

AA-13

Drum Point Railroad Bed

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 06-11-2004

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. AA-13

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic DRUM POINT RAILROAD BED

and/or common DRUM POINT RAILROAD

2. Location

street & number _____ not for publication

city, town DAVIDSONVILLE _____ vicinity of _____ congressional district _____

state MARYLAND _____ county AA CO. _____

3. Classification

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

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

name SEE SEPARATE LISTING WITH DEED NUMBERS INDIVIDUALS

street & number ST. GEORGE BARBER RD TO ROUTE 2 HARWOOD Telephone no.: _____

city, town DAVIDSONVILLE _____ state and zip code MD 21025

5. Location of Legal Description

courthouse, registry of deeds, etc. ANNE ARUNDEL COUNTY COURT HOUSE _____ liber VARIOUS

street & number SOUTHSTREET _____ folio VARIOUS

city, town ANNAPOLIS _____ state MD

6. Representation in Existing Historical Surveys

title _____

date _____ federal ☐ state ☐ county ☐ local ☐

depository for survey records _____

city, town _____ state _____

7. Description

Survey No. AA-13

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

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

SEE ATTACHED SHEETS #1 AND #2.

8. Significance

Survey No.

A-13

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

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

Survey No. AA-13

CARLETON E SHEARER DEED 2059-298
CHARLES LEITCH DEED 3647-537
DEVELOPMENT OF KINGS RETREAT
MILTON HOPKINS DEED 3063-91

H | | | | |

In 1868 the first survey for the Drum Point Railroad began at Millersville, Maryland and headed south toward the mouth of the Patuxent River, to Drum Point. The railroad was never completed. No track was ever laid. Although it was considered the "shortest practical route," the advent of the automobile and an economic downturn resulted in the venture going bankrupt in September, 1888. Some of the first roadbed that was prepared went through Davidsonville. No artifacts were observed in this survey. Since no track was ever laid, the only labor used was in the initial survey and the building of the roadbed. Local farmers supplied labor and tools for the road construction in return for stock in the railroad. This report describes first-hand observations of the current state of portions of the remaining visible Drum Point Railroad bed in Davidsonville, Maryland.

The Drum Point Railroad bed cuts through hills and travels southward through Davidsonville. The cuts through hills and other terrain average eight feet in depth and 16 feet in width. Raised portions of the bed average 15 feet in height.

FIRST OBSERVATION

The first observation of the railroad bed begins behind the Gravely subdivision and continues south to the Tara subdivision. Those areas that were easily distinguishable were on the Lou Carter property (Deed #2242-446) and measured 855 contiguous feet in length. The other areas in this observation section are now leveled and in agriculture.

The bed then continues through the Townsend/Ripley and Sullivan properties to Mt. Airy Road. This portion was not observed since its location was not known until the survey was completed.

SECOND OBSERVATION

Progressing along Mt. Airy Road, through the Hopkins and Covington properties, a berm was observed that had been built up to maintain the road's grade. This section runs west, southwest and crosses a stream bed. We noted a different material was used for this berm. The surrounding soil is a sandy loam and the berm material was clearly a clay and gravel mixture which was probably brought in from another site and packed hard. This portion of the bed was 425 feet in length and approximately 15 feet in height.

THIRD OBSERVATION

This section is located on the Suraci Estate and is built entirely on berms. The first contiguous portion measure 342 feet in length and runs due south. It crosses Davidsonville Run with a ten-foot-diameter, terra cotta culvert. The next part of this observation continues behind the Merrywood subdivision and was measured at 965 feet in length. This section veered to the south, southwest.

The Drum Point Railroad bed continues in a generally southerly direction. No attempt was made to observe this section as it was overgrown and impossible to measure.

FOURTH OBSERVATION

This Davidsonville portion of the bed is located on the Dodon Estate. Aerial photographs of the Estate were shown to the Survey Team by Dodon's owner, Mr. Stuart Pittman, and clearly showed the route and location of the Railroad bed. Horses and riders have been using the bed for many years, so it, unlike the other portions we have observed, was easily traversed and measured. The observation, from a farm road that connected Queen Anne Town and Dodon, measure 507 feet in length, with a cut 21 feet wide, and an average height of 18 to 20 feet. Proceeding south, southeast, the Drum Point Railroad continues to Harwood.

9- MAJOR BIOGRAPHICAL REFERENCES

AA-13

DRUM POINT RAILROAD BED

DEVELOPMENT OF FOXHALL ESTATES

ALFRED J. SURACI DEED 2056-147

ALFRED J. SURACI DEED 2129-252

STEWART L. PITTMAN DEED 4999-610

BOARD OF EDUCATION (SOUTHERN HIGH SCHOOL)

ANNE ARUNDEL COUNTY