

Capsule Summary  
SM-719  
Point Lookout Railroad Cut  
Scotland  
Private

c. 1880-1890

The Point Lookout Railroad cut in Scotland and Ridge is but a remnant of an ambitious attempt to link Point Lookout by railroad to the more urban cities such as Washington, DC to the north. Originally envisioned in the 1860s by the Southern Maryland Railroad Company, the line demanded the purchase of extensive right-of-ways and construction of culverts, beds, and cuts. This particular cut was probably completed in the 1880s or 1890s. The rails were never laid, however, and service was only extended as far south as Mechanicsville by 1881. Service was never substantially extended any further south and by 1928 passenger service was discontinued. While stock continued to be transported on the line in the 1930s, it was not until 1942 that the United States Navy extended the rail line to Millstone Landing on the Patuxent River for the new Patuxent River Naval Air Station. This branch continued until 1965 when all service was suspended. The right-of-way for the railroad was purchased by the St. Mary's Board of County Commissioners in 1970.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-719

## 1. Name of Property (indicate preferred name)

historic

other Point Lookout Railroad Cut

## 2. Location

street and number approx. ¼ mile N of int. of Fresh Pond Neck & Pt Lookout Rds. on E side of Pt. Lookout \_\_\_ not for publication

city, town Scotland \_\_\_ vicinity

county St. Mary's

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

name Ridge Chapel

street and number 12960 Point Lookout Road telephone N/a

city, town Ridge state MD zip code 20680

## 4. Location of Legal Description

courthouse, registry of deeds, etc. St. Mary's County Courthouse tax map and parcel TM-71, P-147

city, town Leonardtown liber 22 folio 304

## 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		
_____ district	_____ public	_____ agriculture	_____ landscape	Contributing	Noncontributing
_____ building(s)	<input checked="" type="checkbox"/> private	_____ commerce/trade	_____ recreation/culture	_____	_____ buildings
_____ structure	_____ both	_____ defense	_____ religion	<u>  1  </u>	_____ sites
<input checked="" type="checkbox"/> site		_____ domestic	_____ social	_____	_____ structures
_____ object		_____ education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		_____ funerary	_____ work in progress	<u>  1  </u>	_____ Total
		_____ government	_____ unknown		
		_____ health care	_____ vacant/not in use		
		_____ industry	_____ other:		
				<b>Number of Contributing Resources previously listed in the Inventory</b>	
				<u>  0  </u>	

---

## 7. Description

---

Inventory No. SM-719

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

---

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

The Point Lookout Railroad cut is located approximately ½ mile north of the intersection between Fresh Pond Neck and Point Lookout Roads near the rural communities of Scotland and Ridge. The cut is marked by a visible swale cut into an otherwise level mown field. The railroad bed is approximately 10 feet wide and lies about five feet below the field. Further to the south, the bed is overgrown with shrubs, bushes, and cedar trees.

# 8. Significance

Inventory No. SM-719

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 type="checkbox"/> architecture	<input 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	Architect/Builder
<b>Construction dates</b>	

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.)

The Point Lookout Railroad cut in Scotland and Ridge is but a remnant of an ambitious attempt to link Point Lookout by railroad to the more urban cities such as Washington, DC to the north. Originally envisioned in the 1860s by the Southern Maryland Railroad Company, the line demanded the purchase of extensive right-of-ways and construction of culverts, beds, and cuts. This particular cut was probably completed in the 1880s or 1890s. The rails were never laid, however, and service was only extended as far south as Mechanicsville by 1881. Service was never substantially extended any further south and by 1928 passenger service was discontinued. While stock continued to be transported on the line in the 1930s, it was not until 1942, when the United States Navy extended the rail line to Millstone Landing on the Patuxent River for the new Patuxent River Naval Air Station. This branch continued until 1965 when all service was suspended. The right-of-way for the railroad was purchased by the St. Mary's Board of County Commissioners in 1970.

---

## 9. Major Bibliographical References

---

Inventory No. SM-719

Hammett, Regina Combs. History of St. Mary's County, Maryland: 1634-1990. Ridge, Md: Self-published, 1994.

---

## 10. Geographical Data

---

Acreage of surveyed property           varying            
Acreage of historical setting           varying            
Quadrangle name           Point Lookout                Quadrangle scale:   1:24 000  

---

### Verbal boundary description and justification

The Point Lookout Railroad cut is a swath of land that extends southeast from Point Lookout Road. The cut extends until its intersection with Fresh Pond Neck Road to the south. The railroad bed is used in the property description for the St. Mary's Episcopal Chapel of Ease located in St. Mary's County Land Records Liber 22, folio 304.

---

## 11. Form Prepared by

---

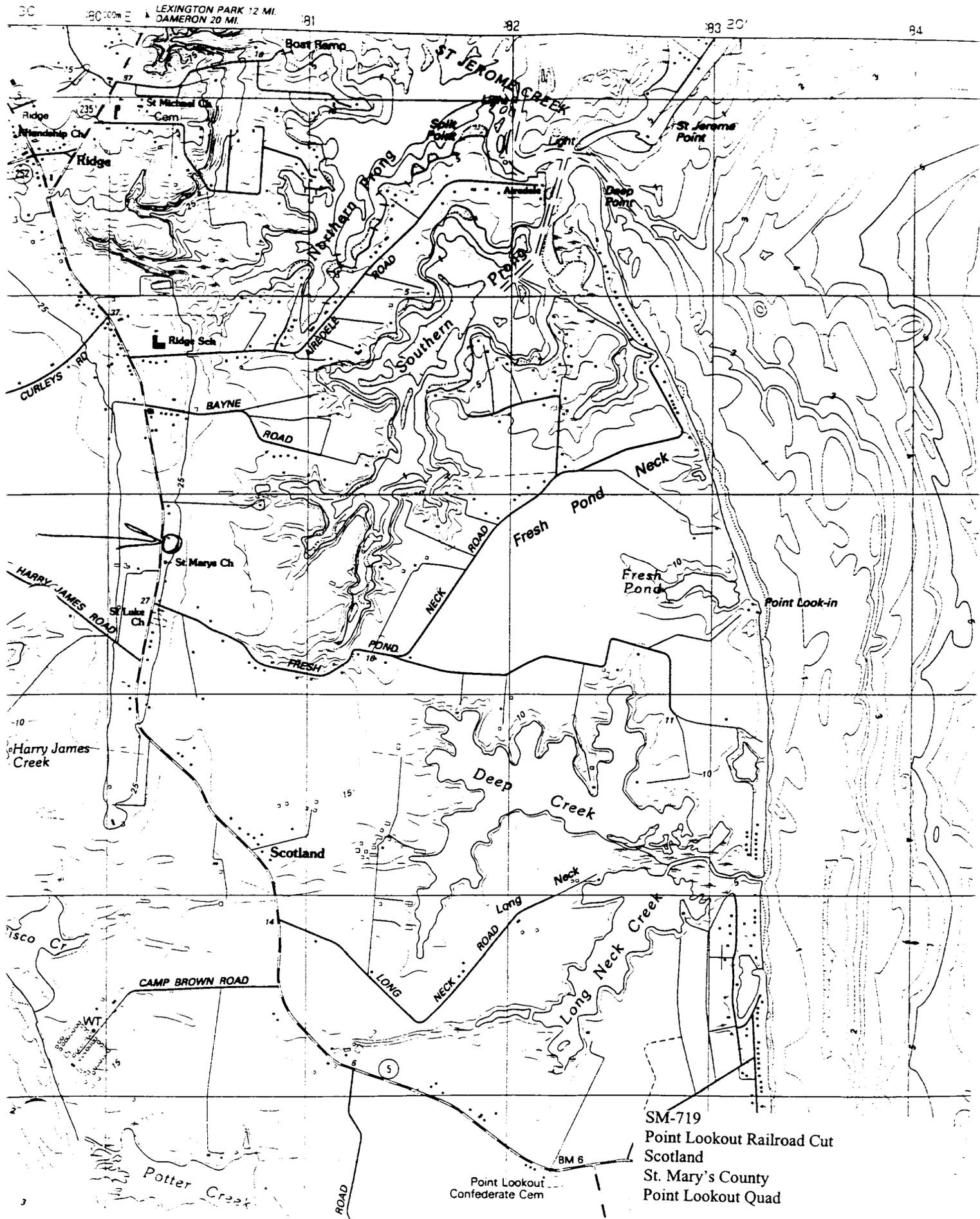
name/title	Kirk E. Ranzetta, Historic Sites Surveyor		
organization	St. Mary's County Department of Planning & Zoning	date	August, 2000
street & number	22740 Washington Street	telephone	301-475-4662
city or town	Leonardtown	state	Maryland

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

DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



SM-719  
Point Lookout Railroad Cut  
Scotland  
St. Mary's County  
Point Lookout Quad

Point Lookout  
Confederate Cem

BM 6



SM-719

Pt Lookout Railroad cut

St. Mary's County, Md

Kirk Rainette

Nov/99

MD SHD

Looking S

Left