1- LOOKING WEST

1- LOOKING NORTH

1- LOOKING NORTH

4- LOOKING SOUTHEAST

5- LOOKING NORTHWEST

6- LOOKING NORTHWEST

2- LOOKING NORTH

2- LOOKING SOUTH

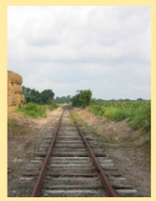
3- LOOKING WEST

7- LOOKING NORTHWEST

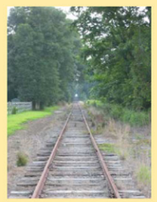
7- LOOKING NORTHEAST

7- LOOKING SOUTHEAST

8- LOOKING SOUTH



8- LOOKING NORTHWEST



8- LOOKING SOUTHEAST

10- LOOKING SOUTHEAST

10- LOOKING NORTHWEST

9- LOOKING SOUTHEAST

9- LOOKING NORTHWEST

11- LOOKING WEST

12- LOOKING SOUTH

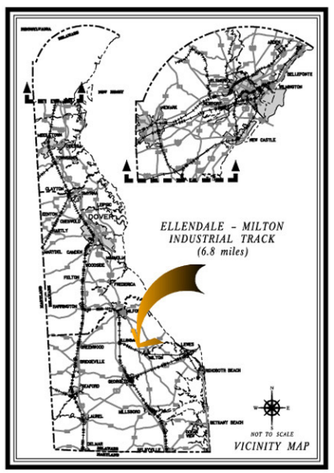
QUEEN ANNE'S RAILROAD

In February 1868, the Delaware legislature authorized the Queen Anne's Railroad, a narrow gauge railroad connecting the peninsula town, to extend its lines across the state to Lewes. Their goal was to establish a direct link between Baltimore and the resort town of Rehoboth Beach. Beginning in May, 1869, with excursions from Seaford to Baltimore via rail, the narrow gauge provided travelers with access to the Delaware peninsula by rail, and steamship connection with Cape May, New Jersey. This was the last major railroad built on the Delaware peninsula.

Over forty years had passed since the first of several unsuccessful efforts to bring a railway to Milton. On August 25, 1887, the first passenger train arrived here, to be greeted by a crowd of citizens from all of the town and surrounding countryside. A service was established between Milton and Seaford that year. Regular passenger and mail service was provided, and a wide variety of freight was shipped and received. For many years, the railroad was the main engine of bulky and other seasonal commerce in southern Sussex.

In 1902 the Queen Anne's Railroad was purchased by a subsidiary of the Pennsylvania Railroad. By the mid-1920's limited profits and competition with other lines owned by the Pennsylvania Railroad, contributed to the decline of the Queen Anne's Railroad. During the prosperous 1920's, the railroad was purchased by the Maryland & Delaware Coast Railway. This effort proved to be largely unsuccessful, and passenger service was discontinued in 1929. Freight service, once again, ceased in abandonment, the Ellendale - Milton Industrial Track remained in office for the purpose of maintaining a freight link in the town via rail. It would become the last significant operatio section of the old Queen Anne's Railroad.

Delaware Public Archives - 1987 NC-136



For Preliminary Planning Purposes Only

AVERAGE USER TRAVELING SPEEDS & CORRIDOR TRAVEL TIMES
(Study Corridor Distance = 6.8 miles)

Bicycle-	13.1	miles per hour/	approx. 30 min.
Walking-	3.1	miles per hour/	approx. 2 hrs. 15 min.
Jogging-	7.0	miles per hour/	approx. 1 hr.
Wheel Chair-	2.4	miles per hour/	approx. 2 hrs. 45 min.

RAIL CORRIDOR EXISTING CONDITIONS DATA:

Rail Corridor Study Limits: from the vicinity of the railroad and SR 16 intersection to the Cannery Village Center area (west terminus of the Milton-Lewes study corridor)

Total Length: 6.8 miles

Active: Yes

Rail Corridor Condition: recently stopped service, rails and ties still in place, no vegetation overgrowth

Bridges and Other Structures: 2 in place

Water Crossings/Culverts: 4

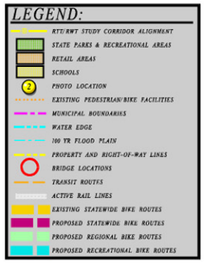
Roadway Crossings: 12 roadway and 10 driveways

Physical Barriers: n/a

Average Right-of-Way Width: Approx. 60 to 65 feet wide, 155 feet wide ROW segment along Beach Highway (SR 16)

Rail Corridor Right-of-Way Ownership: State owned

Rail-with-Trail Potential: potential at Milton terminus



DELAWARE RTT/RWT FACILITIES MASTER PLAN
ELLENDALE - MILTON INDUSTRIAL TRACK
EXISTING CONDITIONS MARCH 2006

NOT TO SCALE

DelDOT

JMT JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

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