

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes  no

Property Name: Drum Point Railroad Bed Inventory Number: CT-1295

Address: 125 Main Street (Behind Dowell House #3) Historic district:  yes  no

City: Prince Frederick Zip Code: 20678 County: Calvert

USGS Quadrangle(s): Prince Frederick

Property Owner: Mohler Carolyn Dowell Et al Tax Account ID Number: 004909

Tax Map Parcel Number(s): 418, 419 Tax Map Number: 24

Project: MD 231 at MD 765A Community Enhancement and Safety Agency: Maryland State Highway Administration

Agency Prepared By: Parsons Brinckerhoff

Preparer's Name: G. Blanchard K. Britt Date Prepared: 5/1/2014

Documentation is presented in: Maryland Historic Sites Inventory Form for CT-1295

Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible:  yes Listed:  yes

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Description**

The area of the Baltimore & Drum Point Railroad Bed that is being evaluated as part of this determination of eligibility is located behind Dowell House #3 (CT-823) at 125 Main Street in Prince Frederick. It consists of a U-shaped cut in the ground. No built components of the railroad were ever constructed. The alignment is largely overgrown with trees and other vegetation and the surrounding banks have eroded. New construction and a new parking lot are also directly adjacent to the rail bed. See the attached mapping for a precise location. The area surveyed for this assessment is approximately 3 acres.

**History of the Baltimore & Drum Point Railroad**

Discussion and planning began in 1861 to develop a railroad connecting Baltimore with the harbor at Drum Point in southeastern Calvert County. The Baltimore & Drum Point Railroad project's original proponent is unknown, but the potential need for a railroad between Baltimore and the harbor was identified as early as 1856. The proposed 34-mile-long railroad would pass directly through Prince Frederick's town center. In 1868, Colonel George W. Hughes wrote in "Report on the Survey of a Rail Road Route Connecting the City of Baltimore with Drum Point, on the Patuxent River" that those planning the alignment used surveys and

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

MHT Comments: See 18 CV 172

Jim DeLorenzo  
Reviewer, Office of Preservation Services

6/6/2014  
Date

[Signature]  
Reviewer, National Register Program

6/12/14  
Date

Martinette's Maps of Anne Arundel and Calvert Counties to understand the geographical characteristics of the area to determine a good route for the proposed railroad. According to "Documentation of The Baltimore and Drum Point Railroad," the railroad would have dramatically affected Prince Frederick's social and economic fabric in the late nineteenth and early twentieth century, a region long isolated by poor roads and bodies of water. Although information about station locations was not in the historic record, a stop in Prince Frederick was extremely likely. Initially, gaining financial support proved difficult, an issue that plagued the railroad project throughout its existence. In 1867, Maryland's General Assembly authorized \$5000 for conducting a survey of the project. The completed survey included a projected project cost of \$1.3 million.

On March 30, 1868, the Baltimore & Drum Point Railroad received its charter. According to "A Road Without Rails: The Baltimore and Drum Point Railroad, 1868-1891," this act required the Baltimore & Drum Point Railroad Company to start construction within six years and then, to complete the project within four. The act also allowed the company's directors to acquire lands from property owners for the project's right of way, and preparations for construction did begin in 1873 or 1874, but stopped after a brief period for unknown reasons. "A Road Without Rails" also notes that the company sought financial backing during this period from the State of Maryland, Calvert County, Anne Arundel County, the City of Baltimore, and private investors. The state and counties agreed to contribute—Calvert County committed to raising \$100,000 through bond sales—but the state would pay in installments as sections of the project were completed. The Calvert County Commissioner's followed suit and in 1875, agreed to pay their \$100,000 contribution to the railroad company in four installments. Only funding from private investors was readily available.

After failing to meet the charter's terms pertaining to construction, the Baltimore & Drum Point Railroad Company was reorganized in 1876. In 1880, the Calvert County Commissioners repealed their 1875 resolution, altering the terms of the agreement. The Commissioners declared they would not transfer bonds to the railroad company's ownership until the project was completed, but agreed to request funding from the State Treasurer to pay their installments. By 1888, ten miles of the Baltimore & Drum Point Railroad's bed were prepared. However, the Calvert County Commissioners refused to request their first installment payment from the state, even claiming that proof of the 1875 and 1880 resolutions did not exist due to an 1882 fire in Prince Frederick that resulted in the loss of county documents. The railroad company sued Calvert County and Anne Arundel County, after they also withdrew their financial support of the project that same year. These legal and funding issues delayed construction, but after the company and the Calvert County Commissioners reached a payment agreement in August of 1888, construction progressed quickly. By December 1888, 25 miles of railroad bed had been graded.

Portions of graded rail bed are extant in Prince Frederick. A noncontiguous segment located north of the town and the noncontiguous segment behind the Dowell House (125 Main Street; CT-1295) at Armory and Dares Beach roads were carried out by the New York contractor Barran Thompson. The process of grading the railroad's bed was physically demanding. According to "A Road Without Rails," work was done using rudimentary hand tools and draught animals; up to 250 laborers and 100 teams of horse may have worked together at one time. Hughes describes this area of the route in his report, which he stated was near "Dowell's blacksmith shop, on the verge of town."

Legal issues arose again in 1890, when Anne Arundel taxpayers filed a suit against the railroad company in May of that year. By the following January, the Baltimore & Drum Point Railroad Company was bankrupt and in 1891, the project was abandoned and tracks were never laid. Due to the railroad project's stoppage, Prince Frederick never experienced rapid growth or expansion during the late nineteenth and early twentieth century.

Significance Evaluation

Other portions of the Baltimore & Drum Point Railroad Bed have been the subject of prior documentation and determination of

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

eligibility. According to Maryland Historical Trust files, documentation was completed in 1996, 2003, 2007, and 2010; the railroad is also identified in Maryland Historical Trust data as archeological site number 18CV172. Other portions of the railroad bed that never received rails were determined eligible under Criterion A and Criterion C. Because this section of railroad bed is similar, a consistent evaluation approach would indicate that this area is also eligible for listing in the National Register of Historic Places (NRHP).

The Baltimore & Drum Point Railroad Bed is eligible under Criterion A. The railroad bed is significant for its association with an important albeit failed economic initiative within Calvert County. Because the railroad was never built, Calvert County's rural character was retained, shaping the county's history into the twentieth century. Therefore, the property is eligible under Criterion A.

The Baltimore & Drum Point Railroad Bed is not eligible under Criterion B. Although the railroad initiative attracted businessmen and supporters, research has not shown the railroad bed to be associated with people important in history according to NRHP guidelines. Therefore, the property is not eligible under Criterion B.

The Baltimore & Drum Point Railroad Bed is eligible under Criterion C. The railroad bed is an interesting and important man-made landscape feature that conveys the building techniques of its era, when topography was manipulated using hand tools and manual labor. Therefore, the property is eligible under Criterion C.

The property was not evaluated under Criterion D for this assessment.

Therefore, the Baltimore & Drum Point Railroad Bed is eligible for listing in the NRHP. It retains integrity of location, design, feeling, association, materials, and workmanship. Its integrity of setting has been changed by recent new construction and a new parking lot that is directly adjacent.

**Boundary Description**

The Baltimore & Drum Point Railroad Bed historic property boundary includes the area of raised bed that was built to accommodate built railroad features such as ties, rails, and spikes. See the attached mapping for the precise location on tax map 24, parcels 418 and 419, behind the house at 125 Main Street.

**Boundary Justification**

The Baltimore & Drum Point Railroad Bed historic property boundary includes the area historically occupied by the raised rail bed that was formed as part of the abandoned railroad project.

**Works Consulted**

Cole, Hannah L. "Documentation of the Baltimore and Drum Point Railroad Calvert County, Maryland (CT-1295)." 2010.

Dinnel, Katherine, et al. "Phase I Archeological Survey, Widening of MD 2/4 and the Collector-Distributor System for Maryland 2/4 in the Vicinity of Prince Frederick, Calvert County, Maryland." Completed for the Maryland State Highway Administration, 1996.

Gibb, James G. "Railroad Ghosts." New Bay Times, May 19-June 1, 1999.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
 Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

**MHT Comments:**

\_\_\_\_\_  
 Reviewer, Office of Preservation Services

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Reviewer, National Register Program

\_\_\_\_\_  
 Date

Gibb, James G. and Paula F. Mask. "A Road Without Rails: The Baltimore and Drum Point Railroad, 1868-1891," The Calvert Historian (1990): 27-39.

Hughes, Col. George W. "Report on the Survey of a Rail Road Route Connecting the City of Baltimore with Drum Point, on the Patuxent River." Annapolis, Maryland: Wm. Thompson, of R., Printer, 1868.

Hyland, Matthew G. "Baltimore & Drum Point Railroad." Maryland Historical Trust Determination of Eligibility Form for CT-1295. March 9, 2007.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

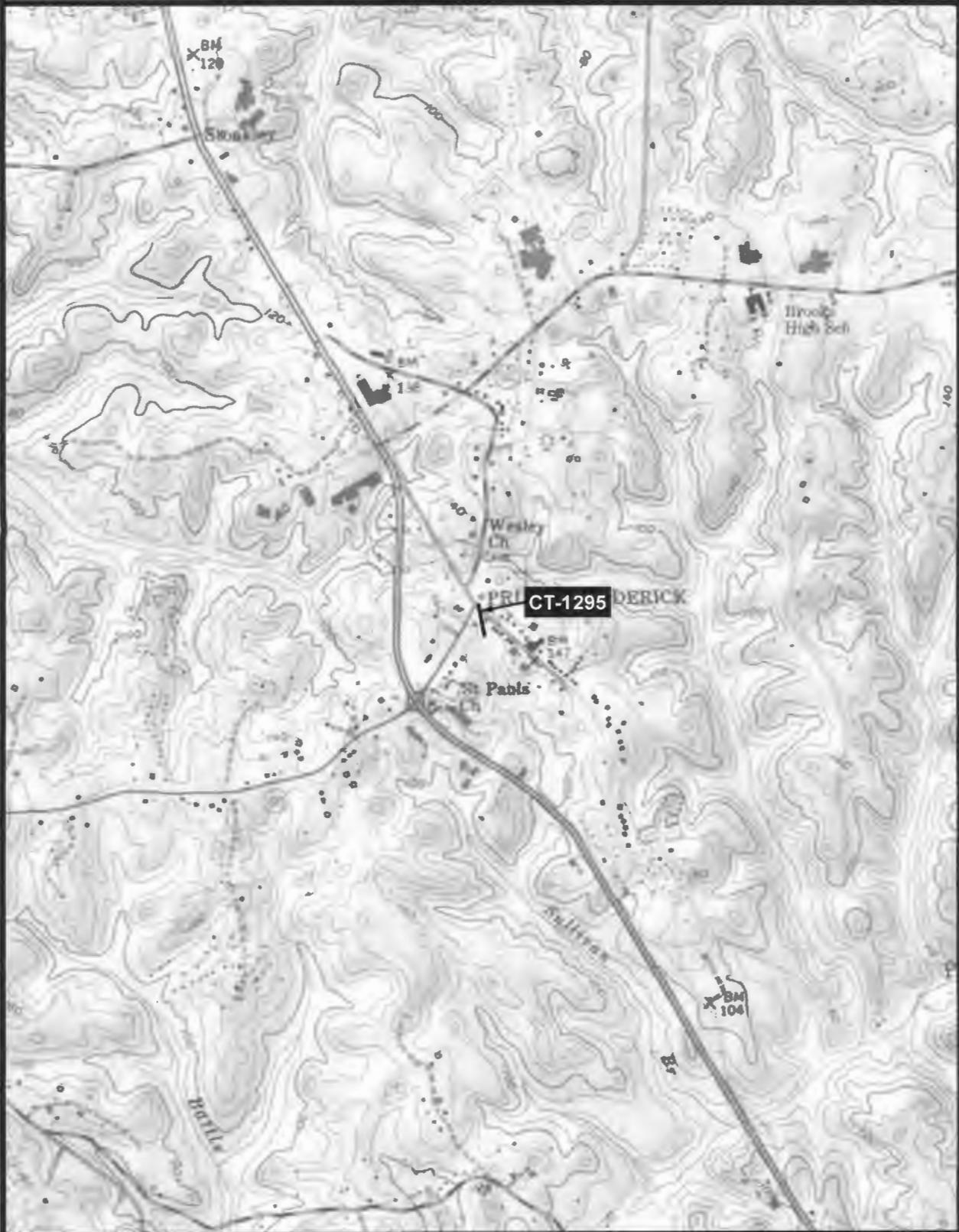
\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

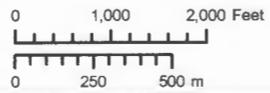
CT-1295  
Drum Point Railroad Bed

Behind 125 Main Street (Dowell House #3)  
Prince Frederick, Calvert County, MD



— Historic Property

USGS 7.5 Minute Series 1:24000 Topographic Quadrangle: Prince Frederick (1993)



Map prepared: Mar 2014



CT-1295  
Drum Point Railroad Bed

Behind 125 Main Street (Dowell House #3)  
Prince Frederick, Calvert County, MD

Parcel ID: 24-418-0-0-0  
(Map-Parcel)



- Historic Property
- Parcel
- Parcels Annotated with Map-Parcel-Block-Lot-Section (Calvert County GIS)

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900



Map prepared: Mar 2014

## Photo Log

### CT-1295, Drum Point Railroad Bed

All printed photographs were created using HP 100 Gray Photo Cartridge and HP Premium Plus Photo Paper, Soft Gloss.

CT-1295\_2014-02-12\_01

Railroad alignment, view to the west

CT-1295\_2013-11-01\_02

Railroad alignment, view to the south

CT-1295\_2014-02-12\_03

Railroad alignment, view to the southwest



CT-1295

Drum Point Railroad Bed

Calvert County, MD

S. Foell

2/2014

MD SHPO

Railroad alignment, view to the west

1/3



CT-1295

Drum Point Railroad Bed

Calvert County, MD

Anne E. Bruder

11/2013

MD SHPO

Railroad alignment, view to the south

2/3



CT-1295

Drum Point Railroad Bed

Calvert County, MD

S. Foell

2/2014

MD SHPO

Railroad alignment, view to the southwest

3/3

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Baltimore & Drum Point Railroad Inventory Number: CT-1295  
 Address: Various locations throughout Calvert County Historic district:  yes  no  
 City: Lusby Zip Code: 20657 County: Calvert  
 USGS Quadrangle(s): Cove Point, Solomons Island, Prince Frederick  
 Property Owner: Various Tax Account ID Number: Various  
 Tax Map Parcel Number(s): Various Tax Map Number: Various  
 Project: Phase I Cultural Resources Survey Agency: NERC  
 Agency Prepared By: GAI Consultants, Inc.  
 Preparer's Name: Matthew G. Hyland Date Prepared: 3/9/2007  
 Documentation is presented in: Phase IB Cultural Resources Investigation  
 Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended  
 Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible:  yes Listed:  yes  
 Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The Baltimore & Drum Point Railroad (CT-1295) is represented by noncontiguous linear segments extending in a generally northwest/southeast orientation through the Camp Conoy and Old Bay Farm Sections of the project area. This previously surveyed and recorded resource was determined NRHP-eligible in 1996, based on its documentation in other locations within Calvert County. Segments identified within the CCNPP APE contribute to the resource's NRHP eligibility. Chartered in 1868, plans for the Baltimore & Drum Point Railroad included construction of 34 miles of track linking eastern Maryland, Baltimore, and Drum Point. Investors saw the potential for profit in a railroad line that would provide access to Drum Point, a deep-water port that did not freeze-over in the winter (Gibb and Mask 1990: 29). Furthermore, the railroad was expected to bring more people into southern Calvert County, thus promoting land development (<http://www.bayweekly.com/1994/94v10.html>, access date: December 5, 2006). Construction of the railroad finally began in 1888, and by 1890 a twenty-foot wide swath cut through Calvert County. In addition, workers had constructed trestles over St. Leonard's and Hunting Creeks and had assembled telegraph poles throughout the railroad's right-of-way. All of the construction was completed by men using shovels, pick-axes, mattocks, plows, horse-drawn carts, and dump carts. Men and horses had to be imported to supplement the local labor forces. As many as 250 laborers and a hundred teams of horses were needed during peak periods of construction (MHT CT-1295 Site Form).

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u><i>Jonathan Sags</i></u> Reviewer, Office of Preservation Services	<u>5/22/07</u> Date
<u><i>[Signature]</i></u> Reviewer, National Register Program	<u>5/25/07</u> Date

200701093

However, construction was halted in 1891 when the Baltimore & Drum Point Railroad went bankrupt. When investors, including local municipalities, failed to honor their funding commitments, construction was never resumed, and the Baltimore and Drum Point Railroad project was abandoned. The railroad project had relied on a variety of funding sources for construction, an arrangement that ultimately led to the failure of the line. For instance, the City of Baltimore never paid the half million dollars it pledged and Anne Arundel and Calvert Counties both reneged on their contracts. The railroad line also had private investors, including two prominent Calvert County entrepreneurs, *Frederico and Felipe Barreda*. Both men were involved with the family business of importing and exporting Peruvian guano and recognized that the local agricultural communities of Calvert County could provide profitable returns. However, their contributions were limited, and could not fully fund the railroad without the backing of other investors (<http://somdthisisliving.somd.com/vol5num1/lusby.html>, access date: August 23, 2006). A total construction cost of \$1.3 million was projected for the Baltimore & Drum Point Railroad; less than \$400,000 was actually collected (<http://www.bayweekly.com/1994/94v10.html>).

Unfinished and intact sections of the railroad are evident within the APE. For instance, cut and fill sections, drainage infrastructure, and graded earth bed were identified during the architectural resource survey. Ties and rails never were installed.

In 1996, the Maryland Historical Trust concurred with the recommendation by Greiner, Inc. that the Baltimore & Drum Point Railroad is NRHP eligible under Criteria A and C for its association with a significant, yet failed, local economic endeavor and as an example of the materials and techniques of late-nineteenth-century railroad construction. According to the MHT, the NRHP boundary for the resource is the length of the bed and its graded slopes. Various, noncontiguous segments within the project APE are NRHP eligible and do contribute to the NRHP eligibility of this resource. The boundaries for this resource are the length of the rail bed and its graded slope, as determined by the MHT and Greiner, Inc.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria:   __ A   __ B   __ C   __ D	Considerations:   __ A   __ B   __ C   __ D   __ E   __ F   __ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date





CT-1295  
Baltimore & Drum Point Railroad  
Calvert County, MD  
Matthew G. Holland  
December 2006  
MO 5400

1 of 3

~~12/26~~

Railbed at Camp Conroy Rd.,  
facing NW



CT-1295

Baltimore & Drum Point  
Railroad

Calvert County, MD  
Matthew G. Hyland

December 2006  
MDSHPD

2 of 3

~~18/26~~

Railed at Camp Conroy Rd.,  
facing NE



CT - 1295  
Baltimore & Drum Point Railroad  
Calvert County, MD  
Matthew L. Hyland  
December 2006  
MD SHPO

3 of 3

~~78A/26~~

Railbed at Camp Conroy  
Rd., facing NE

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

CT-1295

Property/District Name: Baltimore & Drum Point Railroad Survey Number: 18CV172

Project: MD 2/4 Widening at Prince Frederick Agency: SHA/FHWA

Site visit by MHT Staff:  no  yes Name Peter Kurtze Date Dec. 1995

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Justification for decision: (Use continuation sheet if necessary and attach map)

The survey examined several sections of site 18CV172 - the remains of the never completed Baltimore & Drum Point Railroad. We agree with SHA's determination that the Baltimore & Drum Point Railroad is eligible for inclusion in the National Register of Historic Places under Criteria A and C. The Baltimore & Drum Point Railroad Company, chartered in 1868, intended to provide a link from the deep-water Drum Point harbor to Baltimore and promote economic development within Calvert and Anne Arundel Counties. Various stages of construction proceeded during the 1870s and late 1880s, but construction halted in 1890 and the line was never completed due to lack of support from the affected local governments. This failed venture to connect Calvert County with commercial centers certainly contributed to the continued rural character and nature of Calvert County which persisted into and throughout much of the 20th century. Considerable portions of the railroad bed and grade survive intact and with good integrity. Unlike other actively utilized transportation properties, the original railroad construction has not been impacted by its subsequent use and upgrade as a transportation facility. We concur that the Baltimore & Drum Point Railroad is eligible for the National Register because of its association with a significant, yet failed, local economic endeavor. In addition, it also exemplifies the materials and techniques of late 19th century railroad construction.

Documentation on the property/district is presented in: Phase I Archeological Survey,

Widening of MD 2/4 and Collector-Distributor System in the Vicinity of Prince Frederick

Prepared by: Greiner, Inc.

Edward J. Cole 2/1/96  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
Peter Kurtze 2/2/96  
Reviewer, NR program Date

*gms*

CT-1295

Survey No. 18CV172

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: site

Historic Environment rural

Historic Function(s) and Use(s): railroad line - never completed

Known Design Source: na

Baltimore- Drum Point Railroad Bed  
MIHP CT-1295  
Various Locations in Calvert County  
1868-1890  
Private and Public Access

#### CAPSULE SUMMARY

The Baltimore – Drum Point Railroad bed was chartered in hopes of providing a winter port for Baltimore City by connecting Baltimore through Anne Arundel and Calvert Counties.

Since the railroad was never completed, the property exists today as the graded bed in sporadic locations in and around Prince Frederick to south Calvert County. Some portions of the bed are visible to the trained eye, while other portions have been destroyed or damaged by modern development.

The Drum Point bed is considered eligible under National Register Criteria A and C.

The physical remains of the bed, and the fact that it was a three county undertaking indicates the project was a significant economic endeavor. Had the railroad been completed, Calvert County may have developed a more diverse economy, rather than its agricultural based economy.

Construction of the railroad bed was a labor intensive undertaking using manual labor, simple tools such as shovels and picks, and horse-drawn carts. The exactness and levelness required to complete a railroad bed is a significant construction achievement.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CT-1295

## 1. Name of Property

historic Baltimore and Drum Point Railroad Bed

other Drum Point Railroad Bed (preferred)

## 2. Location

street and number

\_\_\_ not for publication

city, town

\_\_\_ vicinity

county Calvert (various)

## 3. Owner of Property

(give names and mailing addresses of all owners)

name Various

street and number

telephone

city, town

state MD

zip code

## 4. Location of Legal Description

courthouse, registry of deeds, etc.

folio

city, town

tax map Map 42 & 43

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 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	_____	_____	_____	_____
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____	_____	_____	_____
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	_____	_____	_____	_____
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____	_____	_____
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____	_____	_____	_____
		<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**  
\_\_\_\_\_

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## 7. Description

Inventory No. CT-1295

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### Condition

excellent       deteriorated  
 good             ruins  
 fair                altered

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

The Baltimore Drum Point Railroad bed consists of approximately 25 miles of a graded bed found in the area of Prince Frederick and near Bertha, Calvert County. The railroad itself was never completed. Portions of the bed are visible to the trained eye, while in other stretches, the bed has become overgrown with the natural surroundings or destroyed by modern development. The full length of the bed has not been completely studied or recorded.

The proposed Baltimore-Drum Point Railroad bed exists today in largely the same manner that it existed 125 years ago – as a railroad bed waiting for ties and rails.

It was chartered in 1868 with the hope of providing access to an additional port for Baltimore City by connecting Baltimore, through Anne Arundel County and Calvert County. Anne Arundel and Calvert were hoping to reap benefits of economic stimulus that a new rail connection could bring. Work on grading began in the 1870s with steady progress made by the mid 1880s. By 1889, twenty five miles of land had been graded and trestles had been constructed over St. Leonard's and Hunting creeks. However, in 1890, due to lack of support from Baltimore, Anne Arundel, and Calvert counties, the railroad bed was never completed.

The abandoned bed was constructed by men using shovels, pick-axes, mattocks, plows, horse-drawn carts, and dump cars. Men and horses had to be imported to supplement the local labor forces. As many as 250 laborers and a hundred teams of horses were needed during peak periods of construction according to Gibb and Mask (1990:34-35).

Evidence of the railroad bed can be seen in several places in and around Prince Frederick. The MIHP form was completed as part of a SHA compliance project in the vicinity of Bertha in Southern Calvert County where the railroad bed is clearly visible.

# 8. Significance

Inventory No. CT-1295

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 checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input 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 1868-1890

Architect/Builder

Construction dates

Evaluation for:

National Register

Maryland Register

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.)

## STATEMENT OF SIGNIFICANCE

A Determination of Eligibility was completed in 1996 for the Baltimore-Drum Point Railroad bed and is considered eligible under Criteria A and C.

The physical remains of the bed indicate a significant economic endeavor with monies dedicated to its completion from state, county, city and private funds. It has been suggested (Gibb and Mask 1990:38) that had the railroad been completed, the social and economic climate of Calvert County would be very different from its rural, agricultural based economy.

The Drum Point Railroad bed is also an excellent example of the building technology of the day – using manual labor, working animals, and simplistic tools. The exactness and levelness required for grading for railroad beds is a significant achievement in building considering the tools and resources available at that time.

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## 9. Major Bibliographical References

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Inventory No. CT-1295

Phase 1 Archeological Survey, Widening of Maryland Route 2/4 and the Collector-Distributor System for Maryland Route 2/4, in the Vicinity of Prince Frederick, Calvert County, Maryland. Gibb and Mark 1990.

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## 10. Geographical Data

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Acreage of surveyed property \_\_\_\_\_  
Acreage of historical setting \_\_\_\_\_  
Quadrangle name \_\_\_\_\_

Quadrangle scale: \_\_\_\_\_

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### Verbal boundary description and justification

The proposed National Register Boundary of the Drum Point Railroad Bed is the length of the bed and its graded slopes.

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## 11. Form Prepared by

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name/title	Becky Kermes, SHA Architectural Historian		
organization	SHA	date	02/2003
street & number	707 N. Calvert Street	telephone	410-545-2884
city or town	Baltimore	state	MD

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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Alternate View of the APE MD 765 @ MD 497 Park and Ride Lot

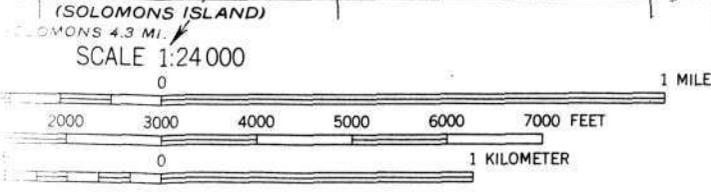
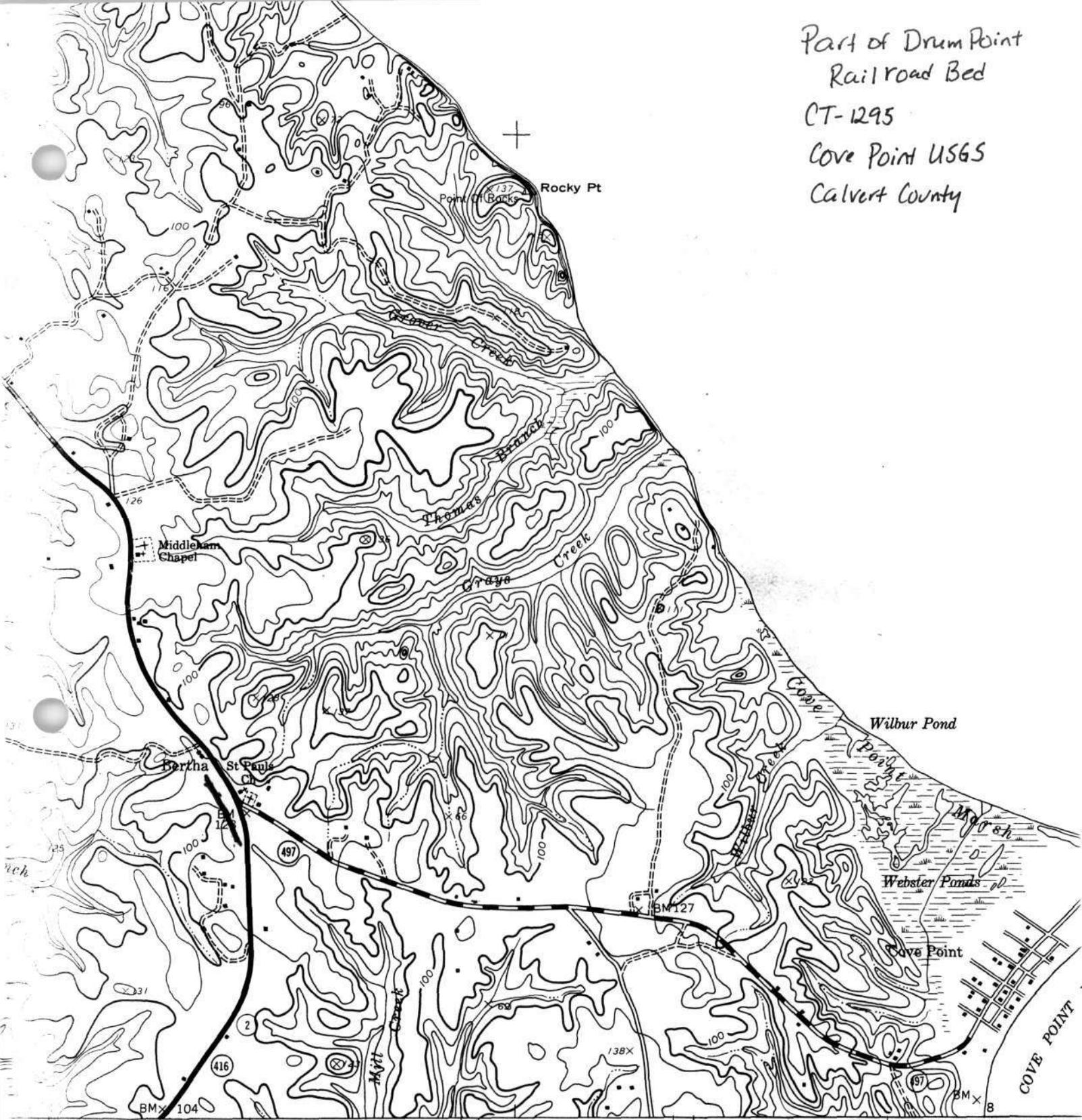


0.1 0 0.1 0.2 Miles



CT-1295

Part of Drum Point  
 Railroad Bed  
 CT-1295  
 Cove Point USGS  
 Calvert County



INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C. - 15  
 MR 1260

CONTOUR INTERVAL 20 FEET  
 BENCHMARK IS MEAN SEA LEVEL  
 DASHED LINE REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
 MEAN RANGE OF TIDE IS APPROXIMATELY 1 FOOT



QUADRANGLE LOCATION

ROAD CLASSIFICATION  
 Heavy-duty —————  
 Medium-duty - - - - -



CC  
 NW/4 D  
 N



AGFA

Prestige  
DIGITAL

MIHP CT-  
1295

Drum Pt. RR Bed  
Calvert County, MD

2-2003

ide  
negatives @ MD SHPO

View of bed from  
NW looking

1 of 4

Tech Lab <####  
6390 25 N N N N-35  
007 BN  
105+03 SA095 GR08 2077/100

AGFA

AGFA

from the

Prestige  
DIGITAL

Prestige  
DIGITAL

0681







AGFA

Prestige  
DIGITAL

Lab <###  
25 N N N N-48 AC+02 AS+03 SA095 GR00 2079/100

Prestige  
DIGITAL

MIHP CT-1295  
Drum Pt. RR Bed  
Calvert County, MD  
2-2003  
Negatives @ MD  
SHPO

Prestige  
DIGITAL

AGFA

View of bed taken from  
lot. Looking west -

015 BN

Prestige  
DIGITAL

AGFA

AGFA

3 of 4  
Prestige  
DIGITAL



CAR  
WASH

NOW OPEN

MHP CT-1295  
Drum Pt RR Bed  
Calvert County MD  
2-2003

AGFA

Negatives @ MD SHPO

Closer view of RR bed  
toward the west

Prestige  
DIGITAL

4-4

Tech Lab  
5390 25  
M-47 AC+02 AS+03 SH95 GR08 2079/100

>016 BN

Prestige  
DIGITAL

AGFA

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AGFA

Prestige  
DIGITAL

AGFA

GAI CONSULTANTS, INC.  
PHOTO LOG

MIHP # CT-1295

GAI PROJECT # C081163.50

**PAPER/INK** Epson Premium Glossy Photo Paper/  
Epson UltraChrome K3 Ink

**DVD-R** Verbatim Ultralife™ Gold Archival Grade  
4.7 GB P/N: 95355 Azo dye technology

File Name	Description	Direction	Date
CT-1295_2010-10-11_01	Baltimore and Drum Point RR, Segment F, v-cut near Route 2	E	10/11/10
CT-1295_2010-10-11_02	Baltimore and Drum Point RR, Segment F, high berm facing Route 2/4	W	10/11/10
CT-1295_2010-10-11_03	Baltimore and Drum Point RR, Segment E, side of high berm	SE	10/11/10
CT-1295_2010-10-11_04	Baltimore and Drum Point RR, Segment E, high berm overview	NW	10/11/10
CT-1295_2010-10-11_05	Baltimore and Drum Point RR, Segment E, v-cut overview	SE	10/11/10
CT-1295_2010-10-11_06	Baltimore and Drum Point RR, Segment D, v-cut	S	10/11/10
CT-1295_2010-10-11_07	Baltimore and Drum Point RR, Segment C, high berm near Camp Conoy guard post	SE	10/11/10
CT-1295_2010-10-11_08	Baltimore and Drum Point RR, Segment C, high berm	NW	10/11/10
CT-1295_2010-10-11_09	Baltimore and Drum Point RR, Segment B, v-cut	SE	10/11/10
CT-1295_2010-10-11_10	Baltimore and Drum Point RR, Segment B, high berm at survey point	NW	10/11/10
CT-1295_2010-10-11_11	Baltimore and Drum Point RR, Segment B, high berm from Camp Conoy Road	S	10/11/10
CT-1295_2010-10-11_12	Baltimore and Drum Point RR, Segment B, high berm	N	10/11/10
CT-1295_2010-10-11_13	Baltimore and Drum Point RR, Segment A, overview of v-cut interior	S	10/11/10
CT-1295_2010-10-11_14	Baltimore and Drum Point RR, Segment A, overview of high berm near culvert	S	10/11/10
CT-1295_2010-10-11_15	Baltimore and Drum Point RR, Segment A, overview of high berm near culvert	N	10/11/10
CT-1295_2010-10-11_16	Baltimore and Drum Point RR, Segment A, overview of culvert	W	10/11/10
CT-1295_2010-10-11_17	Baltimore and Drum Point RR, Segment A, overview of culvert	W	10/11/10
CT-1295_2010-10-11_18	Baltimore and Drum Point RR, Segment A, overview of culvert	E	10/11/10
CT-1295_2010-10-11_19	Baltimore and Drum Point RR, Segment A, side of high berm	SW	10/11/10
CT-1295_2010-10-11_20	Baltimore and Drum Point RR, Segment D, overview of mid-height berm	NE	10/11/10
CT-1295_2010-10-12_21	Baltimore and Drum Point RR, Segment D, overview of v-cut	SW	10/12/10
CT-1295_2010-10-12_22	Baltimore and Drum Point RR, Segment D, side view of v-cut	SW	10/12/10
CT-1295_2010-10-12_23	Baltimore and Drum Point RR, Segment D, side view of berm	NE	10/12/10
CT-1295_2010-10-12_24	Baltimore and Drum Point RR, Segment F, overview of berm near culvert	NW	10/12/10
CT-1295_2010-10-12_25	Baltimore and Drum Point RR, Segment F, overview of berm near Route 2/4	NW	10/12/10
CT-1295_2010-10-12_26	Baltimore and Drum Point RR, Segment F, culvert near Route 2/4	N	10/12/10
CT-1295_2010-10-12_27	Baltimore and Drum Point RR, Segment F, overview of berm and culvert	NE	10/12/10
CT-1295_2010-10-12_28	Baltimore and Drum Point RR, Segment F, close up of north side of culvert	S	10/12/10
CT-1295_2010-10-12_29	Baltimore and Drum Point RR, Segment F, culvert and berm	S	10/12/10



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHAO, BDPRR  
Segment E, v-cut near mile 2, facing E

1 OF 29



MIHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR) Calvert  
County, MD; Alan Gilman, 10-11-10 MDSHPO, BDPRR Segment F, high  
berm facing Route 2/4, facing W

2 of 17



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman 10-11-10 MDSHPO, BDPRR  
Segment E, Side of high berm, facing SE

3 OF 29



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MD SHPO, BDPRR  
Segment E, high berm overview, facing NW

4 OF 29



MHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment E, view overview, facing SE

5 of 21



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment D, VCut facing S

6 11 10



MIHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment C, high berm near Camp Conoy guard Post,  
facing SE

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MIHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO,  
BDPRR Segment B, v CUE, facing SE

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MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPc, BDPRR  
Segment B, V-cut facing SE

9 OF 24



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment B, high berm at Survey Point, facing NW

10 ct 74



MIHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment B, high berm from Camp Casey Road, facing S

11/21/10



MIHP # CT-1795 Baltimore and Drum Point Railroad (BDPRR)  
Calvert County, MD, Alan Gilman, 10-11-10, MD SHA PO, BDPRR  
Segment B, high berm, facing N

12-01-21



MTHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County MD, Alan Gilman, 10-11-10, MDSHPD, BDPRR  
Segment A, Overview of V-cut interior, facing S

13 of 29



MI HD #CT 1295 Baltimore and Drom Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-1-10, MDSHPO, BDPRR  
Segment A, Overview 3- high beam near culvert, facing S

14 of 17



Mt. HP # CT-1295 Baltimore and Drum Point Railroad  
(BDPRR), Calvert County, MD, Alan Gilman, 10-11-10,  
MDSAPG, BDPRR Segment A, overview of high berm  
near culvert, facing N

15 - F - 4



INT HV # CT-1295 Baltimore and Drum Point Railroad  
(BDPRR), Calvert County, MD, Alan Gilman, 10-11-10,  
MDSHPD, BDPRR Segment A, Overview of Culvert, facing W

16.1.27



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPD, BDPRR  
Segment A, overview of culvert, facing W

17 of 24



MIHP#CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MD SHPO,  
BDPRR Segment A, Overview of Culvert, facing E

18 Oct 10



MIHP # (T- '59) Baltimore and Drum  
Point Railroad (BDPRR), Calvert  
County, MD. Area Oilman, #11-13  
MD #1114, BDPRR Segment A, side  
of high bank, trending south-west.

19 + 2



MEHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD. Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment D, overview of mid height berm, facing NE

20 OF 29



MIHP # CT-1295 Baltimore and Drum Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MD SHPO, BDPRR  
Segment D, Overview of Y-cut, facing SW

21 of 21



MIHP # CT-1295 Baltimore and Drum Railroad (BDPRR),  
Calvert County, MD, ALAN GILLMAN, 10-12-10, MASHPO, BNPRA  
Sideview of V-cut, facing SW

22-1-



MEHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-11-10, MDSHPO, BDPRR  
Segment D, Side view of berm facing NE

23 OF 29

10/11/10



MI HP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-1210, MDSHPD, BDPRR  
Segment F, Overview of berm near Convent, facing NW

24 of 29



MIHP# CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-12-10, MOSHPO, BDPRR,  
Segment F, overview of berm near route 214, facing NW

25 of 29



MHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 18-12-10, MDSHPD, BDPRR  
Segment F, Culvert near Route 214, Facing N

26 CF 29



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-12-10, MDSHPQ, BDPRR  
Segment F, overview of berm and culvert, facing NE

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MIHP #CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-12-10, MD SHPO, BDPRR  
Segment F, Close up of north side of Culvert, facing S

28 of 29



MIHP # CT-1295 Baltimore and Drum Point Railroad (BDPRR),  
Calvert County, MD, Alan Gilman, 10-12-10, MDSHPD, BDPRR  
Segment F, Culvert and berm facing S

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