

CH-674

Southern Maryland Railroad

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: 11-21-2003

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: The Southern Maryland Railroad Inventory Number: CH-674 / 18CH697

Address: _____ City: Hughesville Zip Code: _____

County: Charles USGS Topographic Map: Hughesville

Owner: Board of St. Mary's County Commissioners

Tax Parcel Number: _____ Tax Map Number: 36 Tax Account ID Number: 0909009825

Project: Hughesville Bypass Agency: MDOH / SHA/FHWA

Site visit by MHT Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility not recommended

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

Is the property located within a historic district? no yes Name of district: _____

Is district listed? No yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Southern Maryland Railroad extends from Brandywine in Prince George's County to Point Lookout in St. Mary's County, passing through Charles County. The establishment of the Southern Maryland Railroad was one of the most influential events that affected the economy and settlement of southern Maryland. The state incorporated the Southern Maryland Railroad in 1868 to construct a railroad to extend from Point Lookout to what was referred to "some point in Prince George's County". The route was surveyed in 1870 with construction beginning soon after that. The railroad opened in 1881. However, the Southern Maryland Railroad Company went bankrupt in 1885, suggesting that the line was either not initially as profitable as hoped or the company was plagued with some other financial difficulties resulting in its demise. A year later, the Washington and Potomac Railroad company purchased the line, which they opened-up to freight and passenger traffic. The Washington and Potomac Railroad Company profited from its operation of the Southern Maryland Railroad and even extended the line further south. In 1917, the Washington and Potomac Railroad Company dissolved and was replaced by the Washington, Brandywine, and Point Lookout Railroad Company. Comprised of local farmers and business leaders, this company took over the operation of the Southern Maryland Railroad until the 1940s. By 1942, freight traffic had slowed to the point that the line was only in operation for two days a week. In this same year, the Navy became interested in the line and acquired it for transporting freight to and from the Naval Air Station and Test Center located on the Patuxent River at Cedar Point. The old Southern Maryland Railroad was finally abandoned in 1965, and its tracks were removed in 1966. Today, the Commissioners of St. Mary's County own what remains of the abandoned portion of the line.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input 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 <input type="checkbox"/> None
Comments: _____	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>3/01/2002</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>3/19/02</u> Date

Entire ✓

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

CH-674

Continuation Sheet No. 1

The Southern Maryland Railroad played a significant role with regards to economic developments within Charles, St. Mary's and Prince George's County. The railroad help sustain the tobacco economy within the rural areas of Charles and St. Mary's counties during the late nineteenth and early twentieth century. Tobacco warehouses were built along the railroad where the commodity was collected and shipped to larger markets vial the Southern Maryland Railroad.

The Southern Maryland Railroad does not retain sufficient integrity to be eligible for listing on the National Register of Historic Places. In order to retain good integrity, a railroad ideally should retain character defining features such as rails and ties located on a ballast or in a cut. At a minimum the alignment of the rail line should remain clearly readable in a built or natural landscape reflective of the environment in which the line operated. The rails have been removed from the entire Southern Maryland line. Within the Hughesville vicinity, the most intact portion of the Southern Maryland Railroad is located immediately north of where the railroad intersected with Route 5. Here, a few hundred feet of the railroad right-of-way still contains wooden ties set atop a ballast. However, for the majority of the surveyed portion of the railroad through Hughesville, little remains of this resource. No ties and no ballast are present for that portion of the railroad right-of-way extending west of Route 5 through Hughesville. Within the majority of this area, the right-of-way exists as a dirt road used by local traffic and a large portion of the line just north of the crossing of Burnt Store Road has been lost entirely with the construction of Banker's Lane. Portions of the right-of-way south of Burnt Store Road have also been paved over providing a small access road to the rear of residences fronting Route 5. Because of the removal of key character defining elements and the fact that modern development has also altered the actual railroad landscape itself, the Southern Maryland Railroad through Hughesville has lost integrity of design, materials, feeling, and association.

Prepared by: Eric F. Griffitts

Date Prepared: November 2001

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CH-674

1. Name of Property (indicate preferred name)

historic The Southern Maryland Railroad

other _____

2. Location

street and number _____ not for publication

city, town Hughesville vicinity

county Charles County

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

name Board of Commissioners, St. Mary's County

street and number P.O. Box 351 telephone _____

city, town Leonardtown state MD zip code 20650-0351

4. Location of Legal Description

courthouse, registry of deeds, etc. St. Mary's County Courthouse liber 00312 folio 0242

city, town Leonardtown tax map 36 tax parcel _____ tax ID number 0909009825

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 checked="" 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	<u>0</u>	<u>0</u> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>1</u> sites
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<u>0</u>	<u>0</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>0</u>	<u>1</u> Total
		<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	
				<u>0</u>	

7. Description

Inventory No.

CH-674

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.

What remains of the Southern Maryland Railroad extends through Charles and St. Mary's counties in southern Maryland. The surveyed portion of this railroad was conducted in the Hughesville vicinity in Charles County. The Southern Maryland Railroad right-of-way intersects with Route 5 just north of Hughesville and then runs parallel and west of this highway through and south of the town. Route 5 within the Hughesville vicinity contains a mix of early-to-late twentieth century development. Early twentieth century commercial buildings and a few residences are mixed with modern commercial development consisting of mostly gas stations and small-scale commercial building within downtown Hughesville. Residential development aligns Route 5 south of the downtown core, consisting of both a mix of early-twentieth century vernacular and post 1950 suburban development. Little remains of the Southern Maryland Railroad in the Hughesville vicinity. The rails were removed during the 1960s following the abandonment of the line, leaving behind only the railroad bed, much of which has been either concealed with overgrowth or has been lost to modern development.

The only resource within Hughesville with associative ties to the railroad is the Farmer's Tobacco Auction Warehouse buildings, located in Hughesville Between the railroad and Route 5. The warehouse complex consists of three one-story, long rectangular plan, wood-frame buildings set on concrete block foundations and one Quonset hut. The buildings appear to date to the early-to-mid twentieth century and were built at this locations to be adjacent to both Route 5 and the railroad.

The Southern Maryland Railroad crosses Route 5 about 1,000 feet north of the Farmer's Tobacco Auction Warehouse. North of this point the railroad right-of-way is located in a linear clearing cut out of a heavily wooded area. Most of what was the railroad bed in this area is now a small dirt road about 15 feet wide, which is used by local traffic. Some Portions of the old railroad in this area remain unused, concealed by dense overgrowth. Unlike other portions of the present railroad, railroad ties sill lie unaltered in the railroad bed, despite the fact that the rails were removed.

There are no visible remains of the railroad where it once crossed Route 5. South of the crossing the railroad bed again exists only as a dirt road used by local traffic until reaching the Farmer's Tobacco Warehouse. What was once the railroad bed located behind and west of the warehouses is now a 20 foot wide dirt road. South of the tobacco warehouse, the railroad-right-of-way extends a short distance through an undeveloped cut, containing dense overgrowth, ending at a Banker's Lane, a paved access road leading from the parking lot behind a modern bank building located along Route 5 to Burnt Store Road. The cut and railroad bed in this area have been lost to this development

Immediately south of Burnt Store Road, the railroad right-of-way has again been paved over for about 1,000 feet, providing an access road to the rear of a number of dwellings and one business located on the west side of Route 5. Beyond this area, the railroad bed extends along another undeveloped cut with trees and heavy overgrowth located along both sides of the right-of-way, ending at a clearing where the right-of-way extends along a grassy ballast through the back yards of a small residential development located along Route 5. South of this area, the railroad bed extends through a deep cut east of a post 1960 suburban residential development and west of Route 5.

8. Significance

Inventory No. CH-674

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 checked="" 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 1881-1954

Architect/Builder

Construction dates 1870-1881

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.)

See DOE Form

9. Major Bibliographical References

Inventory No. CH-674

Gibb, James G., Archaeological Consultant

2001 *Phase I Intensive Archaeological Survey of the Nubian Place and Foster Lane Realignments, MD 5 Hughesville Bypass, Charles County, Maryland.* Prepared for the Maryland State Highway Administration.

10. Geographical Data

Acreage of surveyed property 24.24
Acreage of historical setting _____
Quadrangle name Hughesville, MD Quadrangle scale: 1:24 000

Verbal boundary description and justification

The boundary for the Southern Maryland Railroad comprises the current property owned by the Board of St. Mary's County Commissioners, Tax ID# 0909009825. This contains the entire 3.03 miles or 24.24 acres of the historic railroad from Charles County to Chalk Point in St. Mary's County. Located within this property includes what remains of the entire railroad bed. Because much of the historic setting surrounding the railroad has been altered with modern development, especially in the Hughesville area around Route 5, additional acreage surrounding the entire railroad would not contribute to the property.

11. Form Prepared by

name/title	Eric F. Griffiths/ Architectural Historian		
organization	Louis Berger Group, Inc.	date	November 2001
street & number	1819 H. Street, NW, Suite 900	telephone	(202) 331-7775
city or town	Washington, D.C.	state	

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

PHOTOGRAPH KEY

CH 674
Surveyed Portion of Southern Maryland Railroad
Through Hughesville

Photo #1

Photo #2

Photo #3

Photo #4

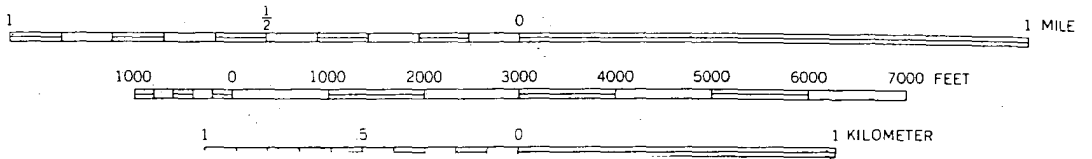
Hughesville

CHARLES CO

SAINY MARYS CO

Hughesville, MD Quadrangle, 1956, Photo Revised 1985

SCALE 1:24 000



343

47'30"

PATENT OF M...

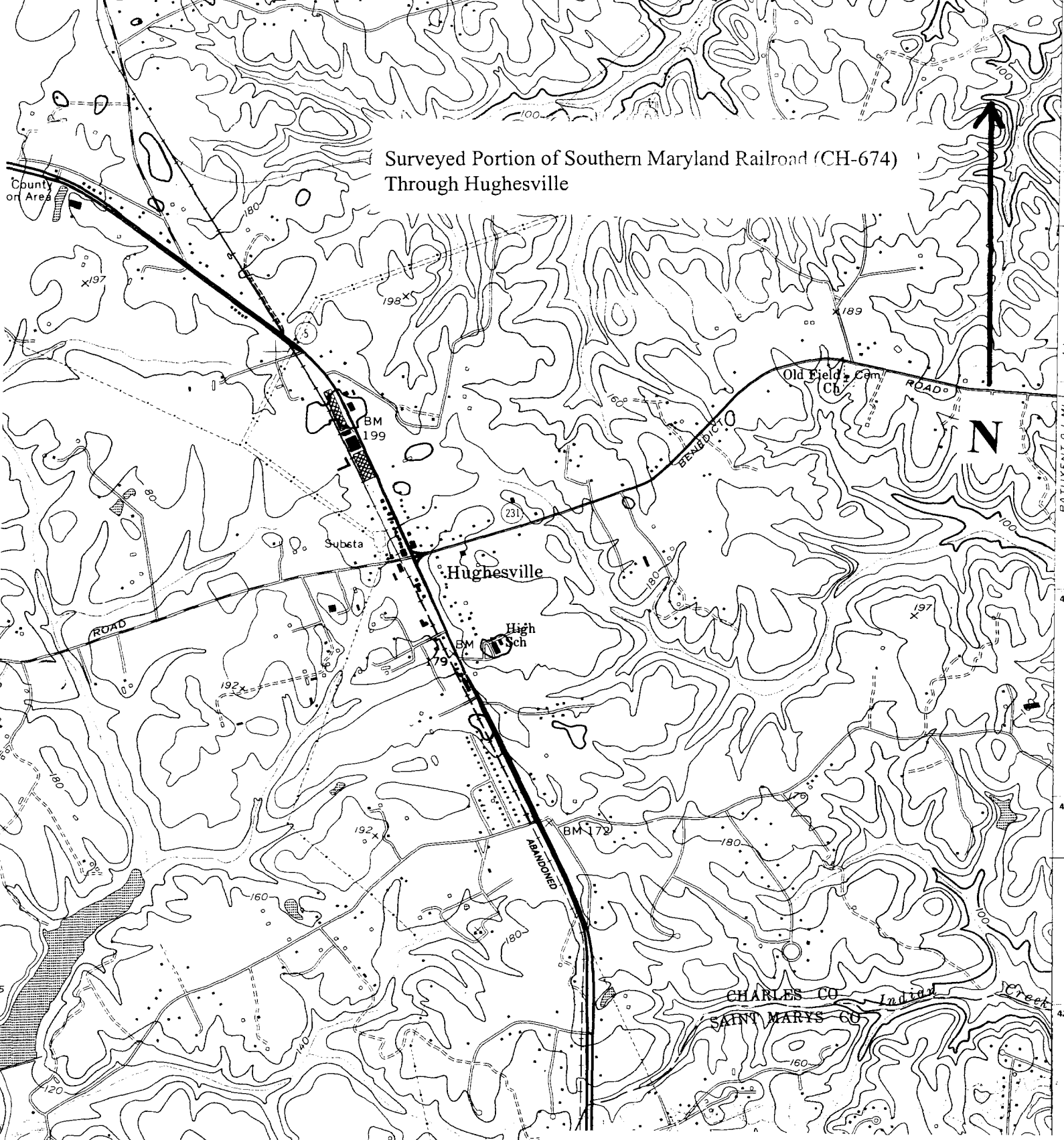
4:

4:

4:

Surveyed Portion of Southern Maryland Railroad (CH-674)
Through Hughesville

County
of Area



426

32

421

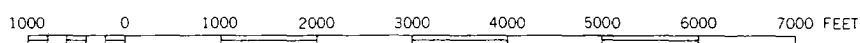
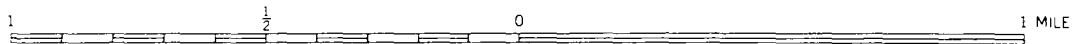
42

42

4

Hughesville, MD Quadrangle, 1956, Photo Revised 1985

SCALE 1:24000



343

47°30'



- 1 CH-674
- 2 Southern Maryland Railroad
- 3 Charles County, Maryland
- 4 Eric Griffiths
- 5 11/2001
- 6 MD SHPS
- 7 Ties in Rail Road Right of Way
North of Bank 5 NE view
- 8 1 of 4



- 1 CH-674
- 2 Southern Maryland Railroad
- 3 Charles County Maryland
- 4 Eric Griffiths
- 5 11/2001
- 6 MD SHPO
- 7 Railroad Crossing of Route 5
Northwth View

8 2 of 4



- 1 CH-674 1
- 2 Southern Maryland Rail Road
- 3 Charles County Maryland
- 4 Eric Griffiths
- 5 11/2001
- 6 MD SHPO
- 7 Banker's Lane in Rail Road Right-of-
Way Southeastview
- 8 3 of 4



1 CH-674

2 Southern Maryland Railroad

3 Charles County Maryland

4 Eric Griffiths

5 11/2001

6 MD SHPO

7 Rail Road cut South of Hughesville
Southeast view

8 4 of 4