

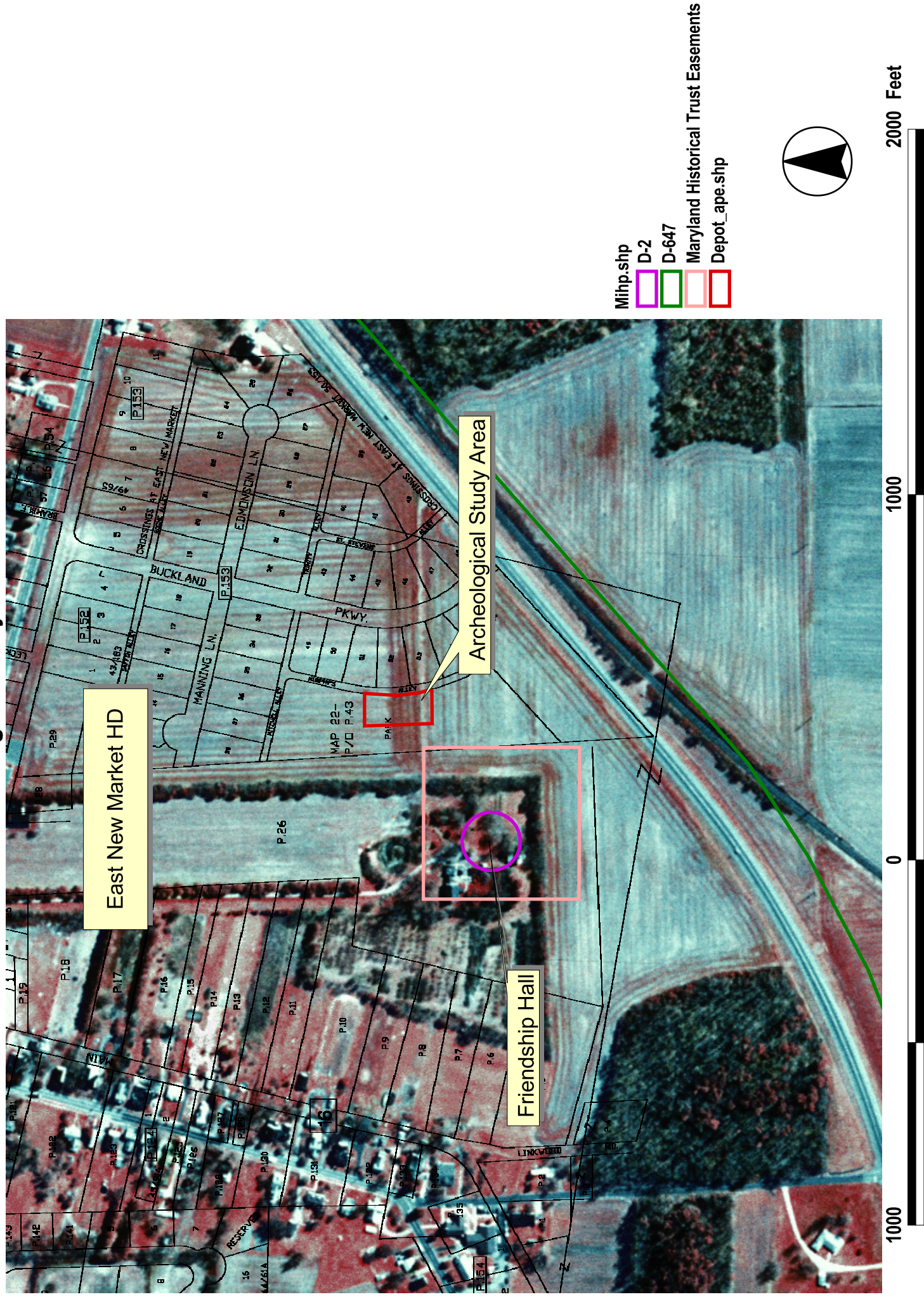
East New Market Passenger Depot Relocation

Figure 1



East New Market Passenger Depot Relocation Archeological Study Area

Figure 2



Physical Setting

The relocation site is in a residential area within the Town of East New Market. The site is in an agricultural field that is being converted into a residential community. At the time of survey, the lots were staked in an open field, roadways were partially constructed, and underground utility lines flanked the roadways of the development.

The archeological study area is located in the Coastal Plain physiographic province, in Archeological Research Unit 4, Choptank Drainage (Figure 3). The surface geology of the area consists of Beaverdam Sand (Tb) (Maryland Geological Survey 1986). Soils within the project area are Hammonton sandy loam which are very deep, moderately well-drained soils located on Coastal Plain uplands (USDA web soil survey, accessed 10/18/2007).

Historical Context

The archeological study area is within the East New Market Historic District, which is contiguous with the town's corporate limits (D-647; NR listed 1975). The community was first settled in the mid-to-late seventeenth century, with more extensive settlement in the last quarter of the eighteenth century (Figure 4). The town developed along an early roadway from the Cambridge area to the northeast; the early roadway later became incorporated into MD 16. Another period of growth took place in the late nineteenth century, after the Dorchester and Delaware Railroad opened in 1869 (Figure 5). The railroad supported the agricultural growth of the community throughout the twentieth century (Ebright and Perrson 2007:18). The Dorchester and Delaware Railroad connected Cambridge, Maryland with Seaford, Delaware along with the main line of the Delaware Railroad. Construction of this railroad in the late 1860s prompted construction of short railroad branches between towns near the Chesapeake Bay and the main railway line. These towns included Cambridge, Easton and Chestertown. By 1869, the Dorchester and Delaware Railroad reached East New Market (Bruder 2005).

The East New Market Passenger Depot was constructed possibly as early as 1869, and stood where Railroad Avenue (MD 14) crossed the Dorchester and Delaware Railroad tracks (D-639). The structure has a single story, frame construction, with a brick foundation, and steeply-pitched gable roof (Figure 6). Other design elements that remain include a half bay extension for the ticket agent to see the train, and the ticket window. Building materials such as weatherboard and shingle cladding, windows, chimney and cypress doors are original. The depot's shingles, exposed roof brackets and horizontal lights in each window are characteristic of the Shingle Style (Bruder 2005). When MD 392 was constructed through the area in 1955, the building was moved to the east side of the railroad tracks (SHA contract D-238-1-115).