to 81 feet at station 2793+74, at which point the right-of-way gradually increases to 88 feet at station 2795+49, at which point the right-of-way gradually increases to 96 feet at station 2800+20±, at which point the right-of-way gradually decreases to 66 feet at station 2891+27 and continues at that width, as shown on valuation map V31-12.

EXCEPT at station 2819+42, the right-of-way gradually increases from 66 feet to 90 feet at station 2821+75, at which point the right-of-way gradually decreases to 66 feet at station 2823+46, at which point the right-of-way gradually increases to 122 feet at station 2824+00, at which point the right-of-way gradually decreases to 66 feet at station 2824+75, at which point the right-of-way gradually decreases to 76 feet at station 2826+75, at which point the right-of-way gradually increases to 81 feet at station 2825+75, at which point the right-of-way gradually increases to 93 feet at station 2827+75, at which point the right-of-way gradually decreases to 79 feet at station 2832+47, at which point the right-of-way gradually increases to 126 feet at station 2834+02, at which point the right-of-way gradually decreases to 73 feet at station 2835+20, at which point the right-of-way gradually increases to 100± feet wide at station 2837+77, at which point the right-of-way decreases to 78 feet at station 2846+79 and continues at that width until station 2847+79, at which point the right-of-way gradually widens to 94 feet at station 2850+79, at which point the right-of-way gradually decreases to 88 feet at station 2851+04, at which point the right-of-way gradually widens to 115 feet at station 2854+80, all of the above as shown on valuation map V31-13, at which point the right-of-way gradually decreases in Ladiesburg to 73 feet at station 2863+28±, at which point the right-of-way gradually increases 80 feet at station 2865+57 and continues at that width until station 2865+91, at which point the right-of-way gradually decreases in width to 78 feet at station 2869+35, at which point the right-of-way gradually increases in width to 83 feet at station 2870+35, at which point the right-of-way gradually decreases in width to 70 feet at station 2874+82 and continues at that width until station 2876+35, at which point the right-of-way gradually increases in width to 76 feet at station 2879+35, at which point the right-of-way gradually decreases to 66 feet at station 2884+48 and continues at that width, as shown on valuation map V31-14.

EXCEPT that at station 2917+66±, the right-of-way gradually increases in width from 66 feet to 69 feet at station 2929+57 at which point the right-of-way increases to 75 feet and gradually increases to 79 feet, at station 2933+37±, at which point the right-of-way gradually decreases to 75 feet at station 2935+36±, at which point the right-of-way gradually increases to 93 feet at station 2937+36, at which point the right-of-way gradually decreases to 66 feet at station 2939+27, at which point the right-of-way gradually increases in width to 80 feet at station 2939+87, at which point the right-of-way gradually decreases in width to approximately 66 feet at station

2942+35, at which point the right-of-way gradually increases in width to approximately 86 feet at station 2944+10, at which point the right-of-way gradually decreases to 79 feet at station 2944+40, at which point the right-of-way gradually increases to 84 feet at station 2945+62, at which point the right-of-way gradually decreases to 70 feet at station 2948+38, at which point the right-of-way gradually increases to 86 feet at station 2954+87, at which point the right-of-way gradually decreases in width to 66 feet at station 2957+50 and continues at this width, as shown on valuation map V31-15.

EXCEPT that at station 2964+23, the right-of-way gradually increases in width from 66 feet to 87 feet at station 2973+65, at which point the right-of-way gradually decreases in width to 66 feet at station 2978+40, at which point the right-of-way gradually increases in width to 81 feet at station 2985+80±, at which point the right-of-way gradually decreases to approximately 75 feet at station 2986+25, at which point the right-of-way gradually increases to 93 feet at station 2991+40±, at which point the right-of-way gradually decreases to 66 feet at station 2996+90, at which point the right-of-way gradually widens to 78 feet at the east side of Oak Hill Road at station 3001+36 through which to the west edge of said road, at station 3001+75 the railroad has an easement for operations, at which point the right-of-way is 66 feet which continues until station 3005+92, at which point the right-of-way gradually increases to 83 feet at station 3006+80, at which point the right-of-way gradually decreases to 66 feet at station 3009+80± and continues at that width, as shown on valuation map V31-16.

EXCEPT the right-of-way at station 3018+40 is 103 feet wide and gradually decreases in width to 66 feet at station 3024+93, at which point the right-of-way gradually increases in width to 96 feet at station 3023+45±, at which point the right-of-way gradually decreases to 66 feet at station 3035+56, at which point the right-of-way gradually increases to 82 feet at station 3048+21, at which point the right-of-way gradually decreases in width to 70± feet at station 3050+50±, at which point the right-of-way gradually increases in width to 79 feet at station 3054+50±, at which point the right-of-way gradually decreases in width to 66 feet at station 3057+53, at which point the right-of-way, as shown on valuation map V31-17, gradually increases in width to 110 feet at station 3067+13, at which point the right-of-way decreases to 66 feet at station 3076+67± and continues at that width until the northern edge of Maryland 550 at station 3081+70, at which point the right-of-way gradually widens to 75 feet at station 3086+64, at which point the right-of-way gradually decreases to 71 feet at station 3090+63, at which point the right-of-way gradually widens to 79 feet at station 3094+74±, at which point it gradually decreases in width to 73 feet at station 3100+96±, at which point it gradually increases in width to 79 feet at station 3102+68±, at which point the right-of-way gradually decreases to 72 feet at station 3104+59±, at which point the right-of-way gradually increases to 77 feet at station 3113+63±, at which point the right-of-way gradually decreases to 66 feet at station 3115+13, all of the above being shown on valuation map V31-18, at which point the right-of-way gradually increases in width to 85 feet at station 3118+52, at which point the right-of-way decreases in width to 66 feet at station 3134+38 and continues at that width as shown on valuation map V31-19.

EXCEPT that at station 3157+18, the right-of-way gradually increases from 66 feet to 72 feet at station 3157+65±, at which point the right-of-way gradually decreases to 66 feet at station 3161+68, at which point the right-of-way gradually increases to 79 feet at station 3163+64±, at which point the right-of-way gradually decreases to 66 feet at station 3169+84, as shown on valuation map V31-19, at which point the right-of-way gradually increases in width to 72 feet at station 3174+67±, at which point the right-of-way gradually decreases to 66 feet at station 3176+77± and continues at that width until station 3181+18, at which point the right-of-way gradually increases to 76 feet at station 3182+43, at which point the right-of-way gradually decreases to 66 feet at station 3182+70±, at which point the right-of-way gradually increases in width to 77 feet at station 3186+18, at which point the right-of-way gradually decreases in width to 66 feet at station 3189+50± and continues at that width, as shown on valuation map V31-20.

EXCEPT that at station 3203+12± the right-of-way increases from 66 feet in width to 73 feet at station 3203+19, at which point it gradually decreases to 72 feet at station 3205+71±, at which point the right-of-way gradually

increases to 89 feet at station 3210+71±, at which point in McAleer the right-of-way gradually decreases to 68 feet at station 3212+79± and continues at that width until station 3215+69±, at which point the right-of-way gradually increases in width to 74 feet at station 3217+20±, and continues at this width until station 3221+24, as shown on valuation map V31-20, at which point the right-of-way gradually decreases in width to 66 feet at station 3228+75± and continues at this width until station 3229+80±, at which point the right-of-way gradually increases in width to 73 feet at station 3231+72±, at which point the right-of-way gradually decreases in width to 71 feet at station 3233+71±, at which point the right-of-way gradually increases in width to 93 feet at station 3239+75±, at which point the right-of-way gradually decreases in width to 66 feet at station 3251+57±, at which point the right-of-way gradually increases in width to 81 feet at station 3257+47, at which point the right-of-way gradually increases to 84 feet at station 3258+37, at which point the right-of-way gradually decreases to 66 feet at station 3252+76±, at which point the right-of-way gradually decreases to 66 feet at station 3259+63±, at which point the right-of-way gradually increases to approximately 85 feet at station 3261+72±, at which point the right-of-way gradually decreases to 66 feet in width at station 3267+70±, as shown on valuation map V31-21, at which point the right-of-way gradually increases to 75 feet at station 3276+62±, at which point the right-of-way decreases to 69 feet at station 3278+22± and continues at that width until station 3280+70±, at which point the right-of-way gradually decreases to 66 feet at station 3281+93, at which point the right-of-way gradually increases to 77 feet at station 3283+82±, at which point the right-of-way gradually decreases to 75 feet at the northeastern edge of Glade Road at station 3285+02, through which said road the railroad has an easement for operation, to the southwestern edge of said road to station 3285+38, at which point the right-of-way is 66 feet wide and gradually increases in width to 68 feet at station 3288+43, at which point the right-of-way gradually decreases to 66 feet at station 3292+71 and continues at that width as shown on valuation map V31-22.

EXCEPT that at station 3332+78 the right-of-way is approximately 72 feet wide, at which point the right-of-way gradually decreases to 69 feet at station 3334+78± and continues at that width until station 3338+80±, at which point the right-of-way gradually increases in width to 79 feet at station 3340+75±, at which point the right-of-way gradually decreases in width to 66 feet at station 3344+28, at which point the right-of-way gradually increases to 71 feet at station 3345+81±, at which point the right-of-way gradually decreases in width to 69 feet at station 3349+75±, at which point the right-of-way gradually increases in width to 81 feet at station 3351+90±, at which point the right-of-way gradually decreases in width to 66 feet at station 3353+28 and continues at that width as shown on valuation map V31-23.

EXCEPT that at station 3357+88±, the right-of-way gradually increases from 66 feet to 84 feet at station 3360+80±, at which point the right-of-way gradually decreases to 66 feet at station 3363+77±, at which point the right-of-way gradually increases to 86 feet at station 3365+76±, at which point the right-of-way gradually decreases in width to 66 feet at station 3369+80± and continues at that width as shown on valuation map V31-23.

EXCEPT that at station 3373+30, the right-of-way gradually increases from 66 feet to 85 feet at the eastern edge of Fountain Rock Road at station 3375+76 and continues at this width to the western edge of said road at station 3376+16, at which point the right-of-way gradually decreases in width to 66 feet at station 3379+30, at which point the right-of-way gradually increases to 92 feet at station 3380+82±, at which point the right-of-way gradually decreases to 66 feet at station 3383+32, as shown on valuation map V31-23, at which point the right-of-way gradually increases in width to 73 feet at station 3385+87±, at which point the right-of-way gradually decreases to 66 feet in width at station 3388+85±, at which point the right-of-way gradually increases in width to 85± feet at station 3390+82±, at which point the right-of-way gradually decreases in width to 66 feet at station 3392+83 and continues at that width, as shown on valuation map V31-24.

EXCEPT that at station 3399+37, the right-of-way gradually increases to 78 feet at station 3401+89±, at which point the right-of-way gradually decreases to 75 feet at the eastern edge of Retreat Road at station 3405+04 through said road the railroad has an easement for operations to the western edge at station 3405+31, at which point the right-of-way gradually decreases

from 75 feet to 66 feet at station 3407+85 and continues at that width as shown on valuation map V31-24.

EXCEPT that at station 3413+61, the right-of-way gradually increases in width from 66 feet to 79 feet at station 3415+36, at which point the right-of-way gradually decreases in width to 66 feet at station 3418+10 \pm and continues at that width until station 3419+8 \pm , at which point the right-of-way gradually widens to 81 feet at station 3423+85, at which point the right-of-way gradually decreases in width to 66 feet at station 3426+00, at which point the right-of-way gradually increases in width to 75 feet at station 3429+95 \pm , at which point the right-of-way gradually decreases in width to 66 feet at station 3432+90 \pm , as shown on valuation map V31-24, at which point the right-of-way gradually increases in width to 124 feet at station 3442+60, at which point the right-of-way is 66 feet wide and continues at that width to the northeastern edge of the Monocacy River at station 3444+27, as shown on valuation map V31-25.

EXCEPT that at the southwestern edge of the Monocacy River at station 3445+98 \pm , the right-of-way is 66 feet wide and gradually increases in width to 91 feet at station 3447+93 \pm , at which point the right-of-way gradually decreases in width to 66 feet at station 3451+88, at which point the right-of-way increases in width to 92 feet at station 3453+90 \pm , at which point the right-of-way gradually decreases in width to 90 feet at station 3459+85 \pm , at which point the right-of-way is further gradually reduced to 66 feet at station 3461+90, at which point the right-of-way gradually increases in width to 71 feet at station 3463+40, at which point the right-of-way gradually decreases to 66 feet at station 3464+40, at which point the right-of-way gradually increases to 77 \pm feet at station 3465+95 \pm , at which point the right-of-way gradually decreases to 73 feet at station 3469+90 \pm , at which point the right-of-way gradually increases to 95 \pm feet at station 3473+94 \pm , at which point the right-of-way gradually decreases to 66 feet at station 3480+00 \pm , at which point the right-of-way increases to 71 feet at station 3481+47 and continues at that width, as shown on valuation map V31-25.

EXCEPT that the right-of-way gradually decreases from 71 feet at station 3486+76 to 70 feet at station 3492+53 and this width continues to the eastern edge of Maryland 355, at which point the right-of-way is 68 feet in width through the crossing of said road at station 3494+88 and continues at this width until station 3496+67 \pm , at which point the right-of-way gradually increases to 100 feet in width and continues at this width, as shown on valuation map V31-26.

EXCEPT that the right-of-way is 83 feet wide at station 3499+23 and gradually decreases to 66 feet at station 3503+01 \pm , at which point the right-of-way gradually increases to 109 feet at station 3506+02 \pm , at which point the right-of-way gradually decreases to 66 feet at station 3511+00 \pm , at which point the right-of-way gradually increases to 84 feet at station 3515+05 \pm , at which point the right-of-way gradually decreases to 61 feet at station 3525+87, at which point the right-of-way gradually increases to 91 feet at station 3533+35, at which point the right-of-way gradually decreases to 72 feet at station 3537+11, at which point the right-of-way gradually increases to 80 feet in width at station 3539+08, at which point the right-of-way increases to 93 feet in width and gradually decreases as shown on valuation map V31-26, to 66 feet in width at station 3544+37 \pm and continues at this width until station 3545+37 \pm , at which point the right-of-way gradually increases in width to 102 feet at station 3549+42, at which point the right-of-way decreases to 78 feet in width at station 3552+08, at which point the right-of-way increases in width to 84 \pm feet in width at station 3553+33 \pm , at which point the right-of-way decreases in width to 60 feet at the northern edge of Frederick & Woodsboro Turnpike (Maryland 355) at station 3555+89 \pm through said road the railroad has an easement for operation to the southern edge at station 3556+96, at which point the right-of-way is 30 feet wide and continues at that width, as shown on valuation map V31-27.

EXCEPT that at the northern edge of 8th Street in Frederick at station 3600+45 \pm , the railroad has an easement for operations and said easement continues in East Street until the southern edge of Patrick Street at station 3638+16, at which point the right-of-way is 40 feet wide to the northern edge of Carroll Creek at station 3640+63, as shown on valuation map V31-28.

EXCEPT that from the southern edge of Carroll Creek, at station 3641+43, the right-of-way is 50± feet wide until station 3643+78, at which point the right-of-way is 35 feet until station 3647+05±, at which point is the junction with the B&O, as shown on valuation map V31-28.

EXCEPT that the right-of-way for operational purposes for the passing track from south of 7th Street at station 3607+23 paralleling the eastern edge of East Street to north of 5th Street at station 3613+91 is 35 feet wide as is the right-of-way for the spur from said passing track near 6th Street into the property of Reliable Junk, as shown on valuation map V31-28.

EXCEPT that the right-of-way providing service west of East Street from 4th Street to 7th Street is 20 feet wide except that where crossing all public roads, the railroad has an easement for operations, as shown on valuation map V31-28.

EXCEPT that spur from East Street at station 3618+23 to 5th Street, has a 20-foot wide right-of-way from the eastern edge of East Street to the centerline of 5th Street and from that point to the crossing of Pine Street at 5th Street to the edge of Clorox's property, the railroad has an easement for operations, as shown on valuation map V31-28.

EXCEPT that the spur from the centerline of 5th Street to Pine Street has a 33-foot right-of-way until the northern edge of 4th Street, at which point the railroad has an easement for operations until the southern edge of 4th Street, at which point the right-of-way is 33 feet wide until the northern edge of Church Street, at which point the railroad has an easement for operations until the southern edge of Church Street, at which point the right-of-way is approximately 23 feet wide until its place of ending; except the Grantor reserves the right for one year from the date of the execution of this deed to remove the track from the end-of-switch in 5th Street to the place of ending.

INCLUDING, in Galt, a triangular-shaped parcel adjacent to the northwest edge of the railroad right-of-way starting at station 2302+05± and ending at station 2303+48, as shown on valuation map V31-3.

INCLUDING, in Galt, a triangular-shaped parcel adjacent to the southeast edge of the railroad right-of-way starting at station 2302+50± and ending at station 2303+48, as shown on valuation map V31-3.

INCLUDING parcel B, indicated as MDB000-079, adjacent to west edge of the railroad right-of-way starting at station 2700+65 and continuing to the northern edge of Big Pipe Creek at station 2703+50±, as shown on valuation map V31-11, containing 27,475 square feet.

INCLUDING parcel A, indicated as MDB000-067, adjacent to the east edge of the railroad right-of-way starting at 2700+65 and continuing to the northern edge of Big Pipe Creek at station 2703+50±, as shown on valuation map V31-11, containing 3.75 acres.

INCLUDING an irregularly-shaped parcel C, indicated as MDB000-257, adjacent to the west edge of the railroad right-of-way starting at 2727+20± and continuing to the northern edge of Mt. Union Road at station 2731+59, as shown on valuation map V31-11, containing 13,200 square feet.

INCLUDING an irregularly-shaped parcel A, indicated as MDB000-269, starting at the southwest edge of the Western Maryland Railway, as shown on valuation map V31-11, and extending to the northern edge of Middleburg Road, being adjacent to the southwestern railroad right-of-way from station 2751+41± and ending at station 2754+90±, as shown on valuation map V31-12, containing 10.91 acres.

INCLUDING an irregularly-shaped parcel B, indicated as MDB000-272, adjacent to the northwestern edge of the railroad right-of-way starting at station 2751+41 and ending at the northern edge of Middleburg Road at station 2754+90±, as shown on valuation map V31-12, containing 20,908 square feet.

INCLUDING a generally triangular-shaped parcel C, indicated as MDB000-284, adjacent to the northwestern edge of the railroad right-of-way starting at the southern edge of Middleburg Road at station 2755+25± to station 2758+66±, as shown on valuation map V31-12, containing 14,800 square feet.

INCLUDING a generally triangular-shaped parcel D, indicated as MDB000-296, adjacent to the southeastern edge of the railroad right-of-way starting at the southern edge of Middleburg Road at station 2755+25± to station 2759+12±, as shown on valuation map V31-12, containing 33,200 square feet.

INCLUDING an irregularly-shaped parcel A, indicated as MDB000-094, adjacent to the southeastern edge of the railroad right-of-way starting at station 3118+56 to station 3126+93±, as shown on valuation map V31-19, containing 1.56 acres.

EXCEPTING THEREOUT AND THEREFROM:

A STRIP OR PARCEL of land, identified as parcel number MDB000-082, located at Woodsboro in Woodsboro Election District No. 11, being 150 feet wide and approximately 1,000 feet long, adjoining the herein described right-of-way on the west fronting on the northwardly line of Gravel Hill Road, as shown on valuation map V31-18.

The line of railroad hereinbefore described is identified as Line Nos. 198 and 199 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

ALL THAT PROPERTY situate in Westover Election District No. 13, Brinkley Election District No. 3, Lawsons Election District No. 8, Crisfield Election District No. 7 and the City of Crisfield, in the County of Somerset and State of Maryland, being all the right, title and interest of The Penn Central Corporation of, in and to all that certain piece or parcel of land and premises, easements, rights-of-way or other rights of any kind whatsoever appurtenant thereto, or used in conjunction therewith on and along a portion of the railroad of said The Penn Central Corporation known as the Crisfield Branch, said portion being generally described as sixty-six feet wide, and as follows:

BEGINNING in said Westover Election District No. 13 at the lateral cut line described on page B-4 in the deed from George W. Betz, Jr., Trustee of the property of Pennel Company to Consolidated Rail Corporation dated March 29, 1976 and recorded in Deed Book 314 at page 588 at station 90+50, as shown on valuation map V19-38;

THENCE extending in a general southwesterly direction on and along said 66-foot wide right-of-way of railroad approximately 14.57 miles, through the following locations: Westover, Kingston, Marion and Hopewell to the southwesterly line of 5th Street in said City of Crisfield, the place of ending at station 850+35±, as shown on valuation map V19-53.

EXCEPT north of Westover at station 142+07±, the right-of-way increases to 100 feet in width and continues at this width until station 153+10±, at which point the right-of-way is 66 feet wide and continues at this width, as shown on valuation map V19-39.

EXCEPT in Marion at station 531+90±, at which point the right-of-way is decreased to 46 feet wide and continues at this width until station 539+15, at which point the right-of-way gradually widens to 66 feet at station 540+75±, at which point the right-of-way widens to 100 feet and gradually decreases to 85 feet at station 547+60±, at which point the right-of-way gradually widens to 110 feet at station 554+55±, at which point the right-of-way narrows to 66 feet and continues at this width, as shown on valuation map V19-47.

EXCEPT at station 799+60± the right-of-way decreases to 55 feet and continues at this width until station 842+20±, at which point the right-of-way increases to 66 feet and continues at this width, as shown on valuation map V19-52 until end of property as shown on valuation map V19-53.

INCLUDING a triangular-shaped parcel in Crisfield adjacent to the western edge of the railroad right-of-way starting at station 847+50± and continuing to station 849+40±, as shown on valuation map V19-53.

The line of railroad hereinbefore described is identified as Line No. 163 in the records of the United States Railway Association. The Grantor has delivered a copy of each valuation map referred to in this description to the Grantee. Such valuation maps are on file in the offices of the Maryland Department of Transportation, State Railroad Administration, Elm Road, P.O. Box 8755, Baltimore/Washington International Airport, Maryland 21240 and are incorporated by reference herein and made a part hereof.

TOGETHER with the existing railroad track and appurtenances and existing bridges and culverts, buildings and other appurtenances located on the parcels of land hereinbefore described.

SUBJECT, however, to such state of facts that an accurate survey or a physical inspection of the property might disclose.

THIS DEED is delivered by Grantor and accepted by Grantee upon the understanding and agreement that: (1) the within conveyance is made without covenants of title or warranties, expressed or implied; and (2) should any claim adverse to the title hereby quitclaimed be asserted and/or proved, no recourse shall be had against the Grantor.

TOGETHER with all and every the rights, alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the premises above described and mentioned and hereby intended to be quitclaimed, free and clear of liens and encumbrances except such encumbrances arising from easements, leases or agreements assigned to the Grantee by the Grantor on the date of delivery of this Deed to the Grantee, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said Grantee, the successors and assigns of the Grantee.

The Grantee agrees to take title to any buildings, structures or other improvements located on the property, subject to violations of law or ordinances, whether or not such violations are officially recorded and in an "as is--where is" condition, as of the date of the delivery of this Deed to the Grantee.

The Grantor hereby covenants that the Grantor will perform, execute, acknowledge and deliver any and all such further acts, deeds, assignments and other instruments as may be reasonably requested by the Grantee to confirm, clarify, identify or more precisely describe the real property and the easements and rights quitclaimed by this Deed, and to the effect the recordation of, or otherwise perfect, this Deed; it being understood, however, that the Grantor will not be requested to furnish surveys of any or all of said real property and that any expenses incurred in the performance of this covenant will be borne by the Grantee.

By acceptance of this Deed, the Grantee agrees to assume all obligations with respect to ownership, maintenance, repair, renewal or removal of the property, including drainage structures, culverts and bridges located thereon.

Each party shall indemnify, defend and save harmless the other, its officers, employees, agents and representatives, from any obligations imposed by, or any penalties for violation of, any law, ordinance or regulations with respect to the respective party's ownership, maintenance, repair, renewal or removal of the property, or any claims or suits of any kind arising out of such obligations or violations, regardless of whether such claims or suits have been asserted as of the date of the acceptance of this Deed.

Each party shall further indemnify, defend and save harmless the other, its officers, employees, agents and representatives, from any and all liability for claims, suits, losses, damages, or injuries to persons or property of whatever nature or kind arising out of or dependent upon the respective party's ownership, management, maintenance, repair, renewal or removal of the property or operation of service thereon, regardless of whether such claims, suits, losses, damages or injuries have been asserted as of the date of this acceptance of the Deed.

All of the covenants of the Grantor and the Grantee, respectively, shall be deemed to be real covenants and shall run with the land.

THE words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this instrument so requires and whether singular or plural, such words shall be deemed to include in all cases the heirs or successors and assigns of the respective parties.

IN WITNESS WHEREOF the parties hereto have caused this Deed to be executed the day and year first above written.

TEST:

George H. Heim

Joseph J. Jenson

George H. Heim

Joseph J. Jenson

Robert L. Shriver

David H. H. H.

THE PENN CENTRAL CORPORATION

By: Paul W. Olson
PAUL W. OLSON, Director - Rail
Corridor Sales and Marketing

Attest: [Signature]
SENIOR ASSISTANT Secretary

BALTIMORE AND EASTERN RAILROAD COMPANY

By: J. M. Jenson
President

Attest: [Signature]
Secretary

STATE OF MARYLAND

By: Charles H. Smith
CHARLES H. SMITH, Administrator,
State Railroad Administration
Maryland Department of Transportation

test: James G. Peter

STATE OF PENNSYLVANIA :
:ss
COUNTY OF PHILADELPHIA:

ON THIS 6th day of January, 1982,
before me, a Notary Public in and for the Commonwealth of Pennsylvania
the undersigned officer, personally appeared PAUL W. OLSON, who
acknowledged himself to be the Director - Rail Corridor Sales and
Marketing of THE PENN CENTRAL CORPORATION, a corporation, and that
he, as such Director - Rail Corridor Sales and Marketing, being
authorized so to do, executed the foregoing instrument for the purpose
therein contained by signing the name of the corporation by himself
as Director - Rail Corridor Sales and Marketing, and that this conveyance
is no part of a transaction in which there is a sale, lease, exchange
or other transfer of all or substantially all of the property and assets
of The Penn Central Corporation.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

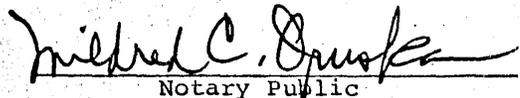

Notary Public

MILDRED C. ORUSKA
Notary Public, Phila., Phila. Co.
My Commission Expires May 26, 1984

STATE OF PENNSYLVANIA :
:ss
COUNTY OF PHILADELPHIA:

ON THIS the 6th day of January, 1982,
before me, a Notary Public in and for the State and County aforesaid,
the undersigned officer, personally appeared J. M. GILMORE,
who acknowledged himself to be the President of
BALTIMORE AND EASTERN RAILROAD COMPANY, a corporation, and that he
as such President, being authorized so to do,
executed the foregoing instrument for the purposes therein contained
by signing the names of the corporation by himself as President.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.


Notary Public

MILDRED C. ORUSKA
Notary Public, Phila., Phila. Co.
My Commission Expires May 26, 1984

STATE OF MARYLAND :
:ss
COUNTY OF BALTIMORE:

ON THIS the 8th day of January, 1982,
before me, a Notary Public in and for the State and County aforesaid,
the undersigned officer, personally appeared CHARLES H. SMITH,
who acknowledged himself to be the Administrator of STATE RAILROAD
ADMINISTRATION OF DEPARTMENT OF TRANSPORTATION OF THE STATE OF MARYLAND
a corporation, and that he as such Administrator, being authorized
so to do, executed the foregoing instrument for the purposes therein
contained by signing the names of the corporation by himself as
Administrator.

IN WITNESS WHEREOF, I hereunto set my hand and official
seal.

Margaret J. [Signature]

Notary Public

My Commission Expires: 7/1/82

EXHIBIT E

VERIFICATION AND CERTIFICATION BY MTA

I, Harry Romano, Rail Program and Policy Manager of the Office of Freight and Multimodalism, Maryland Department of Transportation, in support of the Maryland Transit Administration's foregoing Notice of Exemption, verify under penalty of perjury that the facts recited in that Notice of Exemption are true and correct, and certify that I have personal knowledge of the facts stated therein and that I am authorized to verify these facts stated in this Verified Notice of Exemption to the extent of my personal knowledge.

Furthermore, I hereby certify that no local traffic has moved over the Line for at least two (2) years, that no overhead traffic will need to be rerouted because the Line is stub-ended, and that no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such a user) regarding cessation of service over the Line either is pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period.



Harry Romano
Office of Freight and Multimodalism
Maryland Department of Transportation

EXHIBIT F

ENVIRONMENTAL AND HISTORIC REPORT

[attached hereto]

**Before the
Surface Transportation Board
Washington, D.C.**

Docket No. AB-590 (Sub-No. 1X)

**Maryland Transit Administration
Abandonment Exemption in Somerset County, MD**

Environmental and Historic Report

November 26, 2014

ENVIRONMENTAL REPORT

49 C.F.R. 1105.7(e) Requirements:

- (1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.**

The Maryland Transit Administration (“MTA”), a political subdivision of the State of Maryland and a non-carrier, proposes to abandon any remaining residual common carrier obligation over approximately 14.57 continuous miles of right-of-way located in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan MP 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan MP 16.3 near Crisfield, Maryland (the “Line”). The Line constitutes a majority of the right-of-way known as the Crisfield Secondary Track, designated as Line Code 1242 and USRA Line No. 163 in the United States Railway

Association's Final System Plan for Restructuring Railroads in the Northeast and Midwest Region Pursuant to the Regional Rail Reorganization Act of 1973 (1975) ("Final System Plan"), vol. I, p. 305, and vol. II, p. 131. A map of the project area is attached as **Exhibit A**. MTA's letter to federal, state and local government agencies is attached as **Exhibit B**. Responses to the letter or other comments received as a result of consultations are attached at **Exhibit C**.

Under the Final System Plan the Line was among those expressly excluded from transfer to the Consolidated Rail Corporation ("Conrail") or another profitable railroad, and instead was approved for abandonment and made available for public subsidy or acquisition. Final System Plan, vol. I, p. 369. Although the Final System Plan identified the Line as being the subject of an interim application for abandonment under Section 304(d) of the Regional Railroad Reorganization Act of 1973, Pub. L. 93-236, 87 Stat. 985 (formerly codified at 45 U.S.C. 741 *et seq.*) ("3R Act"), no available records indicate that abandonment was consummated through notice to State and local governments, as required under the 3R Act. *See* 3R Act, Section 304(a), (b), codified as amended at 45 U.S.C. 744(a), (b). Instead, in an effort to preserve the Line for potential reinstatement of freight rail service, the State sought to acquire the Line after service was terminated. *See* Interstate Commerce Commission, *Evaluation of Eight Light-Density Rail Lines in Maryland*, 42 Fed. Reg. 20396, 20402-06 (Apr. 19, 1977). In 1982, the State acquired the Line and several other light-density lines on Maryland's Eastern Shore from the Penn Central Corporation, successor to Penn Central and the Penndel Company. Deed, January 8, 1982.¹ MTA has preserved the inactive right-of-way since that time.

¹ Because MTA acquired the Line after it had been approved for abandonment, it was exempted from the need to seek ICC authority to acquire the line. *See Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, I.C.C. Finance Docket No. 28990F, 46 Fed. Reg. 37702, 37704 (July 22, 1981); 49 C.F.R. Part 1150, Subpart C. Similarly, pursuant to the same regulations, MTA is exempt from the STB's requirements for seeking abandonment authority. However, in order to make clear MTA's intent to abandon, and provide an opportunity to preserve the right-of-way for the potential reactivation of freight service by railbanking the Line, MTA is submitting a notice of exempt abandonment.

MTA has recently been engaged in discussions with Somerset County (the “County”) concerning the use of the Line for trail purposes. MTA and the County agree that, given the longtime lack of demand for rail service on the Line and the County’s interest in providing public recreational opportunities to its residents, it would be desirable to make interim use of the Line for trail purposes. MTA and the County are also negotiating with Delmarva Power, a subsidiary of Pepco Holdings, Inc., which has an interest in using the Line’s right-of-way for a new electric transmission line. Neither creation of a trail or installation of electricity transmission lines will substantially change the character of the right-of-way, nor will they prevent potential future reactivation of freight rail service.

The alternative to abandonment is to not abandon the Line. This alternative is unsatisfactory in light of the absence of demand for freight rail service and the interim benefits of railbanking. The cost of any upgrades or maintenance required to return the Line to active freight use would be prohibitive, particularly since there has been no demand for service for many years and therefore no current prospect of generating freight business to offset the cost of improvements. On the other hand, the County has indicated an intent to assume rail-trail sponsorship, which will provide an interim public benefit while preserving the right-of-way for future railroad use.

The rail facilities on the segment are in deteriorated condition. MTA intends to enter into a license with the County to develop the right-of-way for recreational trail purposes. Accordingly, the proposed abandonment will not alter the status quo with respect to the subject property.

- (2) **Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.**

MTA's proposed abandonment the Line will have no effect on regional or local transportation systems and patterns. There has been no freight rail traffic on the Line for decades, so no freight traffic will be diverted to other modes as a result of the proposed abandonment.

- (3) **Land use.**

- (i) **Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

The proposed action is consistent with existing land use plans for the surrounding area.

- (ii) **Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

The proposed abandonment will affect no prime agricultural land.

- (iii) **If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.**

The Line proposed to be abandoned is located within a designated coastal zone. No effect on the coastal zone is anticipated as the proposed action involves only the abandonment of the residual common carrier freight obligation associated with the Line without any disturbance to the physical right-of-way. In preparing this report MTA contacted the Maryland agency responsible for coastal zone management and has received no response.

- (iv) **If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.**

The right of way is suitable for, and is intended to be developed as, a public recreational trail.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources.

No freight traffic has moved over the Line in decades.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will not adversely affect movement or recovery of recyclable commodities. No freight traffic has moved over the Line in decades.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The abandonment will not have any impact on energy consumed in the transportation of freight, since no freight has moved in this corridor in decades.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year; or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in Sec. 1105.7(e)(4)(iii) need not be supplied if the more detailed information in Sec. 1105.7(e)(4)(iv) is required.

Not applicable. The proposed action will not cause any diversions of rail carloads per year over any part of the affected line meeting or exceeding the specific thresholds set forth in (iv) (A) or (B).

(5) Air.

(i) If the proposed action will result in either:

(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

- (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or**
- (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.**

Not applicable. The proposed action will not result in any increase in rail or truck traffic meeting or exceeding the specific thresholds for increased rail or truck traffic set forth in (i) (A), (B), or (C) above. There has been no traffic on the Line for decades.

- (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:**
 - (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,**
 - (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or**
 - (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10502), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.**

Not applicable. The proposed action will not result in any increase in rail or truck traffic meeting or exceeding the specific thresholds for increased rail or truck traffic or rail yard activity set forth in (ii) (A), (B), or (C) above.

- (iii) **If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.**

Not applicable. The proposed abandonment will not affect the transportation of ozone depleting materials.

- (6) **Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:**

- (i) **An incremental increase in noise levels of three decibels Ldn or more; or**
- (ii) **An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.**

Not applicable. The proposed abandonment will cause none of these impacts.

- (7) **Safety.**

- (i) **Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).**

The proposed abandonment will have no adverse effect on health or public safety as the impacts of the abandonment have already been experienced with cessation of service many years ago.

- (ii) **If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

Not applicable. The abandonment will not result in the transportation of hazardous materials.

- (iii) **If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.**

There are no known hazardous waste sites or hazardous spill sites within the right-of-way.

(8) **Biological resources.**

- (i) **Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.**

The proposed abandonment will have no adverse effect on endangered or threatened species as the impacts of the abandonment have already been experienced with cessation of freight rail service many years ago.

- (ii) **State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

No National or State parks and no wildlife sanctuaries or refuges will be affected by the proposed abandonment.

(9) **Water.**

- (i) **Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

The proposed abandonment will have no impact on applicable Federal, State or local water quality standards as the impacts of the abandonment have already been experienced with cessation of service many years ago.

- (ii) **Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

No permits are required for the proposed abandonment.

- (iii) **State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)**

No permits are required for the proposed abandonment.

- (10) **Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.**

The proposed abandonment will not change any conditions currently existing on the Line.

Accordingly, no mitigation of impacts will be required in connection with the proposed action.

- (11) **Additional Information for Rail Constructions. The following additional information should be included for rail construction proposals (including connecting track construction):**

- (i) **Describe the proposed route(s) by State, county, and subdivision, including a plan view, at a scale not to exceed 1:24,000 (7\1/2\ minute U.S.G.S. quadrangle map), clearly showing the relationship to the existing transportation network (including the location of all highway and road crossings) and the right-of-way according to ownership and land use requirements.**

Not applicable.

- (ii) **Describe any alternative routes considered, and a no-build alternative (or why this would not be applicable), and explain why they were not selected.**

Not applicable.

- (iii) **Describe the construction plans, including the effect on the human environment, labor force requirements, the location of borrow pits, if any, and earthwork estimates.**

Not applicable.

- (iv) **Describe in detail the rail operations to be conducted upon the line, including estimates of freight (carloads and tonnage) to be transported, the anticipated daily and annual number of train movements, number of cars per train, types of cars, motive power requirements, proposed speeds, labor force, and proposed maintenance-of-way practices.**

Not applicable.

- (v) **Describe the effects, including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing energy, noise and air impacts in Sec. 1105.7(e)(4), (5), or (6) are met.**

Not applicable.

- (vi) **Describe the effects, including impacts on essential public services (e.g., fire, police, ambulance, neighborhood schools), public roads, and adjoining properties, in communities to be traversed by the line.**

Not applicable.

- (vii) **Discuss societal impacts, including expected change in employment during and after construction.**

Not applicable.

Additional Information

Responses received from state and federal agencies are attached at **Exhibit C**.

HISTORIC REPORT

49 C.F.R. 1105.8(d) Requirements:

The Historic Report should contain the information required by § 1105.7(e)(1):

- (1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

See the discussion of the proposed action at Sec. 49 C.F.R. 1105.7(e)(1) of the preceding Environmental Report.

49 C.F.R. 1105.8(d) Requirements: additional historic information:

- (1) **A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;**

See Exhibit A. There are no buildings or other structures that are 50 years old or older in the right-of-way that will be affected by the proposed abandonment.

- (2) **A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;**

The right-of-way that is the subject of the proposed abandonment is generally sixty-six (66) feet in width. The Line is located in primarily rural, flat terrain on a coastal plain.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;**

No such resources exist on the subject property.

- (4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;**

There are no structures in the subject right-of-way.

- (5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;**

No rail carrier operations have occurred on the Line since 1976. Accordingly, no changes to carrier operations will result from the proposed abandonment. The only changes to the right-of-way that are contemplated are the eventual construction of a recreational trail, as well as the possible placement of electrical transmission infrastructure, an activity that would be subject to its own permitting process. Both of these changes are consistent with railbanking and the eventual possibility of reactivation of the Line.

- (6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;**

MTA possesses railroad valuation maps of the Line.

- (7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);**

As indicated at item (4) above, MTA is not aware of any structures that are eligible or potentially eligible for listing on the National Register of Historic Places in the right-of-way. In 2010, a report commissioned by MTA determined that the Line was not eligible for listing in the National Register of Historic Places. Determination of Eligibility Report, Eastern Shore Railroad Corridor – Crisfield Branch, Somerset County, MD, Maryland Historical Trust Maryland

Inventory of Historic Properties Form, at 1, August 2010 (“Determination of Eligibility”). A copy of the Determination of Eligibility is attached as **Exhibit D**.² In addition, the Line was determined to be a non-contributing resource within the Crisfield Historic District at the corridor’s southern terminus (Determination of Eligibility, Maryland Historical Trust Determination of Eligibility Form) and no previously recorded archaeological sites were identified within or immediately adjacent to the Line (Determination of Eligibility at 1). In preparing this report MTA contacted the State Historic Preservation Office and has received no response.

- (8) A description (based on readily available information in the railroad’s possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

There are no known hazardous waste sites or hazardous spill sites within the right-of-way.

- (9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e., prehistoric or native American).**

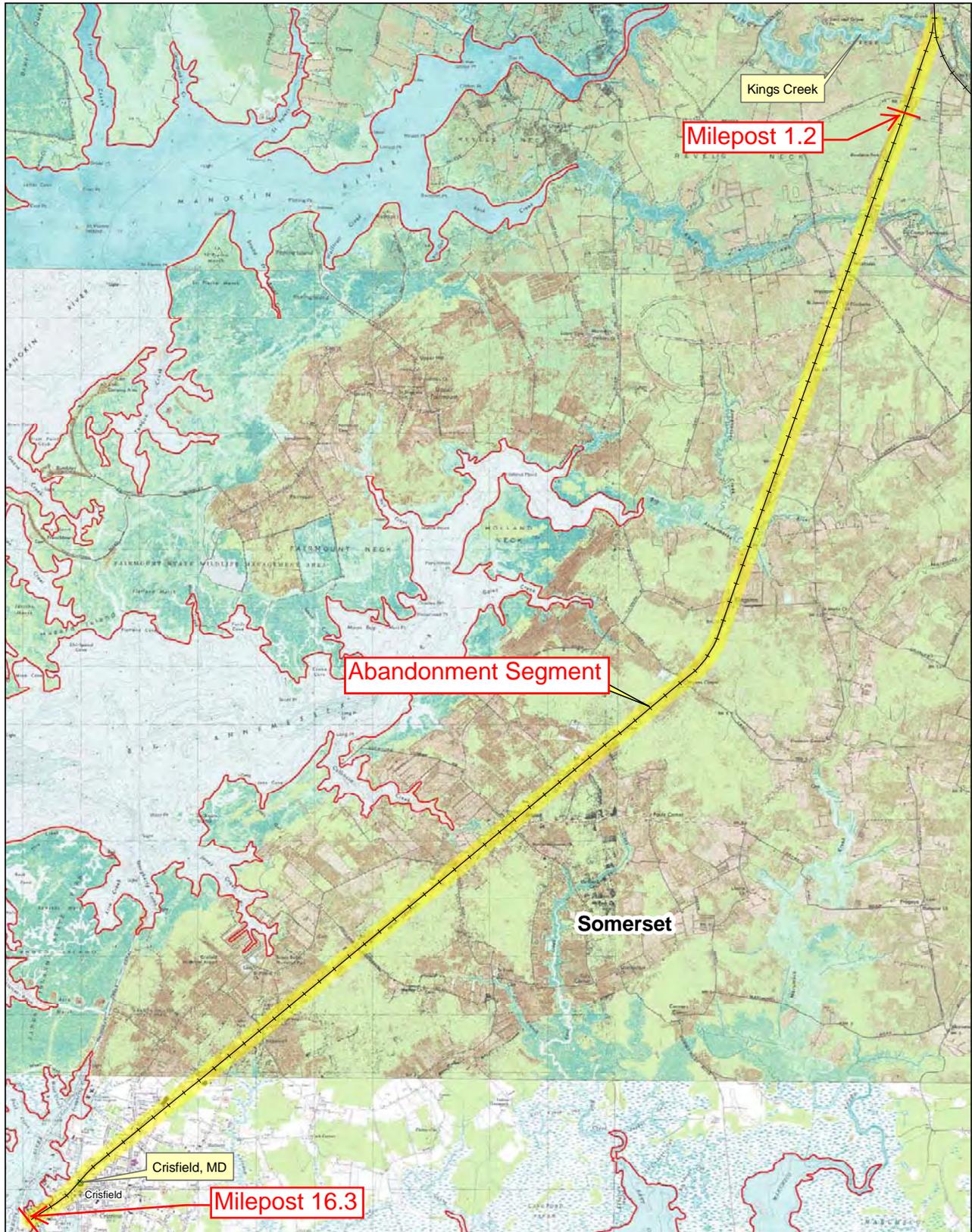
MTA has served the Maryland Historical Trust with a copy of this Combined Environmental and Historic Report, and will respond to any further reasonable requests for information.

² The Determination of Eligibility colloquially refers to the Line as having been “abandoned”. See, e.g., Determination of Eligibility Report, Inventory of Historic Properties Form, at 8 (citing a now-inactive web resource describing the Line as “officially abandoned” through operation of the Final System Plan process). However, we have located no previous filings at the I.C.C. or STB, or other documentation, that would have effected a formal abandonment of the Line.

Exhibit A

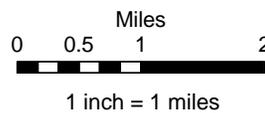
Map of the Abandonment Area

[attached hereto]



Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 June 2010

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



Legend	
	Rail line
	County/state line

Exhibit B

Agency Letters

Recipient List

Proposed rail freight service operation abandonment of the segment of rail line between Milepost 1.2 and Milepost 6.3 located in Somerset County, Maryland.

Beth Cole
Administrator
Project Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

Linda C. Janey, J.D.
Assistant Secretary
Maryland Department of Planning
301 West Preston Street, Suite 1104
Baltimore, Maryland 21201-2305

Elder Ghigiarelli
Deputy Program Manager
Wetlands & Waterways Program
Water Management Administration
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, MD 21230

Matt Fleming
Director
Chesapeake & Coastal Service
Maryland Department of Natural Resources
Tawes State Office Building E-2
580 Taylor Avenue
Annapolis, Maryland 21401

Rex Simpkins
President
Somerset County Commissioners Office
11916 Somerset Ave Room #111
Princess Anne, MD 21853

Nicholas DiPasquale
Director
Chesapeake Bay Program Office
U.S. Environmental Protection Agency -
Region 3
410 Severn Avenue, Suite 112
Annapolis City Marina
Annapolis, MD 21403

Wendi Weber
Regional Director
U.S. Fish & Wildlife Service
Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-9587

U.S. Army Corps of Engineers
Baltimore District Public Affairs
City Crescent Building
10 South Howard Street
Baltimore, MD 21201

Mike Caldwell
Regional Director
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106

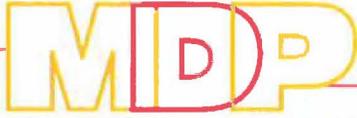
John F. Hall
State Conservationist
USDA – Natural Resources Conservation
Service
John Hanson Business Center
339 Busch's Frontage Road, Suite 301
Annapolis, MD 21409-5543

Communications and Outreach Branch,
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9202
1315 East-West Highway
Silver Spring, MD 20910-3283
Attn: Simon Monroe

Exhibit C

Agency Responses

[attached hereto]



Maryland Department of Planning

Sustainable _____ Attainable

November 14, 2014

NOV 21 2014

Mr. Charles Spitulnik
Kaplan Kirsch & Rockwell
1001 Connecticut Avenues N.W.
Suite 800
Washington, DC 20036

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20141113-0886

Reply Due Date: 12/04/2014

Project Description: Docket No. AB-590 (Sub-No.1X), Maryland Transit Administration - Abandonment
Exemption: Abandonment of an approximately 14.57 mile line of Railroad in Somerset County, MD
between Valuation Station 90+50, near Final System Plan MP 1.2 near Kings, Creek, MD

Project Location: Somerset County

Clearinghouse Contact: Nasrin Rahman

Dear Mr. Spitulnik:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Department(s) of the Environment, Transportation, Natural Resources, Somerset County and the Maryland Department of Planning, including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at nasrin.rahman@maryland.gov. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Assistant Secretary

LCJ:NR
14-0886_NRR.NEW.doc

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Richard Eberhart Hall, AICP, Secretary
Amanda Stakem Conn, Esq., Deputy Secretary

Exhibit D

Determination of Eligibility Report, Eastern Shore Railroad Corridor – Crisfield Branch,

Somerset County, MD, August 2010

[attached hereto]

Determination of Eligibility Report

Eastern Shore Railroad Corridor - Crisfield Branch

Somerset County, Maryland



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Appendix A –Historic Properties Form, Eastern Shore Railroad-Crisfield Branch

1. PROJECT BACKGROUND

The Maryland Transit Administration (MTA) is evaluating the National Register eligibility of the former Eastern Shore Railroad-Crisfield Branch in Somerset County, Maryland. Figure 1 depicts the site of the rail corridor. Photographs 1 through 4 illustrate the current appearance of the corridor.

STV conducted a file search at the Maryland Historic Trust (MHT) to identify National Register listed, eligible and potentially eligible resources within the project area. A field investigation was undertaken to identify an Area of Potential Effect (APE) and assess the presence of potential historic resources. No previously recorded archaeological sites were identified within or immediately adjacent to the rail corridor.

In addition to the MHT, additional resources consulted in order to identify and provide a context for evaluating cultural resources include the Edward H. Nabb Research Center for Delmarva History & Culture, regional and municipal histories, genealogical files, historic maps, and Internet sites.

2. AREA OF POTENTIAL EFFECT

In accordance with regulations of the Advisory Council on Historic Preservation (36 CFR 800.4(a) (1) and 36 CFR 800.2 (c)) guidelines outlined in the Secretary of Interior's Standards and Guidelines for Preservation Planning, Identification and Evaluation (36 CFR 44716-44729), this study utilizes historic contexts to identify and evaluate historic resources within the APE. The APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character of or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16d). The APE includes resources that may be directly or indirectly impacted by project activities, including acquisition of property, property easements, and audible and/or visual effects.

STV initiated fieldwork in May 2010 to develop an APE, to locate standing resources fifty years or older, and to assess the National Register eligibility of identified resources. Topography and vegetation can impact the view shed and should be considered.

The field view indicated the presence of one potential resource, the former Eastern Shore Railroad-Crisfield Branch. The corridor includes portions of one resource identified by the Maryland Historic Trust; the Crisfield Historic District which is listed in the National Register. Accordingly, the APE has been identified to include the rail corridor of the former Eastern Shore Railroad, Crisfield Branch and those areas of the Crisfield Historic District which lie in and within direct visual range of the rail corridor.

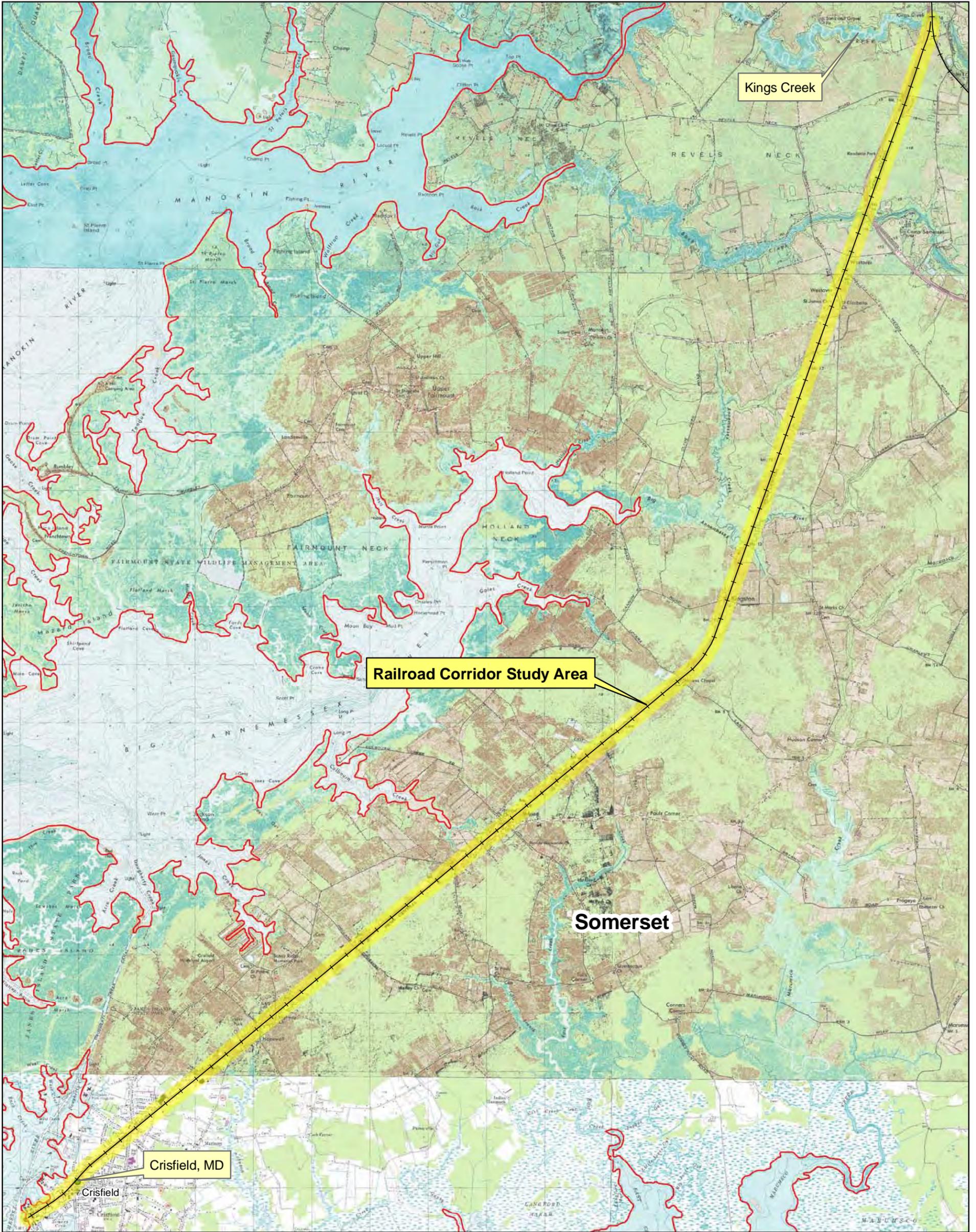


Figure 1
Eastern Shore Railroad - Crisfield Branch
Determination of Eligibility Report

Note: Highlighted route represents corridor study area

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 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 June 2010

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



1 inch = 1 miles

Legend	
	Rail line
	County/state line

**Determination of Eligibility Report
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland**



PHOTOGRAPH 1

View looking northeast from Ritzel road toward the corridor of the Eastern Shore Railroad - Crisfield Branch (Westover, MD vicinity) (May 2010).



PHOTOGRAPH 2

View looking southwest from Tows Campus Drive (Westover, MD vicinity) toward 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 (May 2010).

Determination of Eligibility Report
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 3

View looking south toward the former Marion Passenger Station and platform (May 2010).



PHOTOGRAPH 4

View looking southwest from Fourth Street toward Maryland Avenue (SR 413). The center median delineates the former railroad corridor of the Eastern Shore Railroad - Crisfield Branch (May 2010).

3. HISTORIC RESOURCES

The linear resource encompasses the rail corridor of the former Eastern Shore Railroad-Crisfield Branch. The rail corridor is presently owned by the State of Maryland.

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 deteriorated 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, subsequent to the line's abandonment, the track was removed; 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 crossings has been dismantled and track at these crossings has either been removed or paved over. The superstructure of the bridge crossing over the Big Annemessex River, the corridor's lone bridge crossing has been removed. Accordingly, this resource is not eligible for listing in the National Register.

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).

A Maryland Inventory of Historic Properties form and Determination of Eligibility form for the former Eastern Shore Railroad-Crisfield Branch are included in Appendix A

4. PUBLIC PARTICIPATION

A copy of this documentation is being sent to the **Edward H. Nabb Research Center for Delmarva History & Culture** to provide the opportunity for public review and comment.

5. CONCLUSION

This report documents the results of a Determination of National Register eligibility which was completed for the Eastern Shore Railroad-Crisfield Branch. Application of National Register criteria indicates the Eastern Shore Railroad-Crisfield Branch is not eligible for listing in the National Register.

**MARYLAND INVENTORY
OF HISTORIC PROPERTIES FORM**

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

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

6. Classification

Category	Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>2</u>	<input type="checkbox"/> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/>	<u>1</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/>	<u>1</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<input type="checkbox"/>	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>2</u>	<u>2</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input checked="" type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
					Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. S-517

Condition

excellent 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 corridor. 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		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____
Specific dates	1866, 1884, 1922	Architect/Builder	Eastern Shore Railroad Company	
Construction dates	1866			
Evaluation for:				
<input checked="" type="checkbox"/>	National Register	<input type="checkbox"/>	Maryland Register	<input type="checkbox"/>
				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).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. S-517

Name
Continuation Sheet

Number 8 Page 1

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 Railroad 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.
Pennel 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	<u> N/A </u>
Acreage of historical setting	<u> N/A </u>
Quadrangle name	<u> Princess Anne, Md; Kingston, MD </u> Quadrangle scale: <u> 1:24 000 </u>
	<u> Marion, MD; Crisfield, MD </u>

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 Hopewell 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 corridor. 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 include the single line track corridor, associated road crossings, 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	August, 2010
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

**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

<i>If the property is within a district</i>		District Inventory Number: <u>S-127</u>
NR-listed district	<u>X</u> yes	Eligible district ___yes
Preparer's Recommendation: Contributing resource ___yes <u>X</u> no		District Name: <u>Crisfield Historic District</u>
Non-contributing but eligible in another context _____		

<i>If the property is not within a district (or the property is a district)</i>	
Preparer's Recommendation:	Eligible ___yes <u>X</u> 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 deteriorated 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 _____
Criteria: ___A ___B ___C ___D	Considerations: ___A ___B ___C ___D ___E ___F ___G ___None
Comments: _____	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, NR Program	Date
_____	_____

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

Continuation Sheet No. 1

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: August 2010

FIGURES

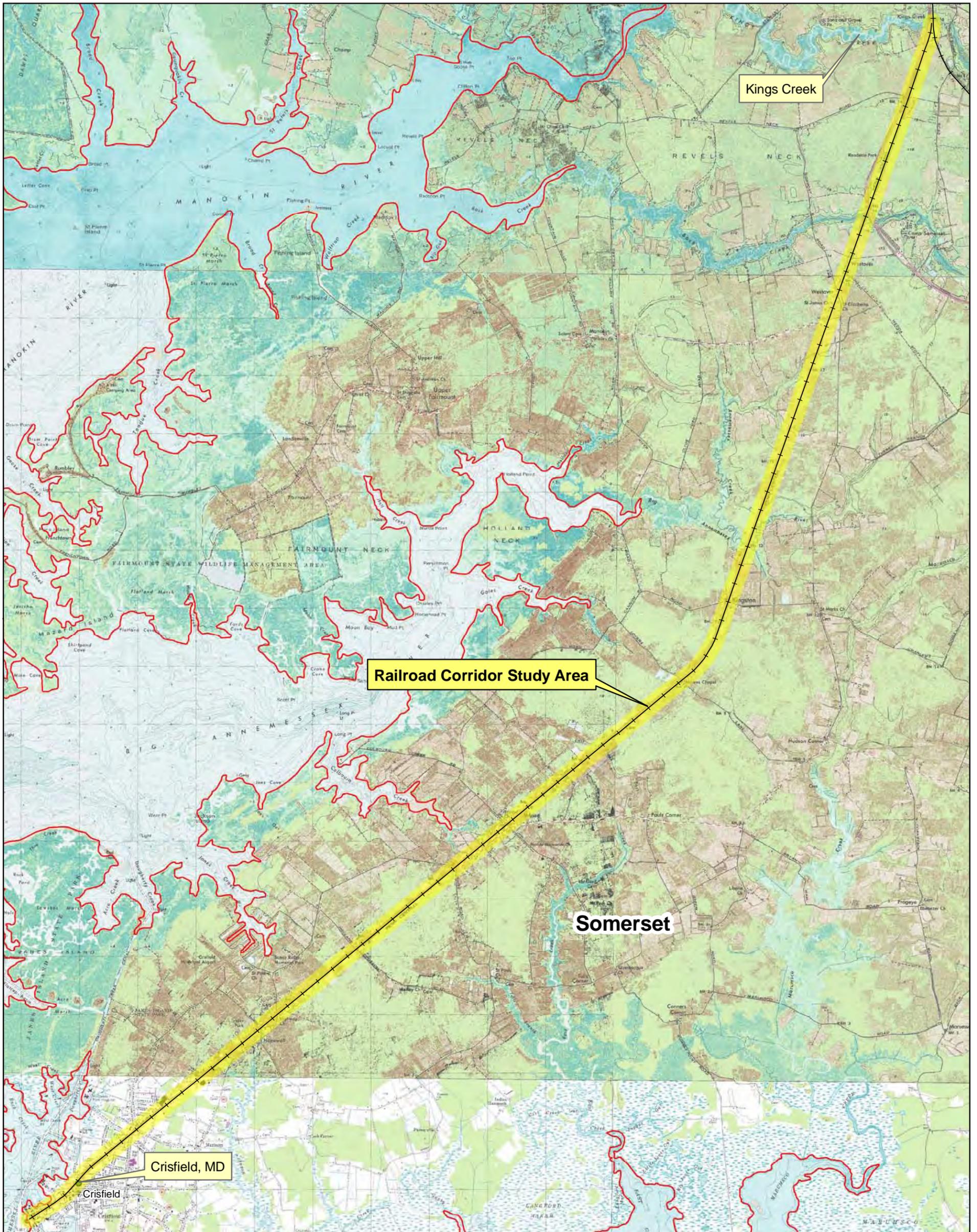


Figure 1
Eastern Shore Railroad - Crisfield Branch
Maryland Inventory of Historic Properties Form

Note: Highlighted route represents corridor study area

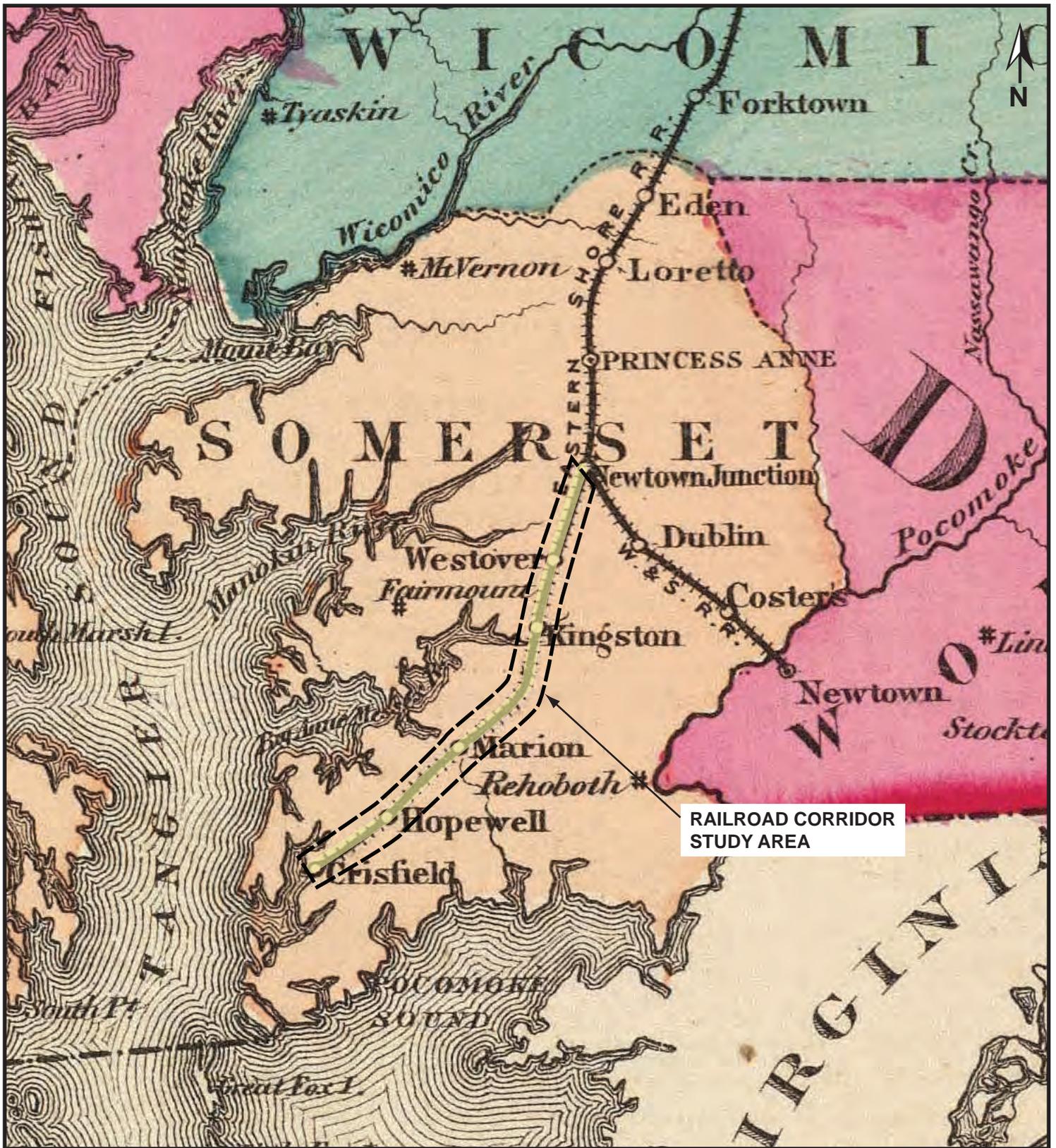
Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 June 2010

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

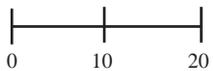


1 inch = 1 miles

Legend	
	Rail line
	County/state line

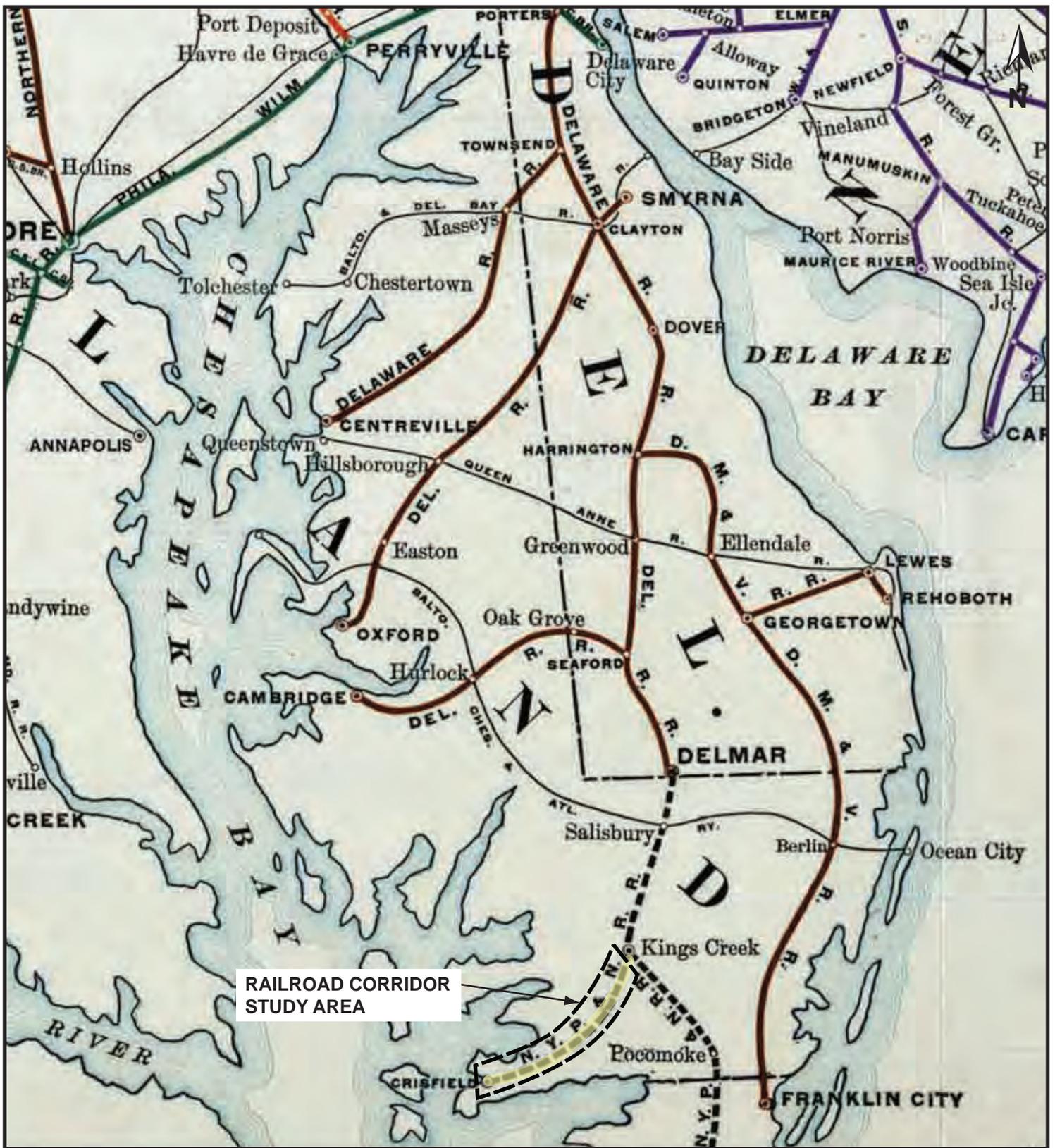


SCALE: 1" = 20 miles

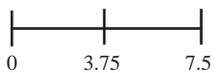


REFERENCE: 1873 New Railroad Map of the States of Maryland, Delaware and the District of Columbia

FIGURE 2
THE EASTERN SHORE RAILROAD - 1873
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: 1" = 7.5 miles



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

FIGURE 3
THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1899
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

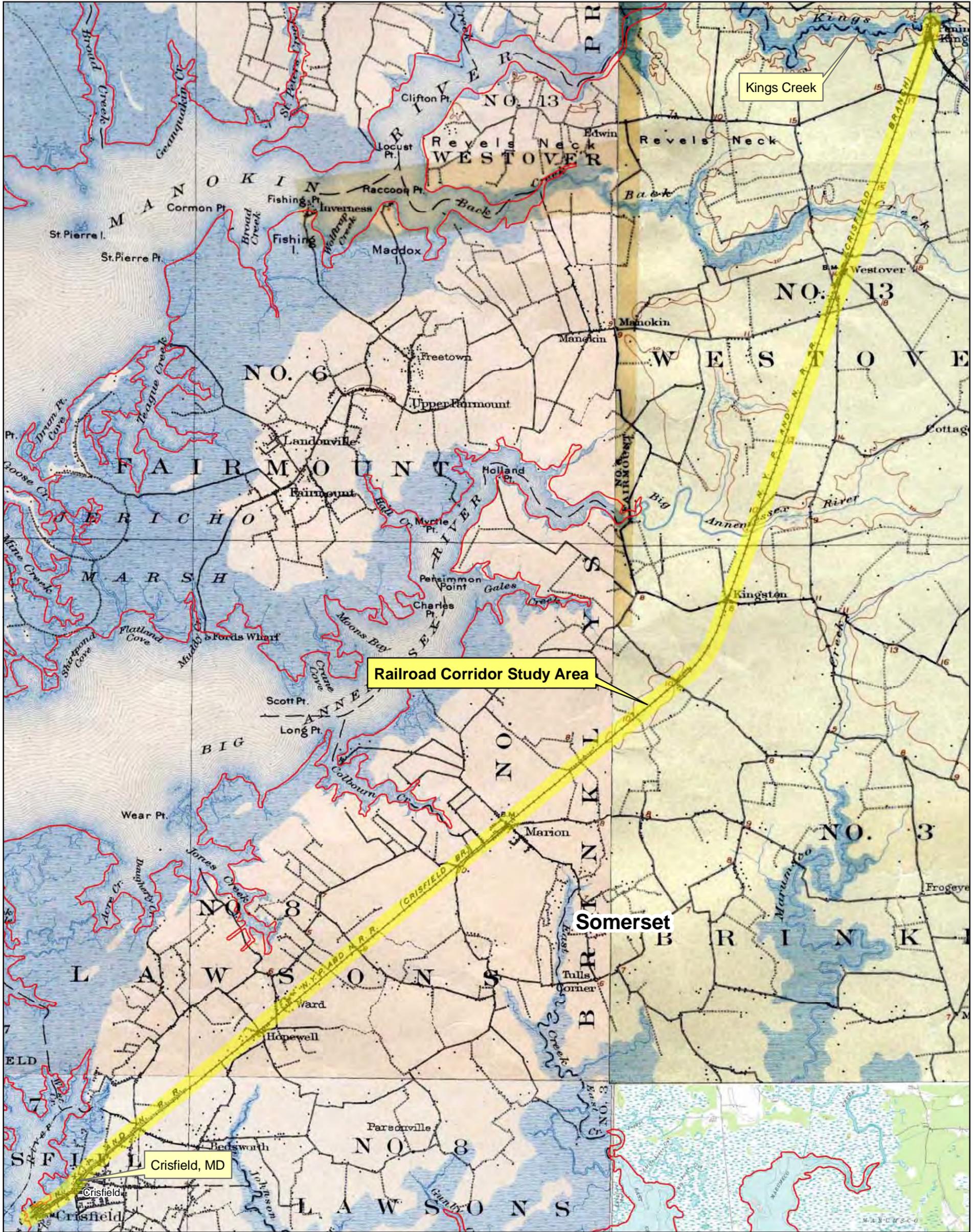


Figure 4
Eastern Shore Railroad - Crisfield Branch (circa 1901-1903)
Maryland Inventory of Historic Properties Form

Note: Highlighted route represents corridor study area

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 June 2010

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



1 inch = 1 miles

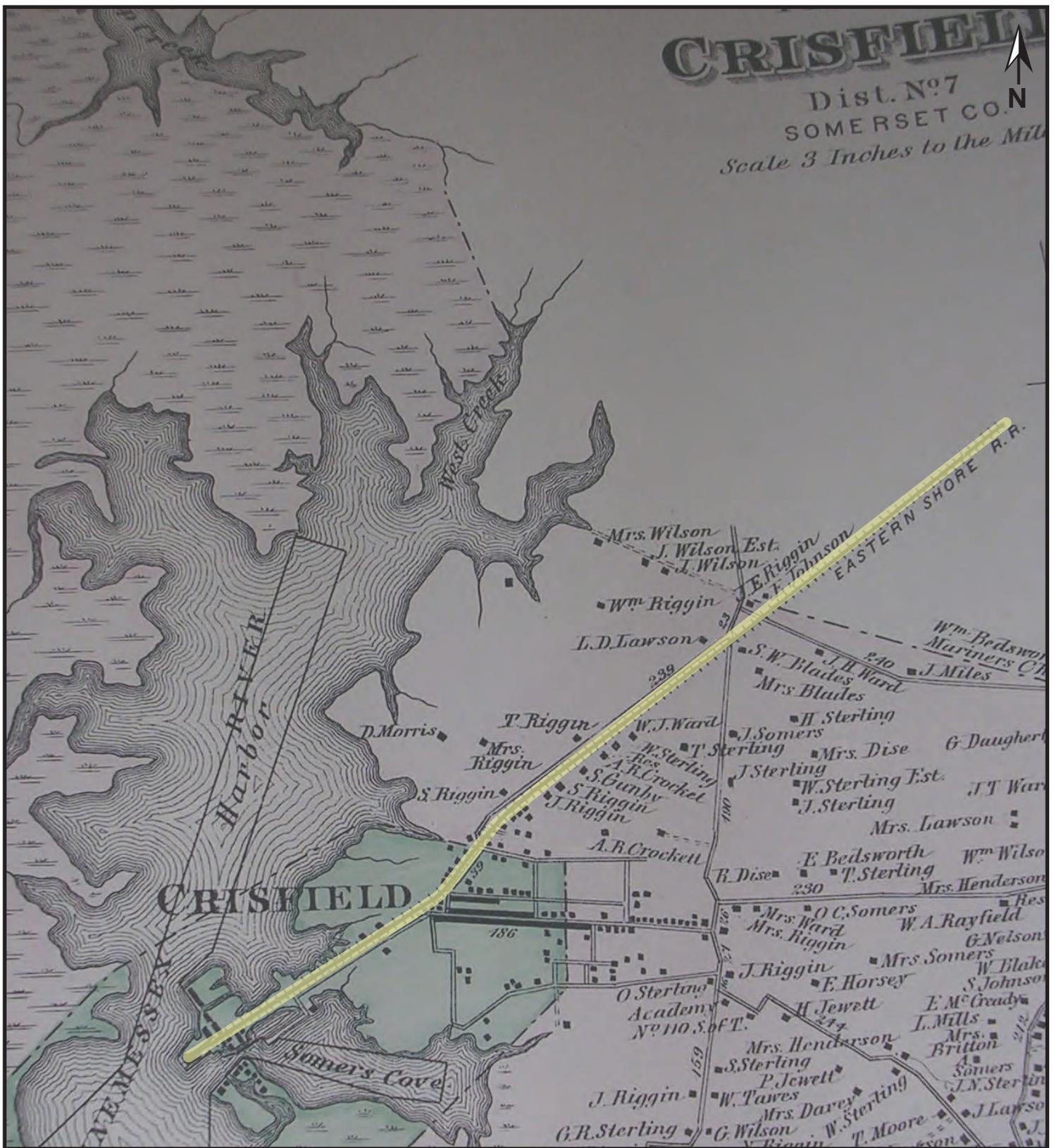
Legend	
	Rail line
	County/state line



SCALE: Unknown

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

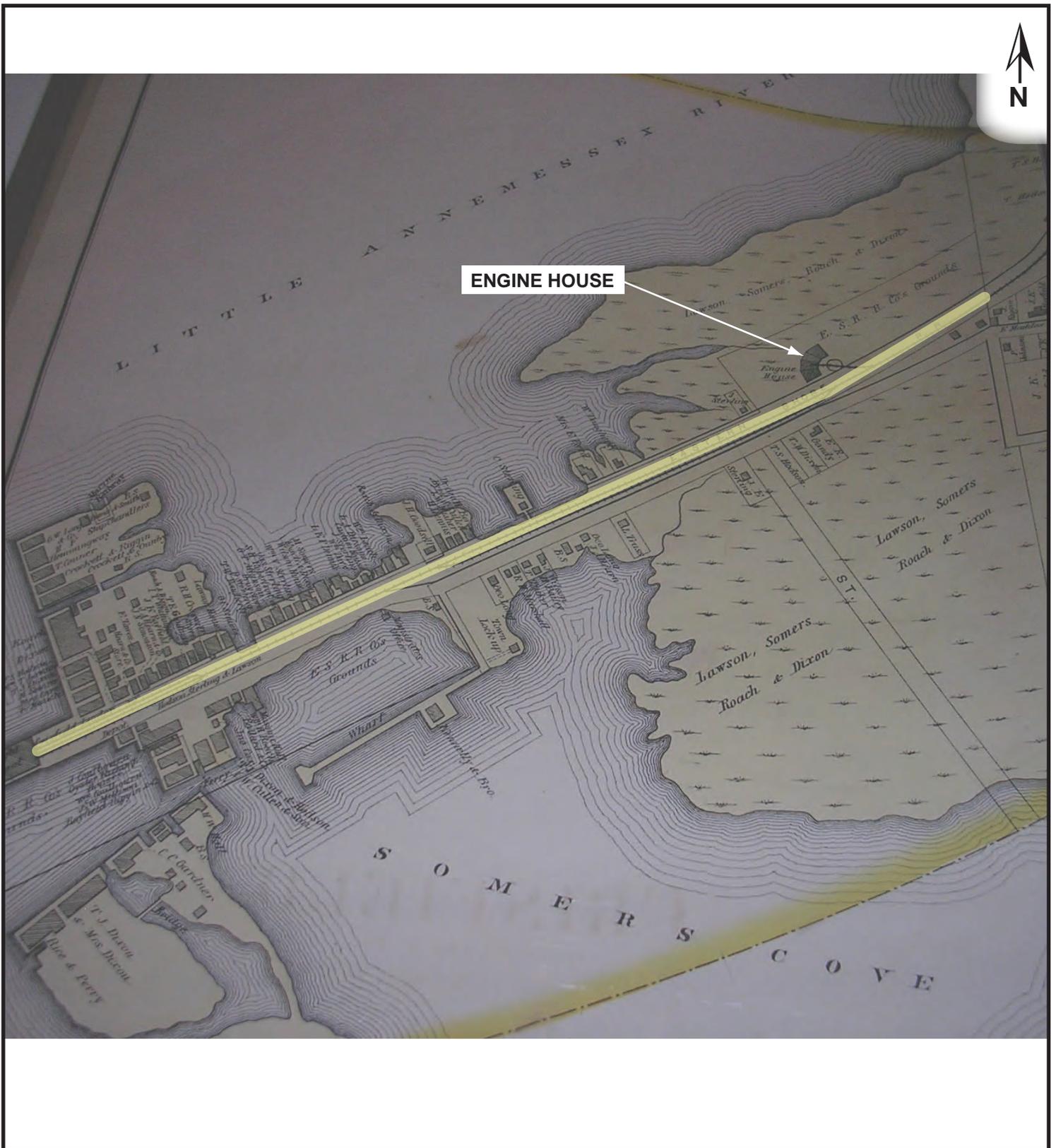
FIGURE 5
THE CRISFIELD BRANCH, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD - 1911
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

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

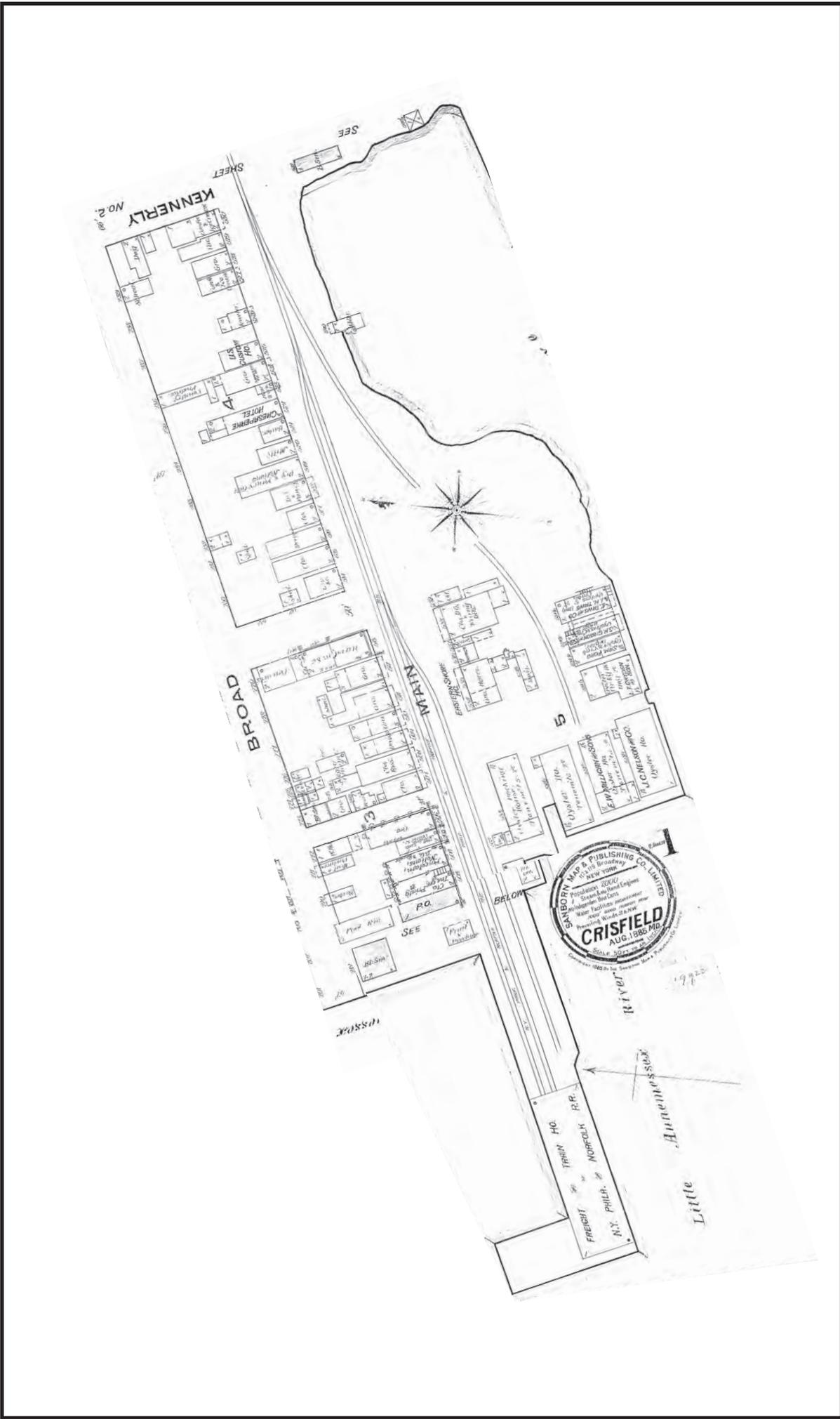
FIGURE 6
EASTERN SHORE RAILROAD - 1877
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

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

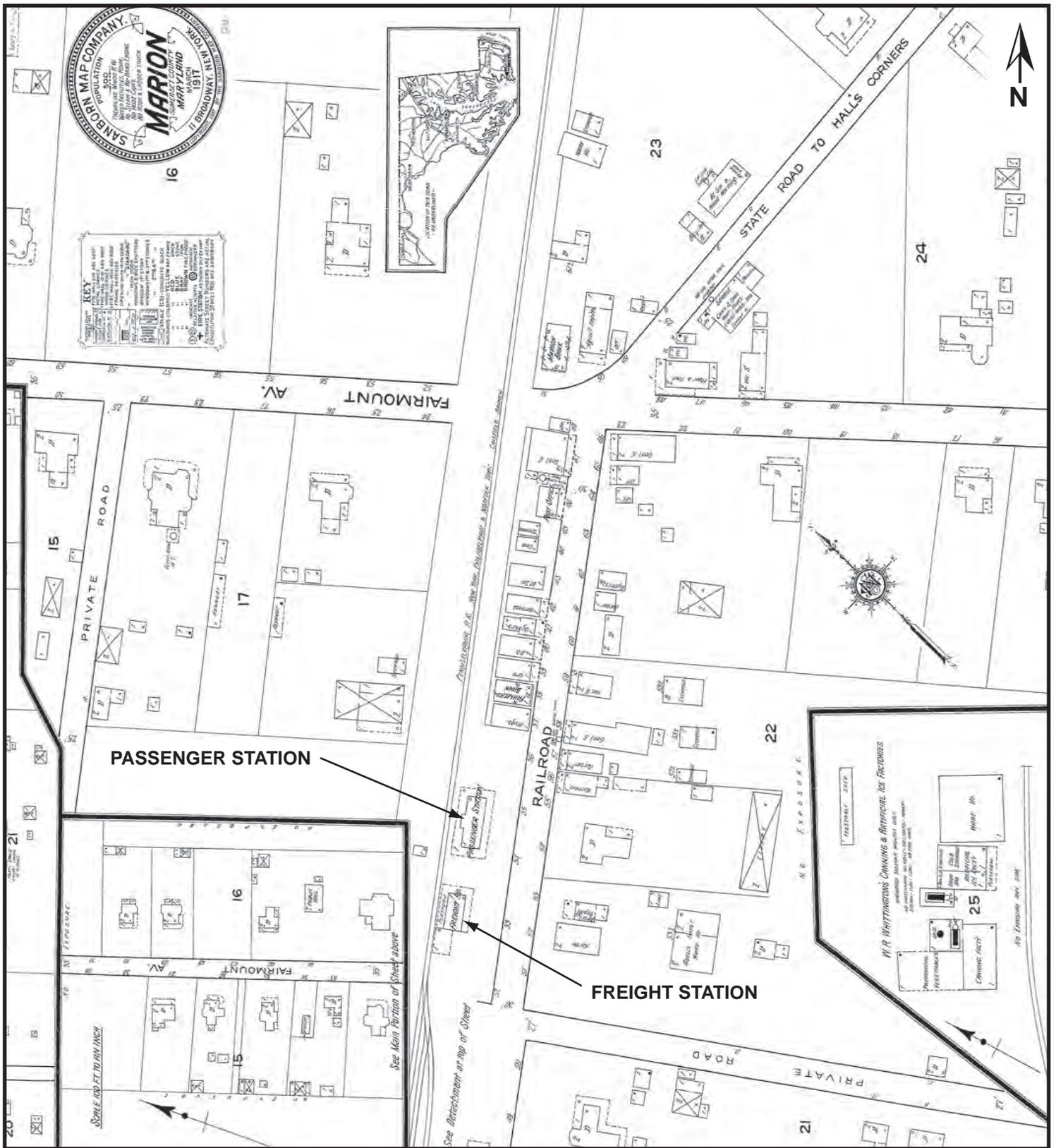
FIGURE 7
EASTERN SHORE RAILROAD - 1877
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

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

FIGURE 8
CRISFIELD FREIGHT STATION - 1885
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



SCALE: Unknown

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

FIGURE 9
MARION PASSENGER AND FREIGHT STATIONS - 1917
EASTERN SHORE RAILROAD - CRISFIELD BRANCH
SOMERSET COUNTY, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

PHOTOGRAPHS

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 1

View from Mile Post 119 toward the Eastern Shore Railroad looking north above the juncture of the Crisfield Branch and Newtown Branch (May 2010).



PHOTOGRAPH 2

View looking south from Mile Post 119 toward the location where the rail lines diverged. The existing Newtown Branch continues southeast toward Cape Charles, Virginia. Little physical evidence remains of the former Crisfield Branch which extended southwest from this location (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 3

View looking northeast from Sam Barnes Road (SR 673) toward the corridor of the Eastern Shore Railroad - Crisfield Branch (Westover, MD vicinity) (May 2010).



PHOTOGRAPH 4

View looking northeast from Ritzel Road toward the corridor of the Eastern Shore Railroad - Crisfield Branch (Westover, MD vicinity) (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 5

View looking southwest from Ritzel Road toward the corridor of the Eastern Shore Railroad - Crisfield Branch (Westover, MD vicinity) (May 2010).



PHOTOGRAPH 6

View looking northeast from Tows Campus Drive (Westover, MD vicinity) toward the Crisfield Highway (SR 413). The tree line to the right of the road distinguishes a substantial portion of the former Crisfield Branch Railroad Corridor between Kingston and Crisfield (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 7

View looking southwest from Toves Campus Drive (Westover, MD vicinity) toward 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 (May 2010).



PHOTOGRAPH 8

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, MD vicinity) (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 9

View looking south toward the former Marion Passenger Station and platform (May 2010).



PHOTOGRAPH 10

View looking southeast toward the former Marion Passenger Station and platform (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 11

View looking northeast toward the former Marion Passenger Station and platform (May 2010).



PHOTOGRAPH 12

View looking southwest toward the street elevation of the former Marion Freight Station (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 13

View looking southwest from the intersection of Holland Crossing Road toward the former Crisfield Branch Railroad Corridor (Hopewell, MD vicinity) (May 2010).



PHOTOGRAPH 14

View looking northeast from 4836 Crisfield Highway (Crisfield SR 413, MD vicinity). The tree line to the right of SR 413 distinguishes a significant portion of the corridor of the Eastern Shore Railroad - Crisfield Branch between Kingston and Crisfield (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 15

View looking southwest from 4836 Crisfield Highway (Crisfield SR 413, MD vicinity). The tree line to the left of SR 413 distinguishes a significant portion of the corridor of the Eastern Shore Railroad - Crisfield Branch between Kingston and Crisfield (May 2010).



PHOTOGRAPH 16

View looking southwest from Wynfall Avenue (Crisfield, MD vicinity) toward Maryland Avenue (SR 413). The center median delineates the former railroad corridor of the Eastern Shore Railroad - Crisfield Branch (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 17

View looking southwest from Collins Avenue toward Maryland Avenue (SR 413).
The center median delineates the former railroad corridor of the Eastern Shore Railroad - Crisfield Branch (May 2010).



PHOTOGRAPH 18

View looking southwest from Fourth Street toward Maryland Avenue (SR 413). The center median
delineates the former railroad corridor of the Eastern Shore Railroad - Crisfield Branch (May 2010).

Maryland Inventory of Historic Properties Form
Eastern Shore Railroad - Crisfield Branch
Somerset County, Maryland



PHOTOGRAPH 19

View looking northeast along West Main Street (SR 413) (Crisfield, MD).
The center median delineates the former railroad corridor of the Eastern Shore Railroad - Crisfield Branch (May 2010).



PHOTOGRAPH 20

View looking southwest along West Main Street (SR 413) (Crisfield, MD). The center median delineates the former southern terminus of the Eastern Shore Railroad - Crisfield Branch (May 2010).

EXHIBIT G

COMBINED ENVIRONMENTAL AND HISTORIC REPORT CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB 590 (Sub-No. 1X) was mailed via first class mail on November 6, 2014 to the following parties:

Beth Cole
Administrator
Project Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

Linda C. Janey, J.D.
Assistant Secretary
Maryland Department of Planning
301 West Preston Street, Suite 1104
Baltimore, Maryland 21201-2305

Elder Ghigiarelli
Deputy Program Manager
Wetlands & Waterways Program
Water Management Administration
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, MD 21230

Matt Fleming
Director
Chesapeake & Coastal Service
Maryland Department of Natural Resources
Tawes State Office Building E-2
580 Taylor Avenue
Annapolis, Maryland 21401

Rex Simpkins
President
Somerset County Commissioners Office
11916 Somerset Ave Room #111
Princess Anne, MD 21853

Nicholas DiPasquale
Director
Chesapeake Bay Program Office
U.S. Environmental Protection Agency -
Region 3
410 Severn Avenue, Suite 112
Annapolis City Marina
Annapolis, MD 21403

Wendi Weber
Regional Director
U.S. Fish & Wildlife Service
Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-9587

U.S. Army Corps of Engineers
Baltimore District Public Affairs
City Crescent Building
10 South Howard Street
Baltimore, MD 21201

Mike Caldwell
Regional Director
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106

John F. Hall
State Conservationist
USDA – Natural Resources Conservation
Service
John Hanson Business Center
339 Busch's Frontage Road, Suite 301
Annapolis, MD 21409-5543

Communications and Outreach Branch,
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9202
1315 East-West Highway
Silver Spring, MD 20910-3283
Attn: Simon Monroe



Charles A. Spitulnik

Dated: November 26, 2014

EXHIBIT H

CERTIFICATE AND PROOF OF NEWSPAPER PUBLICATION

[attached hereto]

THE DAILY AND SUNDAY TIMES
DELMARVA'S LARGEST NEWSPAPER
618 BEAM STREET
SALISBURY, MARYLAND 21801
PHONE: 410-749-7171
FAX: 410-341-6709

Kaplan Kirsch & Rockwell
1001 Connecticut Avenue, NW, Suite 800
Washington, DC 20036

Dear Sir/Madame:

Here is the Certification of Publication for your ad that was run
11/26/14

Sincerely,

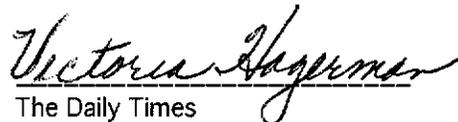
Victoria Hagerman, Legals Department
Legals Ext. 253

CERTIFICATION OF PUBLICATION

We hereby certify that the annexed: 11/26/2014

Legal Notice: Notice of Intent to Abandon Rail Service

Was published 11/12, 19, 26, '14 THE SOMERSET HERALD


The Daily Times

Notice of Intent to Abandon Rail Service

The Maryland Transit Administration, a non-carrier, gives notice that on or about November 26, 2014, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 C.F.R. 1152 Subpart F-Exempt Abandonments permitting the abandonment of a 14.57 mile line of railroad approximately between railroad milepost 1.2 near Kings Creek and milepost 16.3 near Crisfield, which traverses through United States Postal Service Zip Codes 21817, 21838, and 21871 in Somerset County, Maryland. The proceeding has been docketed as No. AB-590 (Sub-No. 1X).

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling OEA at (202) 245-0295.

The Maryland Transit Administration is seeking abandonment of the line in order to make it available for railbanking and trail development. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. However, in light of the proposed development of the right-of-way for interim trail use, Maryland Transit Administration will be filing a petition to exempt this abandonment proceeding from the requirements to make the line available for offers of financial assistance or alternate public uses. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423-0001 [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Charles A. Spitulnik, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue N.W., Suite 800, Washington, DC 20036, (202) 955-5600.

phy 11/12, 19, 26, '14

Crisfield-Somerset
 **County Times**

Published in Crisfield, Somerset County

see attached:

This hereby certifies that the annexed Notice
was published in the Crisfield-Somerset County Times
in its issue of

November 12, 2014 , Page 14 : Notice of Intent to Abandon
Rail Services



President
Independent Newsmedia Inc. USA

Online Classifieds



maryland.newsap.com Free Speech & Free Ads

Create Your Own Ads Online! Four weeks FREE . . . It's Easy!

Submit Your Free Online Classified Ad Today at MARYLAND.NEWSZAP.COM - Click on Classifieds

Post your ads in any of these newspapers for as little as \$8 each: *Dorchester Banner, Cambridge Extra, Crisfield-Somerset County Times, Delaware State News, Sussex County Post, Milford Chronicle, The Journal, and The Airlifter.*

- Online for 4 weeks - 400 words + 4 photos
- Absolutely FREE!
- Post your ads in our papers for as little as \$8 each
maryland.newsap.com
click on classifieds

Announcements

Services

Place your 2x4 Ad in this network in 82 newspapers in Maryland, Delaware and DC for just \$2900.00. Reach 3.6 million readers every week with just one call, one bill and one ad. Call 1-855-721-6336 x 6 to place your ad or email wsmith@mddcpres.com. Get the reach, the results...maximize your advertising dollars TODAY!



READING A NEWSPAPER...

saves you money by providing information about the best buys.

No wonder newspaper readers earn more!

Miscellaneous Notices

Place a business card ad in the Statewide Display 2x2 Advertising Network - Reach 3.6 Million readers with just one call, one bill and one ad placement in 82 newspapers in Maryland, Delaware and DC TODAY! For just \$1450.00, Get the reach, Get the results and for Just Pennies on the Dollars Now...call 1-855-721-6332 x 6 or email wsmith@mddcpres.com

Financial

Business Opportunities

Drive traffic to your business and reach 4.1 million readers with just one phone call & one bill. See your business ad in 104 newspapers in Maryland, Delaware and the District of Columbia for just \$495.00 per ad placement. The value of newspapers advertising HAS NEVER BEEN STRONGER... call 1-855-721-6332 x 6 today to place your ad before 4.1 million readers. Email Wanda Smith @ wsmith@mddcpres.com or visit our website at www.mddcpres.com.

Need a few more bucks to purchase something deer? Pick up some extra bucks when you sell your used items in the classifieds.

Place your ad today in the area's premier newspapers, The Baltimore Sun and The Washington Post newspapers, along with 10 other daily newspapers five days per week. Reach 2.5 million readers with your ad placement in every daily newspaper in Maryland, Delaware and the District of Columbia. For just pennies on the dollar reach 2.5 million readers through the MDDC's Daily Classified Connection Network. CALL 1-855-721-6332 x 6; SPACE is VERY LIMITED; email wsmith@mddcpres.com or visit our website at www.mddcpres.com.

Reading a newspaper helps you understand the world around you. No wonder newspaper readers are more successful people!

Public Notice

Notice of Intent to Abandon Rail Service

The Maryland Transit Administration, a non-carrier, gives notice that on or about November 26, 2014, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 C.F.R. 1152 Subpart F—Exempt Abandonments permitting the abandonment of a 14.57 mile line of railroad approximately between railroad milepost 1.2 near Kings Creek and milepost 16.3 near Crisfield, which traverses through United States Postal Service Zip Codes 21817, 21838, and 21871 in Somerset County, Maryland. The proceeding has been docketed as No. AB-590 (Sub-No. 1X).

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling OEA at (202) 245-0295.

The Maryland Transit Administration is seeking abandonment of the line in order to make it available for railbanking and trail development. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. However, in light of the proposed development of the right-of-way for interim trail use, Maryland Transit Administration will be filing a petition to exempt this abandonment proceeding from the requirements to make the line available for offers of financial assistance or alternate public uses. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423-0001 [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Charles A. Spitulnik, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue N.W., Suite 800, Washington, DC 20036, (202) 955-5600.

IN THE CIRCUIT COURT FOR SOMERSET COUNTY STATE OF MARYLAND CIVIL NO. 19-C-14-017010

BOARD OF COUNTY COMMISSIONERS FOR SOMERSET COUNTY, MARYLAND
11916 Somerset Avenue, Room 111
Princess Anne, MD 21853

Plaintiff

VS. SEPIO STEVENSON
P.O. Box 684
Pocomoke City, MD 21851-0684
and
ADDIE STEVENSON
P.O. Box 684
Pocomoke City, MD 21851-0684
and

All persons or Corporations having Or claiming to have interest in the hereinafter described properties situate in Somerset County, Maryland
Defendants

ORDER OF PUBLICATION

The object of this proceeding is to secure the foreclosure of all rights of redemption in the following property, sold by the Collector of Taxes for the County of Somerset and the State of Maryland to the Plaintiff in this proceeding:

"Lot 0.25 Acre Greenwood Rd, S/Princess Anne; bearing tax map No. 15-24-400; No Deed Reference; assessed at \$29,100; Account No. 01-10751; Sale No. 47; Sanitary District No. #731910000 and assessed to Seipo and Addie Stevenson."

The Complaint states, among other things, that the amounts necessary for redemption have not been paid.

IT IS thereupon this 20th day of October, 2014, by the Circuit Court for Somerset County, Maryland, ORDERED, that notice be given by the insertion of a copy of this order in some newspaper having a general circulation in Somerset County once a week for 3 successive weeks, warning all persons interested in the property to appear in this Court by the 22nd day of December, 2014, and redeem the property "Lot 0.25 Acre Greenwood Rd, S/Princess Anne; bearing tax map No. 15-24-400; No Deed Reference; assessed at \$29,100; Account No. 01-10751; Sale No. 47; Sanitary District No. #731910000 and assessed to Seipo and Addie Stevenson."

and answer the complaint or thereafter a final judgment will be entered foreclosing all rights of redemption in the property, and vesting in the plaintiff a title, free and clear of all encumbrances.

Failure to answer or redeem this property within the time allowed may result in a Judgment foreclosing the right of redemption.

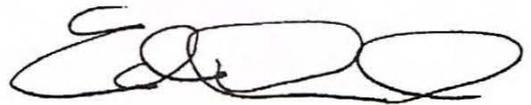
Daniel M. Long, Judge
31121 CT 10/29;11/5,12/2014

Crisfield-Somerset
 **County Times**

Published in Crisfield, Somerset County

This hereby certifies that the annexed Notice
was published in the Crisfield-Somerset County Times
in its issue of

Nov 19, 2014 - Notice of Intent to Abandon Rail Service pg. 14



President
Independent Newsmedia Inc. USA

Online Classifieds



maryland.newsap.com Free Speech & Free Ads

Create Your Own Ads Online! Four weeks FREE . . . It's Easy!

Submit Your Free Online Classified Ad Today at MARYLAND.NEWSZAP.COM - Click on Classifieds

Post your ads in any of these newspapers for as little as \$8 each: *Dorchester Banner, Cambridge Extra, Crisfield-Somerset County Times, Delaware State News, Sussex County Post, Milford Chronicle, The Journal, and The Airlifter.*

- Online for 4 weeks - 400 words + 4 photos
- Absolutely FREE!
- Post your ads in our papers for as little as \$8 each maryland.newsap.com click on classifieds

Announcements

Services

Place your 2x4 Ad in this network in 82 newspapers in Maryland, Delaware and DC for just \$2900.00. Reach 3.6 million readers every week with just one call, one bill and one ad. Call 1-855-721-6336 x 6 to place your ad or email wsmith@mddcpres.com. Get the reach, the results...maximize your advertising dollars TODAY!

Place your ad today in the area's premier newspapers, The Baltimore Sun and The Washington Post newspapers, along with 10 other daily newspapers five days per week. Reach 2.5 million readers with your ad placement in every daily newspaper in Maryland, Delaware and the District of Columbia. For just pennies on the dollar reach 2.5 million readers through the MDDC's Daily Classified Connection Network. CALL 1-855-721-6332 x 6; SPACE IS VERY LIMITED; email wsmith@mddcpres.com or visit our website at www.mddcpres.com.

Miscellaneous Notices

Place a business card ad in the Statewide Display 2x2 Advertising Network - Reach 3.6 Million readers with just one call, one bill and one ad placement in 82 newspapers in Maryland, Delaware and DC TODAY! For just \$1450.00, Get the reach, Get the results and for Just Pennies on the Dollars Now...call 1-855-721-6332 x 6 or email wsmith@mddcpres.com

Financial

Business Opportunities

Drive traffic to your business and reach 4.1 million readers with just one phone call & one bill. See your business ad in 104 newspapers in Maryland, Delaware and the District of Columbia for just \$495.00 per ad placement. The value of newspapers advertising HAS NEVER BEEN STRONGER... call 1-855-721-6332 x 6 today to place your ad before 4.1 million readers. Email Wanda Smith @ wsmith@mddcpres.com or visit our website at www.mddcpres.com.

Public Notices

Register of Wills

IN THE ORPHAN'S COURT FOR (OR) BEFORE THE REGISTER OF WILLS FOR SOMERSET COUNTY, MARYLAND ESTATE NO: 7803

In the Estate of:
Donald L. Chamberlin

NOTICE OF JUDICIAL PROBATE

To all persons interested in the above estate: You are hereby notified that a petition has been filed by Rikki Drykerman, Esq., 110 North Washington St., Suite 500, Rockville, MD 20850 for judicial probate of the will dated (and codicils, if and, dated) and for the appointment of a personal representative. A hearing will

Public Notice

IN THE CIRCUIT COURT FOR SOMERSET COUNTY STATE OF MARYLAND CIVIL NO. 19-C-14-016554

EDMUND L. WIDDOWSON, JR.
ERICA N. COOK
Assignees
V.
ALBERT W. BREWER
Defendant

NOTICE

ORDERED, by the Circuit Court for Somerset County, Maryland, this 3rd day of November, 2014, that the sale of the property mentioned in these proceedings to Edmund L. Widdowson Jr., agent for the mortgage holder, Eva Kolodner, Personal Representative of the Estate of Charles W. Messick and reported by Erica N. Cook and Edmund L. Widdowson Jr., be ratified and confirmed unless cause to the contrary thereof be shown on or before the 3rd day of December, 2014;

Provided a copy of this Order by inserted in the County Times newspaper published in Somerset County, once each week for three (3) successive weeks before the 3rd day of December, 2014;

The Report of Sale states the amount of sale to be Twenty-Four Thousand and 00/100 Dollars (\$24,000.00).

I. Theodore Phoebus, CLERK
32837 CT 11/19,26;12/3/2014

Public Notice

Notice of Intent to Abandon Rail Service

The Maryland Transit Administration, a non-carrier, gives notice that on or about November 26, 2014, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 C.F.R. 1152 Subpart F—Exempt Abandonments permitting the abandonment of a 14.57 mile line of railroad approximately between railroad milepost 1.2 near Kings Creek and milepost 16.3 near Crisfield, which traverses through United States Postal Service Zip Codes 21817, 21838, and 21871 in Somerset County, Maryland. The proceeding has been docketed as No. AB-590 (Sub-No. 1X).

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling OEA at (202) 245-0295.

The Maryland Transit Administration is seeking abandonment of the line in order to make it available for railbanking and trail development. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. However, in light of the proposed development of the right-of-way for interim trail use, Maryland Transit Administration will be filing a petition to exempt this abandonment proceeding from the requirements to make the line available for offers of financial assistance or alternate public uses. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423-0001 [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Charles A. Spitulnik, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue N.W., Suite 800, Washington, DC 20036, (202) 955-5600.

Register of Wills

be held at Somerset County Courthouse 30512 Prince William St., Princess Anne, MD 21853 on 01/06/2015 at 10:30 AM.

This hearing may be transferred or postponed to a subsequent time. Further information may be obtained by reviewing the estate file in the office of the Register of Wills.

Gary W. Miller
Register of Wills
30512 Prince William St.,
Princess Anne, MD 21853
(410) 651-1696
33615 CT 11/19,26

How fast can your car go? It can go even faster when you sell it in the classifieds.

Services

Child Care

WOODROW T. WILSON CHILD CARE CENTER
119 South Seventh St. Crisfield, MD 21817 License #19-83373
AGES 2-5 YEARS Tuition based on Income Meals & Snacks Provided 410-968-2668

Time to clean out the attic, basement and/or garage? Advertise your yard sale in the classifieds and make your clean up a breeze!

Crisfield-Somerset
 **County Times**

Published in Crisfield, Somerset County

This hereby certifies that the annexed Notice
was published in the Crisfield-Somerset County Times
in its issue of

Nov 26, 2014 - Notice of Intent to Abandon Rail Service pg



President
Independent Newsmedia Inc. USA

Online Classifieds



maryland.newsap.com Free Speech & Free Ads

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saves you money by providing information about the best buys.

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Need a few more bucks to purchase something deer? Pick up some extra bucks when you sell your used items in the classifieds.

Place your ad today in the area's premier newspapers, The Baltimore Sun and The Washington Post newspapers, along with 10 other daily newspapers five days per week. Reach 2.5 million readers with your ad placement in every daily newspaper in Maryland, Delaware and the District of Columbia. For just pennies on the dollar reach 2.5 million readers through the MDDC's Daily Classified Connection Network. CALL 1-855-721-6332 x 6; SPACE is VERY LIMITED; email wsmith@mddcpres.com or visit our website at www.mddcpres.com.

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Public Notice

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IN THE CIRCUIT COURT FOR SOMERSET COUNTY STATE OF MARYLAND CIVIL CASE # 19-C-14-017067

BOARD OF COUNTY COMMISSIONERS FOR SOMERSET COUNTY, MARYLAND
11916 Somerset Avenue, Room 111
Princess Anne, MD 21853

Plaintiff

VS.
FAYE PAULETTE WIGFALL WILLIAMS, PERSONAL REPRESENTATIVE OF THE ESTATE OF SYLVAN DARNELL WILLIAMS
611 N. Division St., Apt. 2
Salisbury, MD 21801

And
All persons or Corporations having Or claiming to have interest in the hereinafter described properties situate in Somerset County, Maryland
Defendants

ORDER OF PUBLICATION

The object of this proceeding is to secure the foreclosure of all rights of redemption in the following property, sold by the Collector of Taxes for the County of Somerset and the State of Maryland to the Plaintiff in this proceeding:

"0.181 A-L 21-PL 1/42, Division St, Pr Anne bearing tax map No. 203-6-56A; Deed reference 561/996; assessed at \$37,100; Acct No. 15-2123; Sale No. 687; Sanitary District #732410000 and assessed to Violet & Sylvan D. William."

The Complaint states, among other things, that the amounts necessary for redemption have not been paid.

IT IS thereupon this 9th day of November, 2014, by the Circuit Court for Somerset County, Maryland, ORDERED, that notice be given by the insertion of a copy of this order in some newspaper having a general circulation in Somerset County once a week for 3 successive weeks, warning all persons interested in the property to appear in this Court by the 9th day of January, 2015, and redeem the property "0.181 A-L 21-PL 1/42, Division St, Pr Anne bearing tax map No. 203-6-56A; Deed reference 561/996; assessed at \$37,100; Acct No. 15-2123; Sale No. 687; Sanitary District #732410000 and assessed to Violet & Sylvan D. William." and answer the complaint or thereafter a final judgment will be entered foreclosing all rights of redemption in the property, and vesting in the plaintiff a title, free and clear of all encumbrances.

Failure to answer or redeem this property within the time allowed may result in a Judgment foreclosing the right of redemption.

Grab a bargain from your neighbor's garage, attic, basement or closet in today's classifieds.

How fast can your car go? It can go even faster when you sell it in the classifieds.

EXHIBIT I

**CERTIFICATE OF SERVICE REQUIRED
PURSUANT TO 49 C.F.R. § 1152.50(d)(1)**

The undersigned certifies that on November 13, 2014 (at least ten days before this Notice of Exemption is being filed), written notice was given of the Maryland Transit Administration's intent to use the exemption procedure to abandon approximately 14.57 miles of the Crisfield Secondary Track from Milepost 1.2 near Kings Creek, Maryland, to Milepost 16.3 near Crisfield, Maryland, in Docket No. AB 590 (Sub-No. 1X). Written notice (copies of which are attached) was served on the following:

Elder Ghigiarelli
Deputy Program Manager
Wetlands & Waterways Program
Water Management Administration
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, MD 21230

Mike Caldwell, Regional Director
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106
(215) 597-7013

Maryland Public Service Commission
William Donald Schaefer Tower
6 St. Paul St., 16th Floor
Baltimore, MD 21202

USDA Forest Service
Chief of the Forest Service
Sidney R. Yates Federal Building
1400 Independence Avenue, SW
Washington, DC 20250-0003

U.S. DOD – SDDCTEA
Railroads for the National Defense Program
One Soldier Way, Building 1900W
Scott AFB, IL 62225



Charles A. Spitalnik



November 13, 2014

Elder Ghigiarelli
Deputy Program Manager
Wetlands & Waterways Program
Water Management Administration
Maryland Department of the Environment
1800 Washington Blvd
Baltimore, MD 21230

RE: Docket No. AB 590 (Sub-No. 1X), *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD*

Dear Mr. Ghigiarelli:

Please be advised that on or after November 26, 2014 the Maryland Transit Administration (“MTA”) expects to file with the Surface Transportation Board (“STB”) a Notice of Exemption seeking authority to abandon a 14.57 mile line of railroad in Somerset County, Maryland, approximately 14.57 continuous miles of right-of-way located in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan Milepost 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan Milepost 16.3 near Crisfield, Maryland (the “Line”). Based on information in our possession, the Line does not contain any federally granted right of way. Any documentation in MTA’s possession will be made available promptly to those requesting it.

In connection with the proposed abandonment, Federal Regulations at 49 C.F.R. 1152.50(d)(1) require that we provide you with the following information:

1. Name of railroad: Maryland Transit Administration is a non-carrier. There is no railroad operating on the Line. Maryland Transit Administration is the owner of the Line, and will seek to abandon whatever residual common carrier obligations there are on the Line.
2. Description of line to be abandoned: MTA proposes to abandon an approximately 14.57 mile line of railroad in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan Milepost 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan Milepost 16.3 near Crisfield, Maryland, constituting a majority of the right-of-way known as the Crisfield Secondary Track. The U.S. Postal Service Zip Codes traversed by the Line are 21817, 21838, and 21871.

Maryland Department of the Environment

November 13, 2014

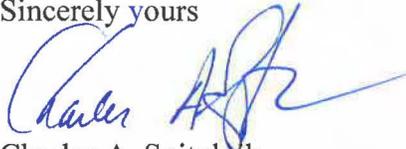
Page 2

3. Abandonment procedure to be followed: MTA intends to file a Notice of Exemption pursuant to 49 C.F.R. 1152.50. These exemption procedures are applicable to rail lines that have had no local traffic for at least two years and where any overhead traffic can be rerouted. No local traffic has moved over the Line for over two years, and any overhead traffic can be rerouted.

4. Date of filing: MTA expects to file the Notice of Exemption with the STB on or after November 26, 2014.

A map of the affected area is enclosed. If you have any questions please call or email me.

Sincerely yours



Charles A. Spitulnik
Attorney for Maryland Transit Administration

Enclosure



November 13, 2014

Maryland Public Service Commission
William Donald Schaefer Tower
6 St. Paul St., 16th Floor
Baltimore, MD 21202

RE: Docket No. AB 590 (Sub-No. 1X), *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD*

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Maryland Public Service Commission

November 13, 2014

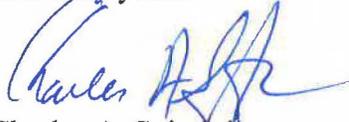
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Sincerely yours



Charles A. Spitulnik
Attorney for Maryland Transit Administration

Enclosure



November 13, 2014

Headquarters
Military Surface Deployment and Distribution Command
Transportation Engineering Agency
ATTN: SDTE-SA (Railroads for National Defense)
1 Soldier Way, Building 1900W
Scott AFB, IL 62225

RE: Docket No. AB 590 (Sub-No. 1X), *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD*

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Transportation Engineering Agency

November 13, 2014

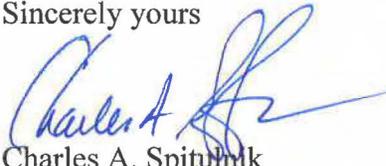
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Sincerely yours



Charles A. Spitulnik

Attorney for Maryland Transit Administration

Enclosure



November 13, 2014

Mike Caldwell, Regional Director
National Park Service - Northeast Region
U.S. Department of Interior
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106
(215) 597-7013

RE: Docket No. AB 590 (Sub-No. 1X), *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD*

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U.S. Department of Interior

November 13, 2014

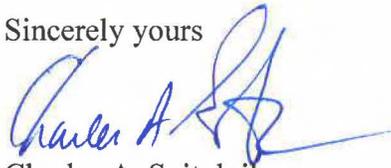
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A map of the affected area is enclosed. If you have any questions please call or email me.

Sincerely yours



Charles A. Spitulnik

Attorney for Maryland Transit Administration

Enclosure



November 13, 2014

USDA Forest Service
Chief of the Forest Service
Sidney R. Yates Federal Building
1400 Independence Avenue, SW
Washington, DC 20250-0003

RE: Docket No. AB 590 (Sub-No. 1X), *Maryland Transit Administration – Abandonment Exemption – In Somerset County, MD*

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U.S. Department of Agriculture

November 13, 2014

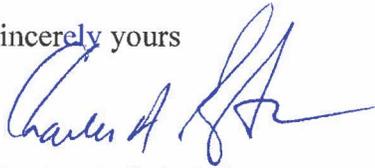
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A map of the affected area is enclosed. If you have any questions please call or email me.

Sincerely yours

A handwritten signature in blue ink, appearing to read "Charles A. Spitulnik".

Charles A. Spitulnik
Attorney for Maryland Transit Administration

Enclosure

EXHIBIT J

DRAFT FEDERAL REGISTER NOTICE PURSUANT TO 49 C.F.R. § 1152.60(c)

**BEFORE THE
SURFACE TRANSPORTATION BOARD
Washington, DC**

Docket No. AB 590 (Sub-No. 1X)

**MARYLAND TRANSIT ADMINISTRATION
– ABANDONMENT EXEMPTION –
IN SOMERSET COUNTY, MD**

VERIFIED NOTICE OF EXEMPTION

On November 26, 2014, the Maryland Transit Administration, a political subdivision of the State of Maryland and a non-carrier, filed with the Surface Transportation Board, 395 E Street, S.W., Washington, D.C. 20423, a notice of exemption for the abandonment of an approximately 14.57 mile line of railroad in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan MP 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan MP 16.3 near Crisfield, Maryland. The U.S. Postal Service Zip Codes traversed by the Line are 21817, 21838, and 21871. The line for which the abandonment and discontinuance exemption was filed includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in Applicants' possession will be made available promptly to those requesting it.

No rail service has moved over the subject line in more than 24 months. Accordingly, no rail employees will be affected by the proposed abandonment.

Somerset County proposes to institute interim trail use on the subject line pursuant to 49 C.F.R. § 1152.29.

Any offer of financial assistance ("OFA") will be due no later than 30 days after the date of the Federal Register publication giving notice of the exemption. *See* 49 C.F.R. § 1152.27(b)(2)(ii). Each OFA must be accompanied by a \$1,600 filing fee. *See* 49 C.F.R. § 1002.2(f)(25).

However, Applicants also filed, simultaneously with its Notice of Exemption, a Petition for Exemption from Conditions Governing Offers of Financial Assistance and Public Use.

All interested persons should be aware that following abandonment and discontinuance of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Because Applicant has submitted the previously mentioned Petition for Exemption from Conditions Governing Offers of Financial Assistance and Public Use, and because Somerset County proposes to use the line in connection with public transportation and rail transit services, the corridor will not be available for public uses that would be inconsistent with that use. The Board will rule on that motion, and any request for a public use condition and any request for trail use/rail banking will be subject to the Board's ruling thereon and will be due no later than 20 days after notice of the filing of the notice of exemption is published in the Federal Register. Each trail use request must be accompanied by a \$300 filing fee. *See* 49 C.F.R. § 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 590 (Sub-No. 1X), and must be sent to: (1) Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001; and (2) the Applicant's Representative, Charles A. Spitulnik, Allison I. Fultz, and Christian L. Alexander, Kaplan Kirsch & Rockwell, 1001 Connecticut Avenue, NW, Suite 800, Washington, DC 20036.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at 202-245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."