



Figure 6. View of East New Market Passenger Depot, 1987 (Touart, 1987).

According to the local citizens, the parcel where the depot is being moved has been used as an agricultural field for as long as anyone can remember (Scott Freeman and Perry Otwell personal communications 2007). The farm field was once part of the historic Friendship Hall estate and was subdivided and sold in 1993 (Dorchester County Circuit Court 1993: 294, 865). The parcel has subsequently been sold and subdivided several times. It is now privately owned by The Crossings at East New Market, LLC.

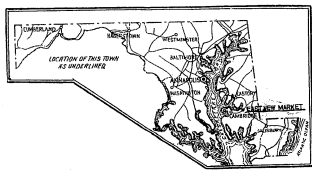
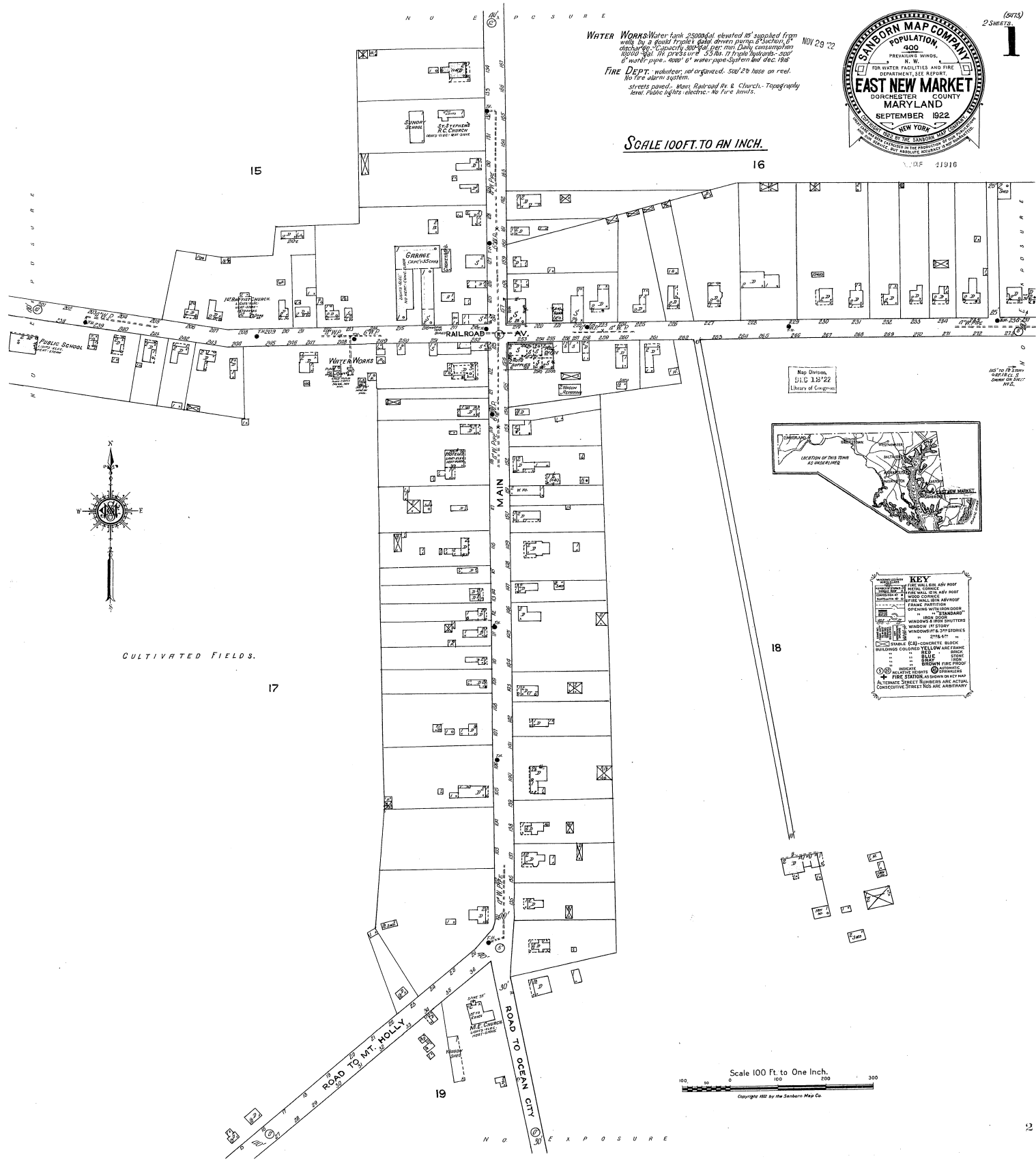
Friendship Hall was listed in the National Register of Historic Places in 1973 and was determined significant under Criteria A and C. The Georgian style brick mansion was built in the late eighteenth century by the Sulivane family. Major James Sulivane came to Maryland along with two of his brothers in 1695. Their descendants became prominent in the state's politics, including the county delegate to the General Assembly and the Deputy Assistant Commissary for Dorchester and Somerset County. The family also had military distinction. During the Revolution, James Sulivane organized a regiment, the New Market Blues, while his son Daniel took a leading role in preserving colonial rights. During the Civil War, Colonel Clement Sulivane earned fame for holding the bridge at the Battle of Manassas against the Union Army (Friendship Hall, accessed 9/24/2007).

Originally, Friendship Hall estate totaled nearly one thousand acres. Along with the main residence, a private race track, a forge and blacksmith shop, barns, granaries, carriage houses, a smoke house, and other outbuildings were built. Some of these outbuildings are visible on the 1922 Sanborn map of East New Market (Figure 7). The house itself has had little alteration. It consists of an asymmetrical five-bay, two story portions with a two bay, one story hyphens, as well as a one and a half story kitchen. All rooms on the first floor have paneled dado, window



NOV 29 '22
WATER WORKS Water tank 2500 gal. elevated 15' supplied from well by a Gould triple pump driven pump & motor. 6" discharge. Capacity 300 gal. per min. Daily consumption about 500 gal. in pressure 25 lbs. 17 pipe hydrants - 4" 6" water pipe - 1000' 6" water pipe - system laid dec. 1916
FIRE DEPT. volunteer not organized. 500' 2" hose on reel. No fire alarm system.
streets paved - Main, Railroad Rte & Church. - Topography level. Public lights - electric. No fire limits.

SCALE 100 FT. TO AN INCH.



WESTINGHOUSE
ELECTRIC
CORPORATION
NEW YORK
N. Y.

STATION
N. Y. C.

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KEY

FIRE WALL OR GR. ADV. ROOF
METAL CORRUG. 1/2" ADV. ROOF
FIRE WALL 1/2" ADV. ROOF
WOOD CORRUG. 1/2" ADV. ROOF
FIRE WALL 1/2" ADV. ROOF
FRAM. PARTITION
OPENING WITH IRON DOOR
"STANDARD"
IRON DOOR
SHUTTERS & IRON HINGERS
WINDOW 1ST STORY
WINDOWS 1ST & 2ND STORIES
IN 27'6" 4'7"

STABLE (C-3)-CONCRETE BLOCK
BUILDINGS COLORED YELLOW ARE FRAME
" "

Scale 100 Ft. to One Inch.
Copyright 1922 by the Sanborn Map Co.

jamb, and seats. The hyphen and kitchen are about four steps lower than the rest of the house and originally had whitewashed walls and exposed ceiling beams. A lattice porch dating to the late 19th century is on the east side of the kitchen (Figure 8) (Friendship Hall, accessed 9/24/2007).



Figure 8. View of Friendship Hall (Bourne 1973).

Methods and Results

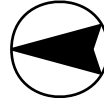
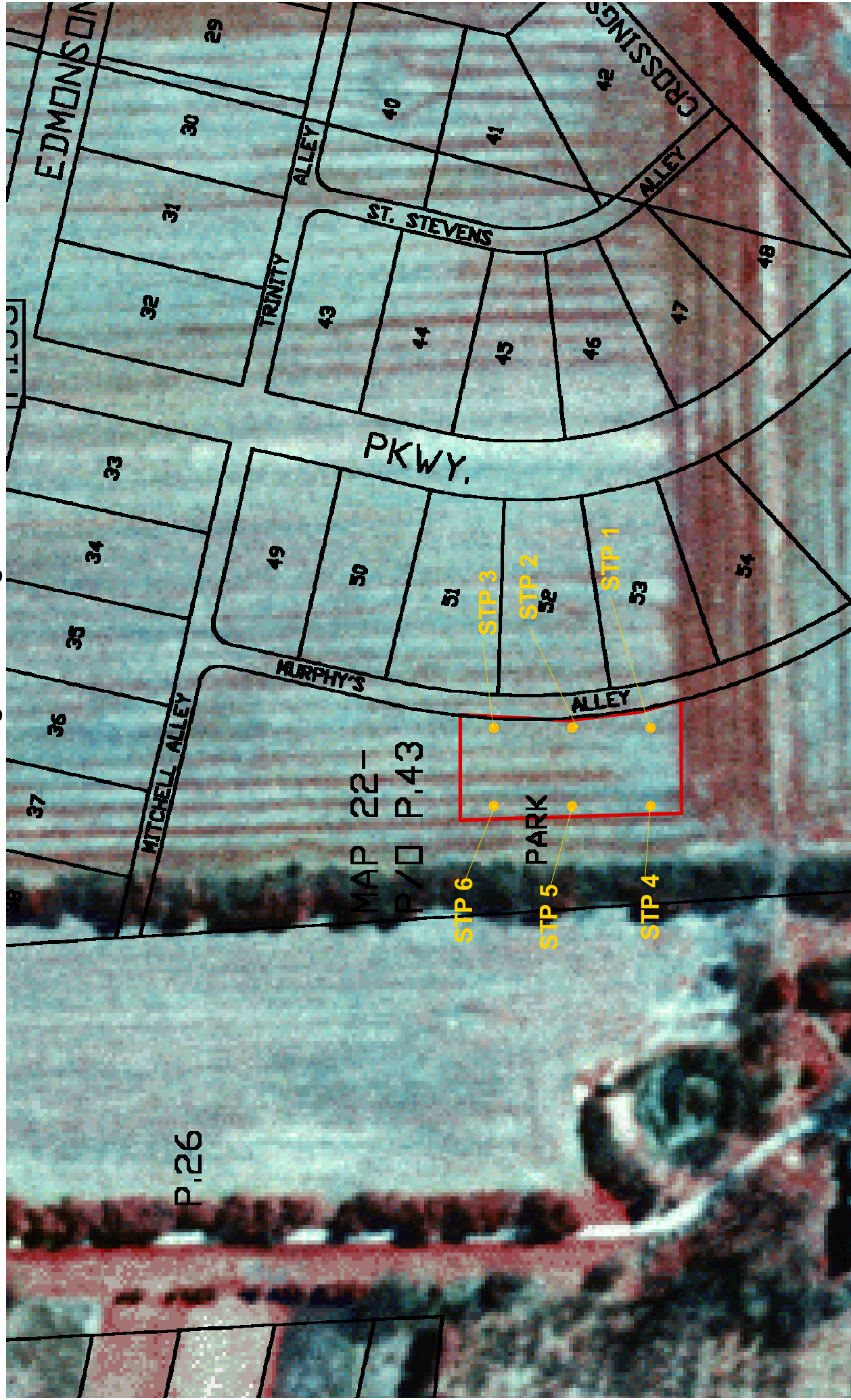
The fieldwork was performed by SHA Archeologists Richard Ervin, Gregory Katz, Stacey Streett, Julie Schablitsky, and Nichole Sorensen-Mutchie on October 11, 2007. Assistance was also provided by Dawn Cheshaek, an archeologist from Rummel, Klepper, and Kahl. Artifact processing was conducted by Nichole Sorensen-Mutchie.

Systematic shovel testing was conducted in the depot relocation area due to poor surface visibility. Two transects were established with three shovel test pits (STPs) per transect. Six STPs were excavated at a 15-meter interval within the staked footprint of the depot location (Figure 9). All six STPs measured approximately 40 centimeters in diameter and were excavated into Pleistocene-age soil deposits. Artifacts were collected stratigraphically from the shovel tests, with soils screened through ¼-inch mesh (6.4 mm). All artifacts were collected and the STPs were recorded using a standardized form. The STPs were backfilled after completion.

The shovel tests revealed disturbed surface soils (Strata I and II) above sterile subsoil. No archeological features were encountered. Soil Stratum I, a fill deposit, varied in depth from between five and 36 centimeters below surface. The sediment appeared to be re-deposited plowzone from earth-moving activities that were part of the housing development construction. The eastern shovel tests (STPs 1, 2 and 3) had a slightly shallower first stratum compared to the shovel tests to the west (STPs 4, 5 and 6). The fill consisted of brown (10YR 4/3 and 10YR 5/3) silt loam. Stratum II was a buried plowzone, and was typically a yellowish brown (10YR 6/4) silt loam. The bottom of Stratum II fluctuated between 28 and 53 centimeters below surface. Artifacts were recovered from Stratum II in STPs 4, 5, and 6; these included small brick

East New Market Passenger Depot Relocation Archeological Testing

Figure 9



400 Feet

200

0

200

fragments, coal, clinker, and modern plastic which was later discarded in the lab. The sterile subsoil layer, Stratum III, was made of silty clay loam and varied in color from yellowish brown (10YR 5/4, 10YR 5/6) to brownish yellow (10YR 6/6). The stratum was sampled for approximately 10 centimeters of depth. The maximum depth of the shovel tests ranged from 39 to 64 centimeters below surface. The profile of STP 2 can be considered representative of shovel test probes along the eastern transect and the profile of STP 6 for the western transect (Figure 10).

The finds from the survey were designated 18DOX24; this is a non-site number (also known as an ‘X number’) assigned by the Maryland Historical Trust. These artifacts will be either returned to the landowners, Mr. Perry Otwell and Ms. Pamela Wingate, or they will given to the Maryland Archaeological Conservation Laboratory for long-term curation.

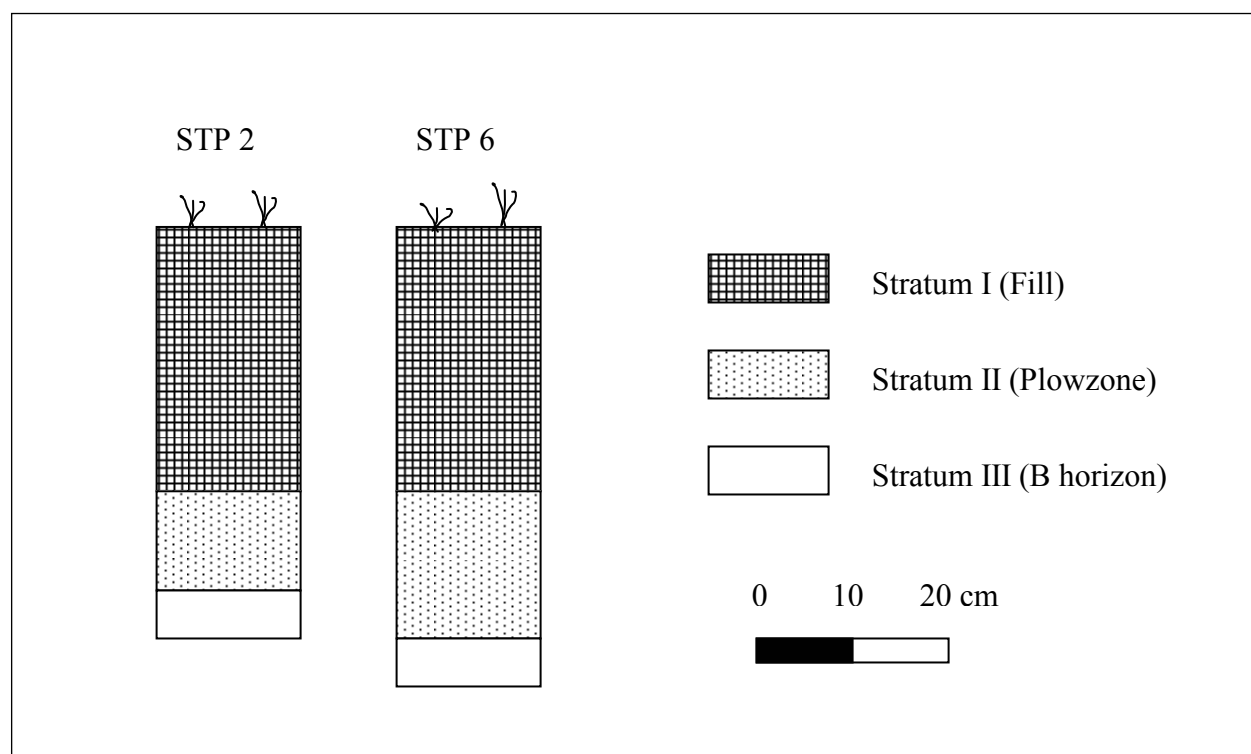


Figure 10. Representative Shovel Test Pit Profiles.

Conclusion and Recommendations

The Phase I survey identified no archeological sites within the APE. Testing revealed disturbed sediments above sterile subsoil. Modern plastic was recovered and was later discarded in the lab after cataloging. Historic-era artifacts (brick, amorphous metal, coal, clinker) were recovered from the testing, all from disturbed strata. Given the generality of these artifacts, they can not be dated. One prehistoric artifact, a piece of quartz shatter, was also found in a disturbed stratum. No archeological features were identified in the Phase I survey and intact features are unlikely to survive given the degree of disturbance in the APE. No further archeological work is

recommended for the East New Market passenger depot relocation project. If an archeological site is discovered during this construction, the contractor will halt all excavation in that area and contact a SHA archeologist.

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**MEMORANDUM OF AGREEMENT
BETWEEN THE UNITED STATES ARMY CORPS OF ENGINEERS,
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
AND
THE MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PURSUANT TO 36 CFR PART 800 AND 33 CFR PART 325 APPENDIX C
REGARDING MD 16: WEST OF LINKWOOD ROAD TO NORTHERN CORPORATE
LIMITS AND MD 14: CREAMERY ROAD TO EAST OF MD 392
AND THE RELOCATION OF THE EAST NEW MARKET PASSENGER DEPOT,
EAST NEW MARKET, DORCHESTER COUNTY, MARYLAND**

WHEREAS, the Maryland Department of Transportation, State Highway Administration (SHA) proposes to construct streetscape improvements for the Town of East New Market, including a portion of MD 14 on a new alignment east of MD 392 that will necessitate the relocation of the East New Market Passenger Depot, currently standing on Parcel 159 of Dorchester County Tax Map 22 (Project); and

WHEREAS, the Project requires a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers (Corps), Baltimore District; and

WHEREAS, the Corps has determined that the issuance of a Section 404 permit constitutes an undertaking pursuant to the provisions of Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, in consultation with the Maryland State Historic Preservation Office (MD SHPO), the Corps has determined that the Project's Area of Potential Effects includes the East New Market Historic District (MIHP No. D-647), which is listed in the National Register of Historic Places (National Register), the East New Market Passenger Depot (MIHP No. D-639) (Building), which is individually eligible for inclusion in the National Register, and has a high potential for containing National Register eligible archeological resources which have not yet been identified, and such resources would constitute historic properties as defined in 36 CFR §800.16; and

WHEREAS, the Corps has determined that the proposed project would have an adverse effect on historic properties, including the East New Market Passenger Depot, and may affect archeological resources, and has consulted with the MD SHPO pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act, and the Corps' regulations, 33 CFR Part 325, Appendix C; and

WHEREAS, SHA has participated in the consultation, has responsibilities for implementing stipulations under the Memorandum of Agreement (MOA) and has been invited to be a signatory to the MOA pursuant to 36 CFR §800.6(c)(2); and

WHEREAS, SHA shall purchase the East New Market Passenger Depot and Mr. Henry L. Dockins Jr. shall convey to SHA by deed the real property on which the Building is situate; and

WEHREAS, the Town of East New Market (Town) has participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the Corps notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect determination and the ACHP declined to participate in the consultation; and

WHEREAS, the views of the public regarding this Project have been sought and considered through a series of Task Force meetings with appointed representatives of East New Market, and a public meeting was held on June 14, 2006; and

WHEREAS, the Dorchester County Planning and Zoning Commission and the East New Market Historic District Commission have been identified and consulted with through the Section 106 process; and

WHEREAS, the MD SHPO agrees that fulfillment of the terms of this MOA will satisfy the responsibilities of SHA and any other Maryland state agency under the requirements of the Maryland Historical Trust Act of 1985, as amended, State Finance Procurement Article §§5A-325 and 5A-326 of the Annotated Code of Maryland [for any components of the Project that require licensing, permitting, and/or funding actions from Maryland State agencies];

NOW, THEREFORE, the Corps, MD SHPO, and SHA agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the permitted Project on historic properties.

STIPULATIONS

The Corps and SHA shall ensure that the following measures are carried out:

I. Treatment of East New Market Passenger Depot (MIHP No. D-639)

- A. Stabilization: Prior to the move, SHA will ensure that the Building is stabilized and prepared for moving in accordance with the recommendations of *Mothballing Historic Buildings, Preservation Brief No. 31* by Sharon C. Park, AIA (September 1993).
1. Stabilization will include, but is not limited to removal of animal droppings from the attic, replacement and/or repair of plates, studs and exterior siding and cross bracing.
 2. If historic windows and doors or other decorative features are removed prior to the Building move, SHA shall ensure that each feature is marked as to its original location within the Building, secured and protected against damage or loss until the Building move is complete, and restored to that location when the Building move is complete.

3. If permits are required to cross the railroad tracks located between the Building's current site and the proposed new location, SHA will obtain these permits.
- B. Moving: SHA shall ensure that the Building is moved in accordance with the approaches recommended in *Moving Historic Buildings* (John Obed Curtis, 1979, American Association for State and Local History), in consultation with the MD SHPO, by a professional mover who has the capacity to move historic structures properly.
- C. Protection: SHA shall ensure that the Building is properly secured and protected on its existing site during all construction activities including but not limited to stabilizing the Building, constructing the new foundation, and moving the Building.
- D. New Location: Subject to the approval of the MD SHPO, SHA will move the Building from its current location to a site in or immediately adjacent to East New Market, Maryland. SHA will ensure that the new site for the Building is appropriate to the character of the Building, that the Building is visually and otherwise compatible with the surroundings of its new site.
- E. Site Preparation:
 1. SHA shall ensure that the necessary construction permits are obtained and the new site is graded and prepared.
 2. SHA shall ensure that the electric line is relocated and water and sewer service is extended to the new site.
 3. SHA shall provide a foundation for the Building made of concrete to resemble the original foundation.
 4. SHA will repaint the exterior of the building once it has been relocated and all features removed prior to the move of the Building have been restored.
 5. SHA will provide plans for the site preparation work, including siting/orientation of the Building, utilities, parking, walkways and landscaping to the MD SHPO for review and comments.
- F. Landscaping: SHA will provide landscaping at the new location comparable to what exists at the present location. The species and location of the landscaping elements shall be determined after the move and in consultation with the signatories of this MOA. Landscaping plans shall be submitted to the MD SHPO for review and approval prior to implementation.

II. Establishment of a preservation easement for East New Market Passenger Depot (MIHP No. D-639)

As a condition to the transfer, sale, or other conveyance of the Building from SHA ownership or control, SHA will require that the Town negotiate and execute a perpetual historic preservation easement with the MD SHPO. The preservation easement must be acceptable to the MD SHPO, in form and substance. Town will carry out, and bear the expense of, all activities associated with executing the easement, including recording fees, attorney's fees, survey and appraisals. Town will contact the MD SHPO's Easement Coordinator at 410-514-7632 to initiate the easement donation process and determine what documentation will be necessary.

III. Treatment of Archeological Resources

- A. Archeological Monitoring: SHA will conduct archeological monitoring during construction within portions of the project area described in the *Archeological Treatment Plan and the Special Provisions for Archeological Monitoring (Attachment 1)*.
- B. Treatment of Human Remains: In the event that human remains, burials, or funerary objects are discovered within the project area by any action pursuant to this MOA or other action related to the Project, SHA shall halt work in the area of the discovery and immediately notify the MD SHPO. SHA, in consultation with the MD SHPO and other interested parties, as appropriate, shall develop a plan for the appropriate treatment of the remains in accordance with the procedures specified in Attachment 1 and with Maryland State burial law (Title 10 Subtitle 4 §§ 10-401 through 10-404 Annotated Code of Maryland). If feasible, preservation in place is the preferred option for treatment of human remains. The treatment plan may include provisions for in-place preservation, excavation, and analysis, ~~and reburial of the remains, as appropriate. SHA will invite the participation of interested~~ parties in the consultation process: identified descendants, culturally affiliated groups, federally or state recognized groups/tribes in the case of Native American human remains, or the Maryland Commission on Indian Affairs in the case of Native American human remains for which no descendants or federally or state recognized groups/tribes have been identified. SHA will submit the plan for review and approval by the MD SHPO pursuant to the terms of this MOA. Work in the affected area shall not proceed until development and implementation of appropriate treatment plan or other recommended mitigation measures; however, work outside the area of archeological features may continue.

IV. Administration

- A. Professional Qualifications: SHA shall ensure that all archeological work carried out pursuant to this agreement is conducted by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9 and 36 CFR Part 61) for Archeologists. All architectural work shall be carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-9 and 36 CFR Part 61) for Architectural History.
- B. Standards and Guidelines: All cultural resource work carried out pursuant to this agreement shall be done in accordance with the principles and standards contained in:
- Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742);
 - Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites (ACHP 1999);
 - Consulting About Archeology Under Section 106 (ACHP 1990);
 - Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1994);
 - Standards and Guidelines for Architectural and Historical Investigations in Maryland (Maryland Historical Trust 2000);
 - *Mothballing Historic Buildings, Preservation Brief No. 31* (Park 1993);
 - *Moving Historic Buildings* (Curtis 1979).
-
- C. Curation: SHA shall ensure that all materials and records (including recovered artifacts, documentation, maps, and photographs) generated by the project for which clear title can be obtained shall be submitted to the MD SHPO for curation in accordance with the Memorandum of Understanding for Curatorial Services between the SHA and the Maryland Historical Trust (as amended 2001).

V. Project Review

The MD SHPO will review and provide written comments, within 30 calendar days of receipt, for all items SHA submits for review pursuant to the terms of this MOA. If the MD SHPO does not provide written comments on any items within 30 calendar days, then the submittal is deemed approved and SHA may proceed with the subject activity.

VI. Dispute Resolution

1. Should the MD SHPO, or any of the signatories to this MOA, object in writing within 30 days to any plans or actions proposed pursuant to this MOA, the Corps shall consult with the objecting party to resolve the objection. If after initiating such consultation the Corps determines that the object cannot be resolved through consultation, the Corps shall forward all documentation relevant to the objection to the ACHP including the Corps' proposed response to the objection. Within 30 days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
 - a) Advise the Corps that the ACHP concurs in the Corps' proposed response to the objection, where-upon the Corps shall respond to the objection accordingly;
 - b) Provide the Corps with recommendations, which the Corps shall take into account in reaching a final decision regarding its response to the objection; or
 - c) Notify the Corps that the objection will be referred for comment pursuant to 36 CFR §800.7, and proceed to refer the objection and comment. The resulting comment shall be taken into account by the Corps in accordance with 36 CFR §800.7(c)(4), and Part 110(1) of the National Historic Preservation Act.
2. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, the Corps may assume the ACHP's concurrence in its proposed response to the objection.
3. The Corps shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; the Corps' responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

VII. Resolution of Objections by the Public

If at any time during implementation of the measures stipulated in this MOA, should any objections pertaining to any such measure or its manner of implementation be raised by a member of the public, the Corps shall notify the parties in this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

VIII. Amendment

If any of the signatories to this MOA believes that the terms of the MOA cannot be carried out, or that an amendment to the terms must be made, that signatory shall immediately consult with the other signatories to develop amendments. If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation III will be followed.

IX. Termination

Any signatory to this MOA may terminate the MOA by providing 30 days written notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA would require compliance with the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Article §§ 5A-325 and 5A-326 of the Annotated Code of Maryland. This MOA may be terminated by the execution of a subsequent agreement that explicitly terminates or supersedes its terms.

X. Duration/Sunset

This MOA shall be null and void if its terms are not carried out within 5 (five) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this MOA by the Corps, the MD SHPO, and SHA and implementation of its terms, is evidence that the Corps has afforded the ACHP an opportunity to comment on the MD 16: West of Linkwood Road to Northern Corporate Limits, and MD 14: Creamery Road to East of MD 392 project and has taken into account the effects of the Project on historic properties.

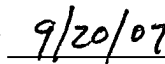
SIGNATORIES:

UNITED STATES ARMY CORPS OF ENGINEERS, BALTIMORE DISTRICT



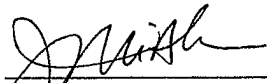
Paul R. Wettlaufer, Chief, Maryland Section Southern

ACTG.

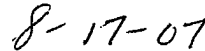


Date

MARYLAND STATE HISTORIC PRESERVATION OFFICE



J. Rodney Little, Maryland State Historic Preservation Officer Date



Memorandum of Agreement

MD 16: West of Linkwood Road to Northern Corporate Limit and MD 14: Creamery Road to East of MD 392

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**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

Neil J. Pedersen

Neil J. Pedersen, Administrator

9/8/07

Date

TOWN OF EAST NEW MARKET, MARYLAND

Caroline A. Cline

Caroline Cline, Mayor

8-22-2007

Date

**East New Market Rail Road Depot Relocation
Phase I Survey
Shovel Test Pit Log**

STP 1

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-5 cmbs	Mixed fill with road gravel		N/A
2 II		5-28 cmbs	10YR 5/3 Brown	Silt loam	1
3 III		28-52 cmbs	10YR 5/4 Yellowish Brown	Silt loam	N/A

STP 2

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-29 cmbs	10YR 4/3 Brown	Silt loam	N/A
2 II		29-40 cmbs	10YR 5/3 Brown	Silt loam	N/A
3 III		40-45 cmbs	10YR 5/6 Yellowish Brown	Silty clay loam	N/A

STP 3

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-22 cmbs	10YR 4/3 Brown	Silt loam	N/A
2 II		22-32 cmbs	10YR 5/4 Yellowish Brown	Silt loam	N/A
3 III		29-39 cmbs	10YR 6/6 Brownish Yellow	Silty Clay Loam	N/A

STP 4

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-30 cmbs	10YR 4/3 Brown	Silt loam	2
2 II		30-40 cmbs	10YR 6/4 Light Yellowish Brown		N/A
3 III		40-50 cmbs	10YR 5/6 Yellowish Brown		N/A

STP 5

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-36 cmbs	10YR 5/3 Brown	Silt loam	3
2 II		36-53 cmbs	10YR 6/4 LightYellowish Brown	Silt loam	N/A
3 III		53-64 cmbs	10YR 5/6 Yellowish Brown	Silty Clay Loam	N/A

STP 6

Level	Stratum	Depth	Color	Texture	Bag
1 I		0-28 cmbs	10YR 5/3 Brown	Silt loam	4
2 II		28-45 cmbs	10YR 6/4 LightYellowish Brown	Silt loam	N/A
3 III		45-51 cmbs	10YR 5/6 Yellowish Brown	Silty Clay Loam	N/A

Appendix III - Artifact Catalog

Site #	Lot #	Bag #	Catalog #	Count	Group	Category	Material	Form	Decoration/Manufacture Technique	Color	MNI	Comments
18DOX24	1	1	1	1	1 Structural	Material	Brick	Brick			1	1 Frag.
18DOX24	1	1	2	2	2 Indefinite	Misc. Metal	Iron	Unidentified			1	1 Frag.
18DOX24	2	2	1	1	1 Structural	Material	Brick	Brick			1	1 Frag.
18DOX24	2	2	2	2	1		Plastic	Wrapper		Brown	1	1 Frag., discarded
18DOX24	3	3	1	2	2 Structural	Material	Brick	Brick			1	1 Frag.
18DOX24	3	3	2	0	0 Domestic	Heating/Lighting	Coal	Clinker			0	2.3g
18DOX24	3	3	3	0	0 Domestic	Heating/Lighting	Coal	Coal			0	0.4g
18DOX24	3	3	4	1	1 Indefinite	Misc. Metal	Iron	Unidentified			1	
18DOX24	4	4	1	2	2 Structural	Material	Brick	Brick			1	1 Frag.
18DOX24	4	4	2	1	1		Plastic	Flagging Tape		Orange	1	Discarded
18DOX24	4	4	3	0	0 Domestic	Heating/Lighting	Coal	Coal			0	1.1g
18DOX24	4	4	4	0	0 Domestic	Heating/Lighting	Coal	Clinker			0	3.0g
18DOX24	4	4	5	1	1 Prehistoric	Shatter	Quartz			White	0	
18DOX24	4	4	6	1	1 Domestic	Food Storage	Possible Redware	Utilitarian		Orange	1	Body frag.