

## CAPSULE SUMMARY SHEET

Survey No.: CH-463 (PACS B32) Construction Date: circa 1940

Name: Mile posts along the Southern Maryland Railroad

Location: East of 8505 Leonardtown Road, Hughesville, Charles County

Private/Transportation/Unoccupied/Good/Unrestricted

**Description:** Located on the east side of Leonardtown Road, south of Route 231, are two concrete mile posts associated with the Southern Maryland Railroad. The Southern Maryland Railroad line extends north-south through Hughesville, parallel with Leonardtown Road. The first mile post is located on the west side of the right-of-way and faces north. The post is inscribed with "MP 13". The second mile post is located on the east side, south of the first post. The second post faces south and is inscribed with "W". The railroad line has been abandoned and the tracks have been removed.

**Significance:** The presence or absence of a railroad could result in prosperity or economic depression for a nineteenth century community. Desire for a Charles County rail line was noted as early as 1854 in the Port Tobacco Times (Klapthor and Brown 1995: 138). The Southern Maryland Railroad Company was organized in 1872 "for the purpose of constructing a railroad, with the necessary branches, from Washington City...to Point Lookout, on the Chesapeake Bay" (Washington 1874: 5). The line was bought by the Washington and Potomac Railroad in 1886, and the United States government subsequently acquired the route in 1942 to supply the Patuxent Naval Air Station (Klapthor and Brown 1995: 140). Rand McNally's 1948 Handy Railroad Atlas of the United States refers to the line as W.B. & P.L., the Washington Brandywine and Point Lookout Railroad. State Directories and Gazetteers refer to the route by a series of names, but throughout the nineteenth and twentieth century, the railroad has been consistently referred to as the Southern Maryland. This rail line is no longer used. The mile posts do not represent any historic events or trends significant in the development of national, state or local history. The mile posts also lack distinctive design features or aesthetic value.

Maryland Historical Trust  
 Maryland Inventory of Historic Properties Form  
 MD 5 - Hughesville Project

DOE \_\_\_yes \_\_\_no

1. Name: (indicate preferred name)

historic

and/or common Mile posts along the Southern Maryland Railroad

2. Location:

street &amp; number East of 8505 Leonardtown Road at railroad right-of-way \_\_\_ not for publication

city, town Hughesville \_\_\_ vicinity of congressional district

state Maryland county Charles

3. Classification:

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

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

name Consolidated Rail Corporation

street &amp; number telephone no.:

city, town state and zip code

5. Location of Legal Description

Land Records Office of Charles County liber 312

street &amp; number Charles Street folio 242

city, town La Plata state MD

6. Representation in Existing Historical Surveys

title

date \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

depository for survey records

city, town state

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## 7. Description

Survey No. CH-463 (PACS B32)

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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Resource Count: 2

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

Located on the east side of Leonardtown Road, south of Route 231 are two concrete mile posts associated with the Southern Maryland Railroad. The Southern Maryland Railroad line extends north-south through Hughesville, parallel with Leonardtown Road. The first mile post is located on the west side of the right-of-way and faces north. The post is inscribed with "MP 13". The second mile post is located on the east side, south of the first post. The second post faces south and is inscribed with "W". The railroad line has been abandoned and the tracks have been removed.



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Mile posts along the Southern Maryland Railroad

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## 8. Significance (Continued)

Railroads became the primary form of transport after the Civil War, increasing the transportation network. The presence or absence of a railroad could result in prosperity or economic depression for a nineteenth-century community. New rail stations were principally located at pre-existing towns or villages. Some stations, however, evolved into new communities. Many villages on or near rail lines developed into service centers for the surrounding rural areas.

Desire for a Charles County rail line was noted as early as 1854 in the Port Tobacco Times (Klaphor and Brown 1995: 138). Three rail lines were established in Charles County in the nineteenth century. The route of the Southern Maryland Railroad through the project area was surveyed in 1868. State Directories and Gazetteers, railroad maps, United States Geological Survey maps, and the Charles County Land Records variously refer to the Southern Maryland Railroad from 1872 to 1948 as the Washington City and Point Lookout Railroad, the Washington, Potomac and Chesapeake Railroad, and the Washington, Brandywine and Point Lookout Railroad. Rail lines in other areas of Charles County included the Baltimore & Potomac Railroad, a subsidiary of the Pennsylvania Railroad, operational in 1872, and the Chesapeake Beach Railroad, which carried its first passengers in 1898.

The southern Maryland route was surveyed from the Pennsylvania Railroad at Brandywine in Prince George's County to Point Lookout in St. Mary's County (Klaphor and Brown 1995: 140). The Southern Maryland Railroad Company was organized "for the purpose of constructing a railroad, with the necessary branches, from Washington City ... to Point Lookout, on the Chesapeake Bay" (Washington 1874: 5). The route of the line through Charles County was determined in part by an agreement between Benjamin and Mary Bowling (MHT# CH-414) with the Southern Maryland Railroad Company. The company agreed to locate the rail line through land owned by the Bowlings, for which the company paid the Bowlings \$10 per acre in stock (Deed Book JST 4, Folio 719). Stations of the Southern Maryland included Brandywine, Gallant Green and Hughesville (Bland 1887: 248-49,437).

This railroad was intended to provide a profitable passenger and freight service connecting southern Maryland and its ports on the Chesapeake Bay to Washington D.C., northern rail lines and coalfields in western Maryland, Pennsylvania and Virginia (Hammett 1977: 233). However, the railroad was never completed to the Chesapeake Bay or to Washington, D.C. Although the Southern Maryland Railroad was incorporated in 1868, it was not until 1881 that trains actually served stations south of Hughesville: Charlotte Hall and the terminus at Mechanicsville in St. Mary's County (Hammett 1977: 236). During its existence, this railroad carried local products such as agricultural goods, scrap iron and pulp wood to markets in Baltimore (Brown et al. 1976: 42). The railroad provided only sporadic service over the course of its existence; trains were reduced or canceled during years of low agricultural production or economic depression. A summary of Charles County amenities in 1887 mentions only the Baltimore and Potomac Railroad which ran south from Prince George's County through Charles County to Pope's Creek on the Potomac River (Bland 1887: 246).

Under the Southern Maryland Railroad and its successors, the financial instability of the line resulted in a nearly two-year suspension of all trains beginning in 1889 (Hammett 1977: 236-237). The trains never ran beyond the town of Forrest Hall, less than 4.8 kilometers (3 miles)

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8. Significance (Continued)

southeast of Mechanicsville in St. Mary's County, although the company had graded the route as far as California, about 40.2 kilometers (25 miles) southeast of Hughesville (Hammett 1977: 237). In 1918 a cooperative of farmers and local businessmen bought the company primarily to preserve access to freight service (Hammett 1977: 239). The United States government subsequently acquired the route in 1942 to supply the Patuxent Naval Air Station (Klapthor and Brown 1995: 140).

This rail line connected Hughesville with the north from the late-nineteenth through the mid-twentieth century and is no longer used. Given that the railroad, though important, was often an unreliable means of transportation, the development of Hughesville had seemingly little dependence on the railroad.

National Register Evaluation:

Constructed circa 1940, the mile posts along the Southern Maryland Railroad are not eligible for the National Register of Historic Places. The objects are not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. The Southern Maryland Railroad was a small spur line from the Pennsylvania Railroad at Brandywine leading to Mechanicsville. The line was never completed to its planned terminus at Point Lookout, St. Mary's County. The impact of the Southern Maryland Railroad upon Hughesville was limited; it did not produce significant or sustained growth of the community; unlike, for example, the effect of the Pope's Creek Branch of the Baltimore and Potomac Railroad upon La Palta. Historic research indicates the objects have no association with persons who have made specific contributions to history, and therefore, they do not meet Criterion B. They are not eligible under Criterion C, as the mile posts lack distinctive design features and aesthetic value. Finally, the objects have no known potential to yield important information, and therefore, are not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended \_\_\_\_\_  
Comments \_\_\_\_\_

Eligibility Not Recommended   X  

Reviewer, OPS: [Signature]  
Reviewer, NR Program: [Signature]

Date: 5/12/98  
Date: 5/21/98

1998

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## 9. Major Bibliographical References Survey No. CH-463 (PACS B32)

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See Continuation Sheet

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## 10. Geographical Data

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Acreage of nominated property \_\_\_\_\_  
Quadrangle name Hughesville, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification

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List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

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name/title Caroline Hall/Tim Tamburrino

organization P.A.C. Spero & Company

date January 1997/revised February 1998

street & number 40 W. Chesapeake Avenue, Suite 412

telephone (410) 296-1635

city or town Baltimore

state Maryland

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The Maryland Historic Sites Inventory 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  
DHCP/DHCD  
100 Community Place  
Crownsville, MD 21032-2023  
(410) 514-7600

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MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

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## 9. Major Bibliographical References (Continued)

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- Bland, John R., ed. The Maryland Directory and State Gazetteer. Baltimore: The Baltimore Publishing Company, 1887.
- Brown, Jack D., et al. Charles County, Maryland, A History. La Plata: Charles County Bicentennial Committee, 1976.
- Charles County Department of Assessment and Taxation. 101 Catalpa Drive, La Plata, Maryland.
- Charles County Land Records Office. Charles County Courthouse, Charles Street, La Plata, Maryland.
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9. Major Bibliographical References (Continued)

Map of a Part of Maryland, Copied from the Geological State Map. 1840. Maryland Historical Trust, Crownsville, Maryland.

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## 9. Major Bibliographical References (Continued)

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United States Geological Survey. Brandywine Sheet. 1892.

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Bond, Mortgage, Lease to Baltimore and Ohio Railroad. Washington, D.C.: Chronicle  
Publishing Company, 1874.

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Glendale, Maryland.

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of Missouri, 1987.

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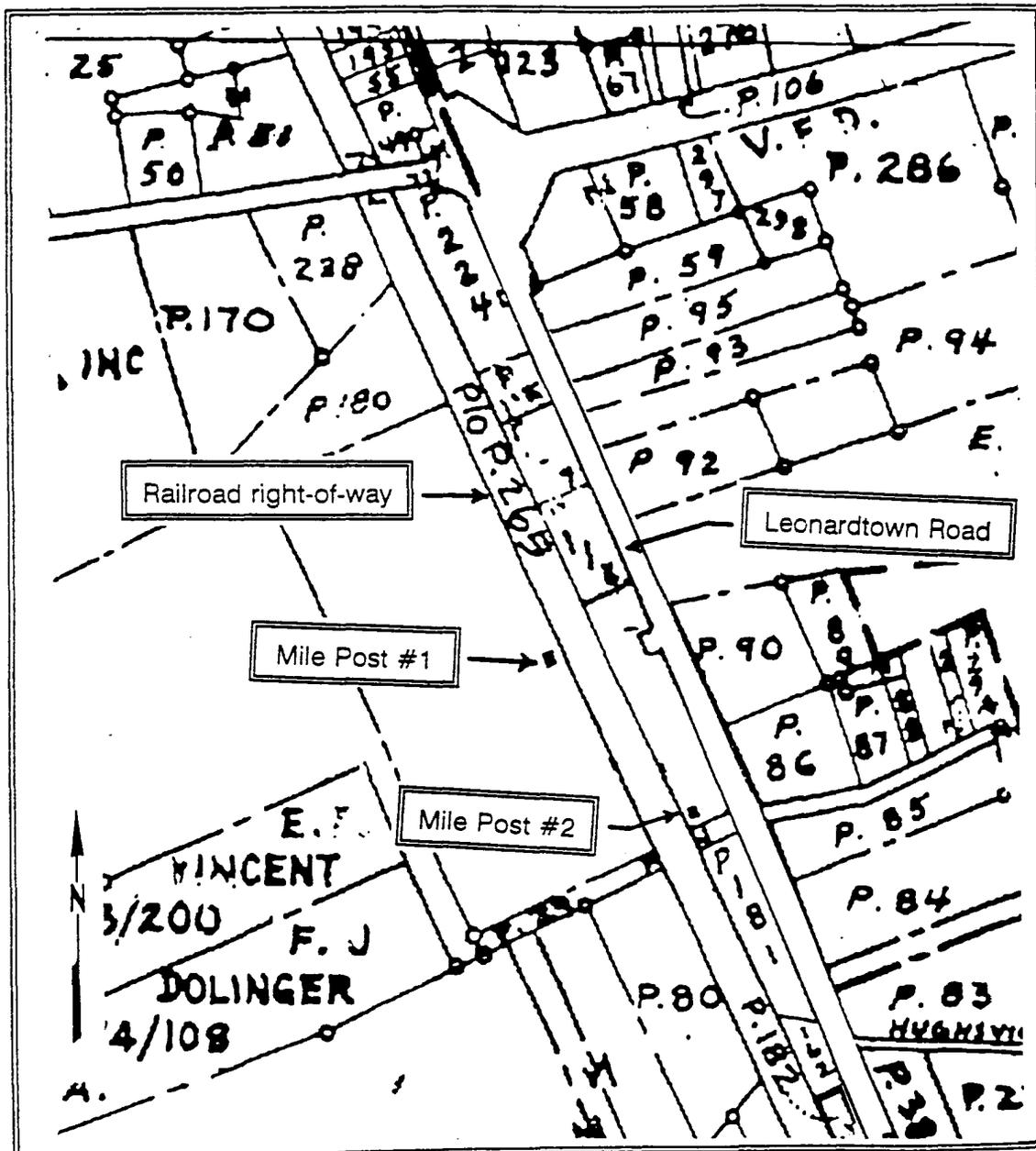
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# 10. Geographical Data (Continued)

Resource Sketch Map:



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Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-present

Prehistoric/Historic Period Theme(s):

Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form):

Object

Historic Environment (urban, suburban, village, or rural):

Suburban

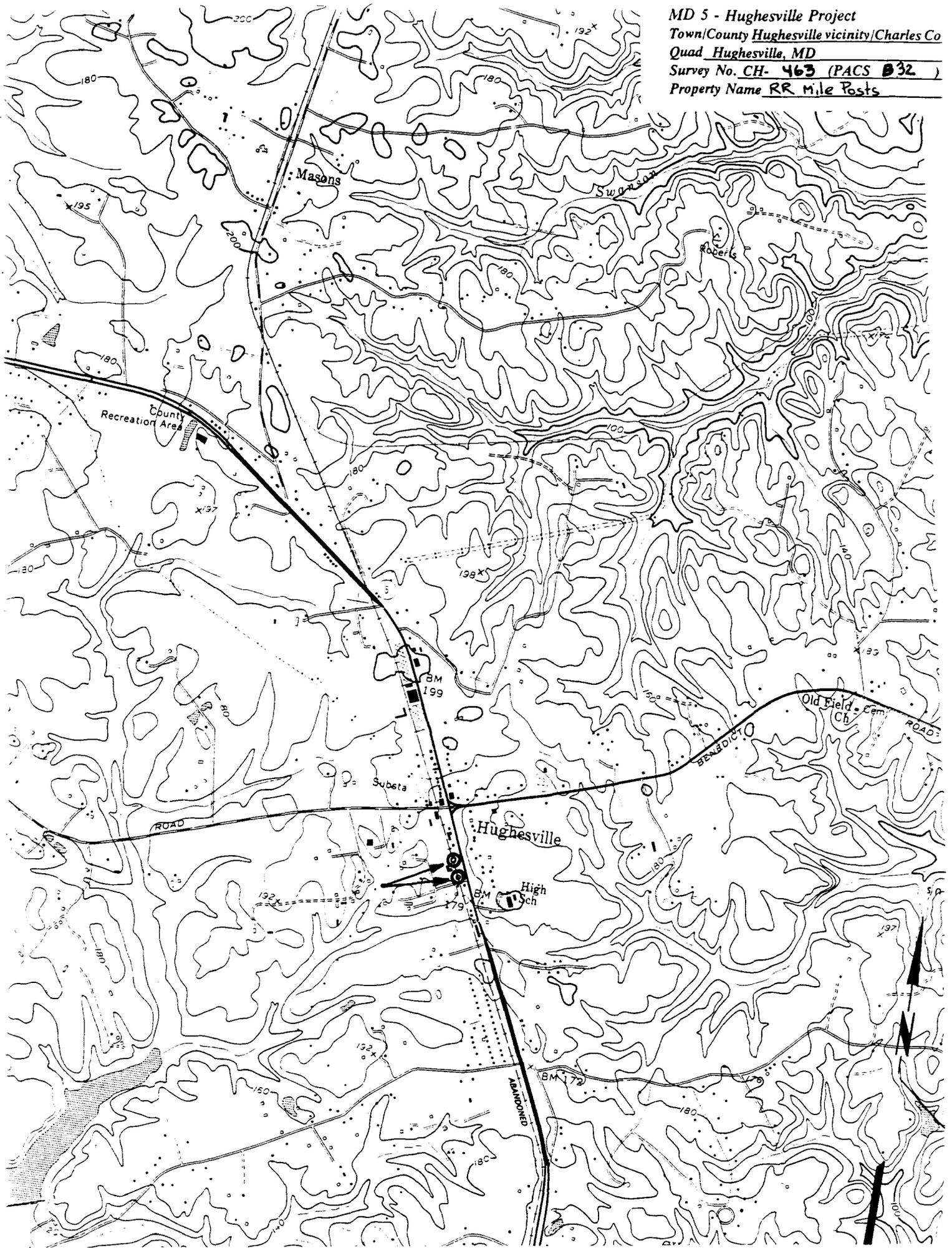
Historic Function(s) and Use(s):

Mile posts along the Southern Maryland Rail line

Known Design Source (write none if unknown):

None

MD 5 - Hughesville Project  
Town/County Hughesville vicinity/Charles Co  
Quad Hughesville, MD  
Survey No. CH- 463 (PACS B32)  
Property Name RR Mile Posts





- 1- CH 463
- 2- Concrete Marker along Southern Maryland Railroad
- 3- Charles County, MD
- 4- Tim Tamburino
- 5- January 1997
- 6- MD SHPO
- 7- Baptist Church + Railroad, view N
- 8- 1 of 2



1 CH- 463

2 Concrete Marker along Southern MD Railroad

3 Charles County, MD

4 Tim Tamburrino

5. January 1997

6. MD SHPO

7 RR concrete Markers, Sineise Pl. + RR,  
views

8 2 of 2