

**Enclosure**  
**Archival Materials Documenting Camp Conoy (CT-1312)**  
**and the Baltimore and Drum Point Railroad (CT-1295)**  
**Calvert Cliffs Nuclear Power Plant Unit 3**  
**Calvert County, Maryland**

# Documentation of YMCA Camp Conoy (CT-1312)

## Mitigation Report Appendix C Archival Materials

(Mitigation of NRHP-Eligible Architectural and Historical Properties, Calvert Cliffs  
Nuclear Power Plant, Calvert County, Maryland)



Prepared for  
UniStar Nuclear Development, LLC



Prepared by  
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Architectural Historian



GAI Project No. C081163.50  
August 2010



### Architectural Analysis

There are eleven extant resources on the former Camp Conoy property. Of these remaining structures, the Camp Conoy Lodge, the Eagle's Den, and the shed are examples of rustic resort architecture considered contributors to the resource's NRHP eligibility. Two of the buildings - the Eagle's Den and the Camp Conoy Lodge Building - are clad in rounded wood siding intended to imitate the look of a log structure. The shed is covered in modest wood pickets, which still impart a rustic appearance.

Individually, the buildings of Camp Conoy are relatively unremarkable, as they lack the distinctive architectural characteristics of a type, period, or method of construction. Camp buildings lacked many interior comforts, incorporating large screened windows and expansive open porches to keep the campers' focus on nature and the outdoors.

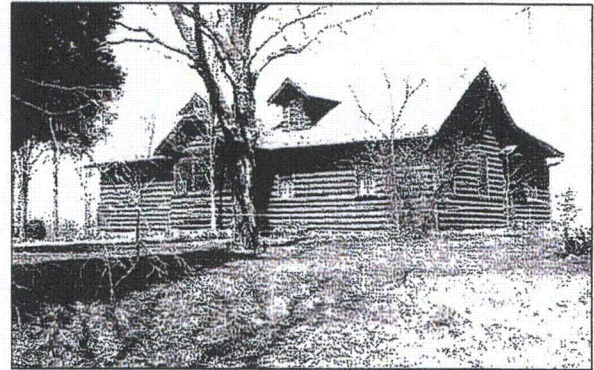
#### *Camp Conoy Lodge Building*



*Photograph 1. The facade (southwest elevation) of the Camp Conoy Lodge features an open, central porch.*

The Camp Conoy Lodge Building was constructed circa 1930 on a concrete block pier foundation. The single-story lodge is five bays

wide and three rooms deep. The building is wood framed and clad in rounded lap wood siding that imitates the look of a log building. The side-gable roof features two gable dormers on each side of the ridgeline, fascia and rake boards, and a brick chimney on the north side of the ridgeline.



*Photograph 2. The Camp Conoy Lodge in 1968.*

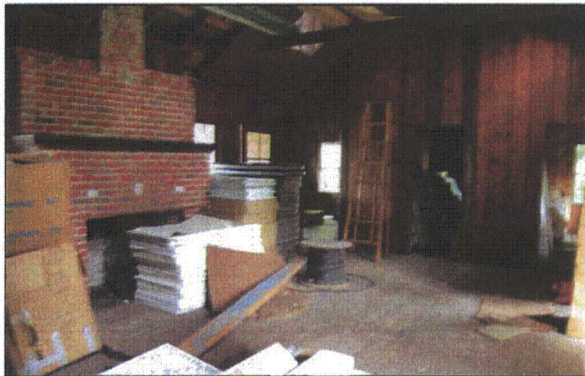
The façade (southwest elevation) features a partial-width porch centered between the two dormers (Photograph 1). According to historic period photographs, the large open windows of this gable-roofed porch once were screened (Photograph 2). A partially enclosed, shed-roofed porch extends from the northeast elevation. The fenestration consists of single six-over-six, double-hung, wood sash windows throughout. On the northeast elevation, the open porch is flanked by paired six-over-six, double-hung, wood sash windows (Photograph 3).

The northwest and southeast elevations each feature three windows and an entry covered by a pent gable roof (see Photograph 3). Steps providing access to these entries have been removed. The gables of the northwest and southeast elevations each possess a square louvered vent.





*Photograph 3. The northeast and northwest elevations of the Camp Conoy Lodge.*



*Photograph 4. The interior and brick fireplace of the Camp Conoy Lodge, facing NE.*

The interior of the lodge contains a hardwood floor, vertical wood paneled walls, and an open ceiling, which exposes the rafters. The space is divided into seven rooms; six small rooms, three on the east and three on the west, open up into a larger common space. A large brick fireplace on the northeast wall dominates the common area (Photograph 4). Doors on either side of the fireplace lead to the northeast porch, while a door directly opposite the fireplace leads to the southwest porch.

Of the smaller rooms, those at the north and east corners are the largest. Each of these two rooms has two entryways – one from the common space and one directly from the

outside. The north room also includes built-in closets on its southwest wall. The remaining four rooms are much smaller and are used for closet space.

#### *The Camp Conoy Shed*

South of the Camp Conoy Lodge stands a front-gable shed also original to the camp. The single-story, wood-frame building stands on a poured concrete foundation. Asphalt shingles cover the roof, which also features fascia boards and rake boards. The façade (east elevation) features a door-less entryway and a row of six screened windows, all above wood clapboard (Photograph 5). The north, west, and south elevations are clad with vertical wood pickets. The gable ends are covered with vertical wood boards with beveled ends.

Excluding the façade, the shed has two windows – one on the west elevation and another on the south elevation. The window on the west elevation is square and centered (Photograph 6). Although is boarded up, historic period photographs show an intact six-pane window as late as 1968 (Photograph 7). The rectangular and off-set window on the south elevation is missing a sash, but likely was a six-over-six window.



*Photograph 5. The façade of the shed, facing W.*





*Photograph 6. The north and west elevations of the shed.*

An addition on the north elevation is supported by square wood posts and is clad by vertical wood pickets. The addition has a gable roof with a shed roof extending from its west side. This addition may have been part of a breezeway shown in a historic period photograph connecting the shed to a larger building to the north (see Photograph 7). Based on this photograph, the larger building appears to have been a gable-roofed, wood-frame, one-and-a-half story structure with a shouldered brick chimney stack. Its considerable size suggests the building may have functioned as a social hall or activity center. The building was demolished in the 1970s.



*Photograph 7. A 1968 photograph showing the shed (far right) attached to a larger camp building.*

The interior of the shed consists of a large open space with a concrete floor. The walls are covered in vertical wood planks with a baseboard and trim. A built-in wood bench extends along part of the south wall (Photograph 8). The ceiling is open, exposing the beams and rafters. There are two closets built out from the west wall. According to historic period photographs, these closets were added after 1968, as their construction required the enclosure of the square window on the west elevation.



*Photograph 8. The interior of the shed, facing SW.*

While the original purpose of the structure is unclear, the concrete floor, built-in bench, and large screened windows suggest that it may have been used by campers as a workshop for the industrial arts. The shed's association with the now demolished larger camp building supports this assumption. The shed presently serves as storage space.



## Eagle's Den



*Photograph 9. The façade of the Eagle's Den features a dominant partially-enclosed front porch.*

Adjacent to the cliffs overlooking the Chesapeake Bay, the Eagle's Den stands on a continuous concrete block foundation. It is five bays wide on the façade and one room deep.

The side-gable roof is covered in asphalt shingles and features fascia and rake boards, which were added after 1968. The building is framed with wood and is clad with rounded lap wood siding typical of many of the original Camp Conoy buildings.



*Photograph 10. The porch of the Eagle's Den, facing the enclosed corner.*

The façade (northeast elevation) features a shed-roof, partial-width, open porch (Photograph 9). Originally, the porch was open along the full width, but sometime after its construction, the east end was enclosed with vertical wood planks or paneling (Photograph 10). The large open windows of the porch were likely originally screened. The fenestration consists of one-over-one, double-hung, wood sash windows throughout. There is a square louvered vent in the center of each gable.

The rear of the building (southwest elevation) is dominated by a prominent centered chimney stack (Photograph 11). The shouldered exterior chimney consists of brick in a running bond with some stone accents and a corbelled cap. The wall directly behind the chimney is also constructed of brick and stone.



*Photograph 11. The rear elevation of the Eagle's Den.*

The interior of the Eagle's Den consists of a single rectangular open space with a brown ceramic tile floor. A large fireplace with its brick and stone hearth and mantelpiece is centered on the southwest wall (Photograph 12). There are two entryways into the Eagle's Den. On the northeast wall, double doors open out onto the



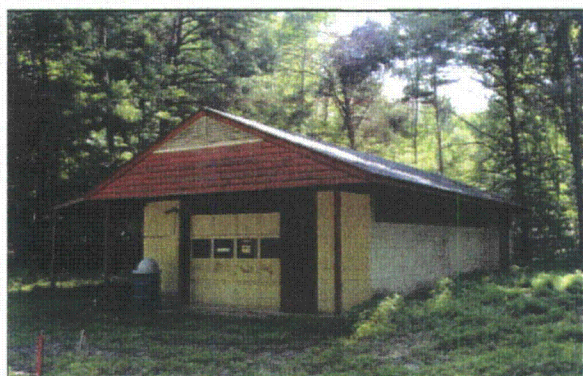


*Photograph 12. The fireplace of the Eagle's Den, facing S.*

porch. A single door on the southwest wall to the west of the fireplace exits to the outside. Sometime after the construction of the Eagle's Den, the east corner of the porch was enclosed to add three closets and a bathroom. The two smaller closets open into the interior, while the third opens onto the porch. A drop ceiling with recessed and fluorescent lighting also appears to be a recent addition.

#### *Other Structures*

In addition to the three original Camp Conoy buildings, there are five structures and three recreational facilities on the property. While not considered to be contributing, these resources still played a role in the history of Camp Conoy.



*Photograph 13. The masonry garage with overhang.*

Located south of the Eagle's Den is a masonry vernacular style garage constructed with continuous concrete blocks (Photograph 13). The front-gable roof is covered with asphalt shingles and is trimmed with fascia boards and rake boards.

The gable ends are clad in wood siding. On the façade, the roof forms an overhang and is supported by square wood posts. An open, shed-roof addition is appended to the north elevation. Like the roof overhang, the addition is supported by square wood posts.

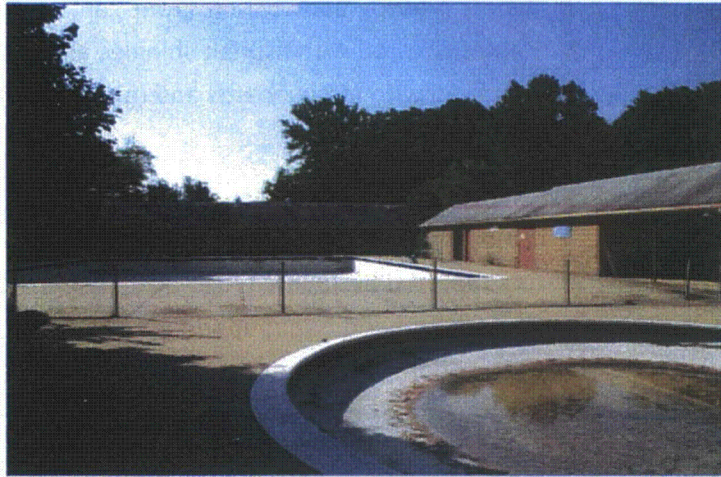


*Photograph 14. The overgrown tennis courts surrounded by a fence.*

To the south of the masonry garage are two tennis courts enclosed by a double-height chain-link fence (Photograph 14). It is unclear whether these courts were originally part of the camp or whether they were constructed by the Baltimore Gas and Electric Company (BG&E). According to a 1963 Camp Conoy program, clay tennis courts were constructed in 1962. However, in two 1968 aerial photographs, the location of the present tennis courts appears to be a clear piece of land. The tennis courts have begun to deteriorate, with grass growing



through the cracks in the surface. Three concrete and wood benches are located around the entrance to the courts.



*Photograph 15. The Camp Conoy swimming pool, bath house, and pump house.*

In 1963, construction of an "Olympic-type" swimming pool was completed (Photograph 15). Measuring sixty feet by eighty-three feet, the pool was fed by a 500-foot deep well and was divided into three sections. The two end sections, measuring twenty-five feet by sixty feet, served beginner and intermediate swimmers. The center section measured thirty-three feet by sixty feet and was reserved for advanced swimming and diving. A 1963 brochure described the new swimming pool and mentioned plans to use the pool for swim meets and water carnivals.

After it purchased the Camp Conoy property, employees of BG&E and their families continued to utilize the swimming pool and other remaining facilities. Sometime circa 1993, BG&E employees built a new bath house and pump house near the pool (see Photograph 15). Both are one-story concrete block structures with asphalt-shingled gable roofs, aluminum-sided gables, and metal doors. A breezeway

extending from the pump house is closed off with a chain-link gate. A chain-link fence connects the two buildings and surrounds the pool.

In addition to the new swimming pool facilities, BG&E employees also added a playground and two picnic pavilions to the property. The playground, located northeast of the Camp Conoy Lodge, was built circa 1990 and consists of various types of playground equipment (Photograph 16). This includes metal and wood monkey bars, a wooden swing set, and a plastic slide. Park benches are located around the playground. A picnic area is covered with a small, open-air pavilion supported by square wood posts. The gable roof of the pavilion is covered with asphalt shingles and is trimmed with fascia boards and rake boards.



*Photograph 16. The playground and small pavilion.*

Directly to the north of the shed stands a large, open-air, picnic pavilion constructed circa 1995 by BG&E employees. It is supported by multiple squared wood posts and is topped with a gable roof covered with asphalt shingles, trimmed with fascia and rake boards. There is also a ball field and basketball court nearby.



## **Appendix C**

### **Archival Materials**

1. **Site Location Maps** (Figures 2, 7)\*
2. **Measured Drawings** (Figures A1 - A15)\*
3. **Photographic Documentation**—Photo Log\*\*
4. **Photographic Documentation**—Black-and-White Photo Prints\*\*
5. **Photographic Documentation**—Digital Photo Files\*\*

\*prepared/packaged in accordance with The Standards and Guidelines for Architectural and Historical Investigations in Maryland

\*\*prepared/packaged in accordance with Guidelines and Resources for Compliance-Generated DOEs; Appendix E—Guidelines for Digital Images

**Appendix C**  
**Archival Materials**  
**Site Location Maps**

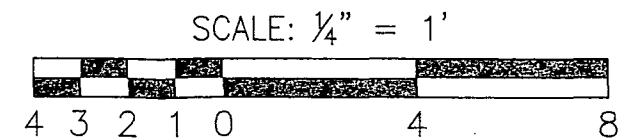
Figure 2: Site Plan of Camp Conoy (CT-1312) is withheld per section 34 of the National Historic Preservation Act and Title 36 of the Code of Federal Regulations Part 800.11(c)

Figure 7: Project Area Showing the Location of Camp Conoy is withheld per section 34 of the National Historic Preservation Act and Title 36 of the Code of Federal Regulations Part 800.11(c)


**Appendix C**  
**Archival Materials**  
**Measured Drawings**



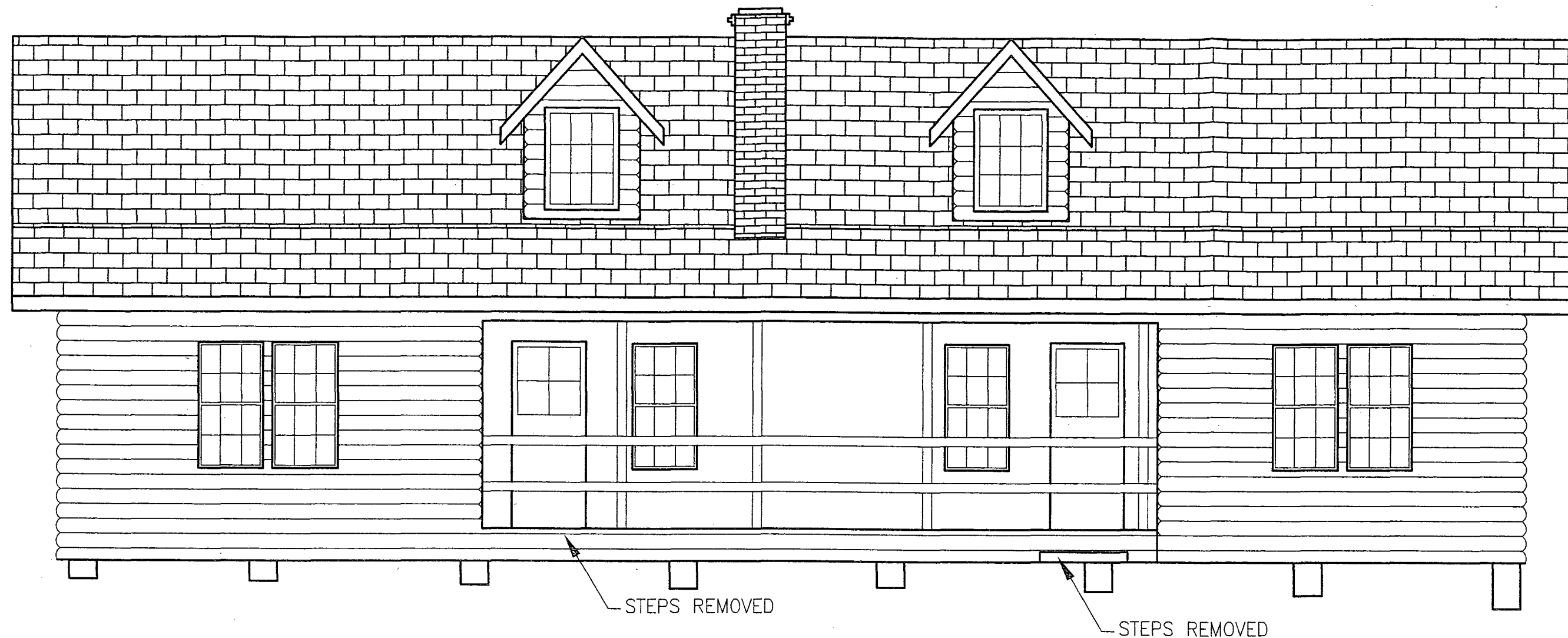
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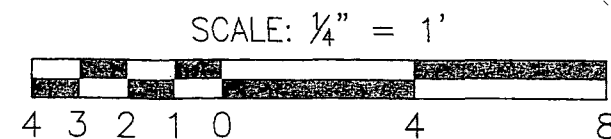
  
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412-475-2000

FIGURE A1 CAMP CONOY LODGE CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  <u>1/4"=1'</u>
	APPD. <u>MGH</u>	DATE _____	
CALVERT CLIFFS NUCLEAR POWER PLANT CALVERT COUNTY, MARYLAND	DRAWING NUMBER		
	<u>C081163-00-000-00-E-A002</u> 		

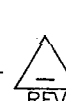




NORTHEAST ELEVATION



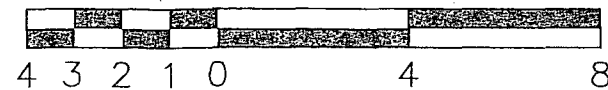
  
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FIGURE A2 CAMP CONOY LODGE CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  <u>1/4"=1'</u>
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CALVERT CLIFFS NUCLEAR POWER PLANT CALVERT COUNTY, MARYLAND	DRAWING NUMBER		
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NORTHWEST ELEVATION


SCALE:  $\frac{1}{4}" = 1'$



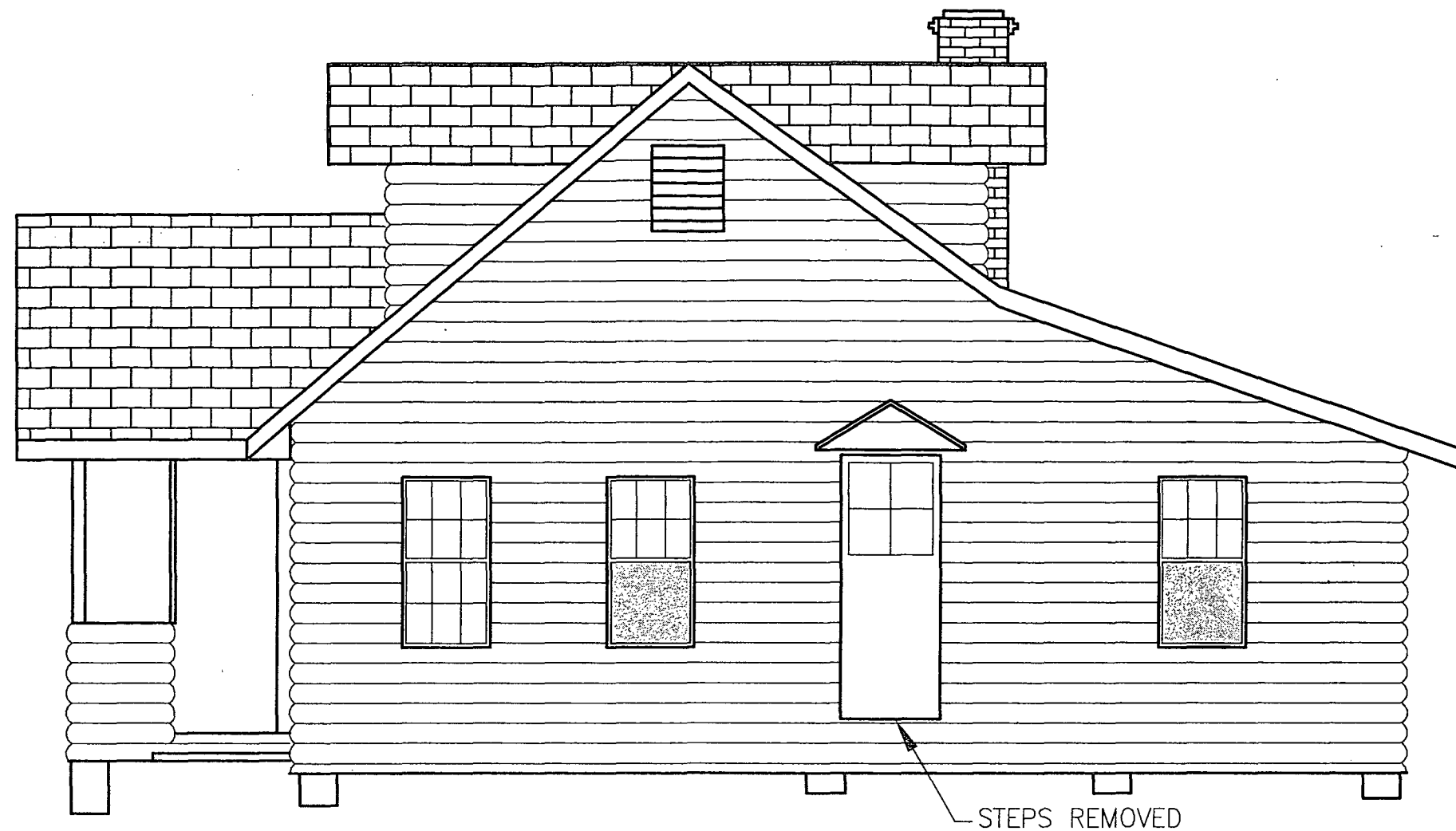
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FIGURE A3 CAMP CONOY LODGE CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  1/4"=1'
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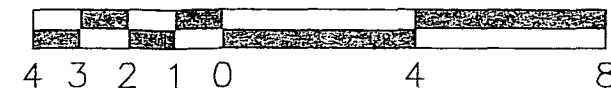
  
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SOUTHEAST ELEVATION

SCALE:  $\frac{1}{4}'' = 1'$



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FIGURE A4  
CAMP CONOY LODGE  
CT-1312

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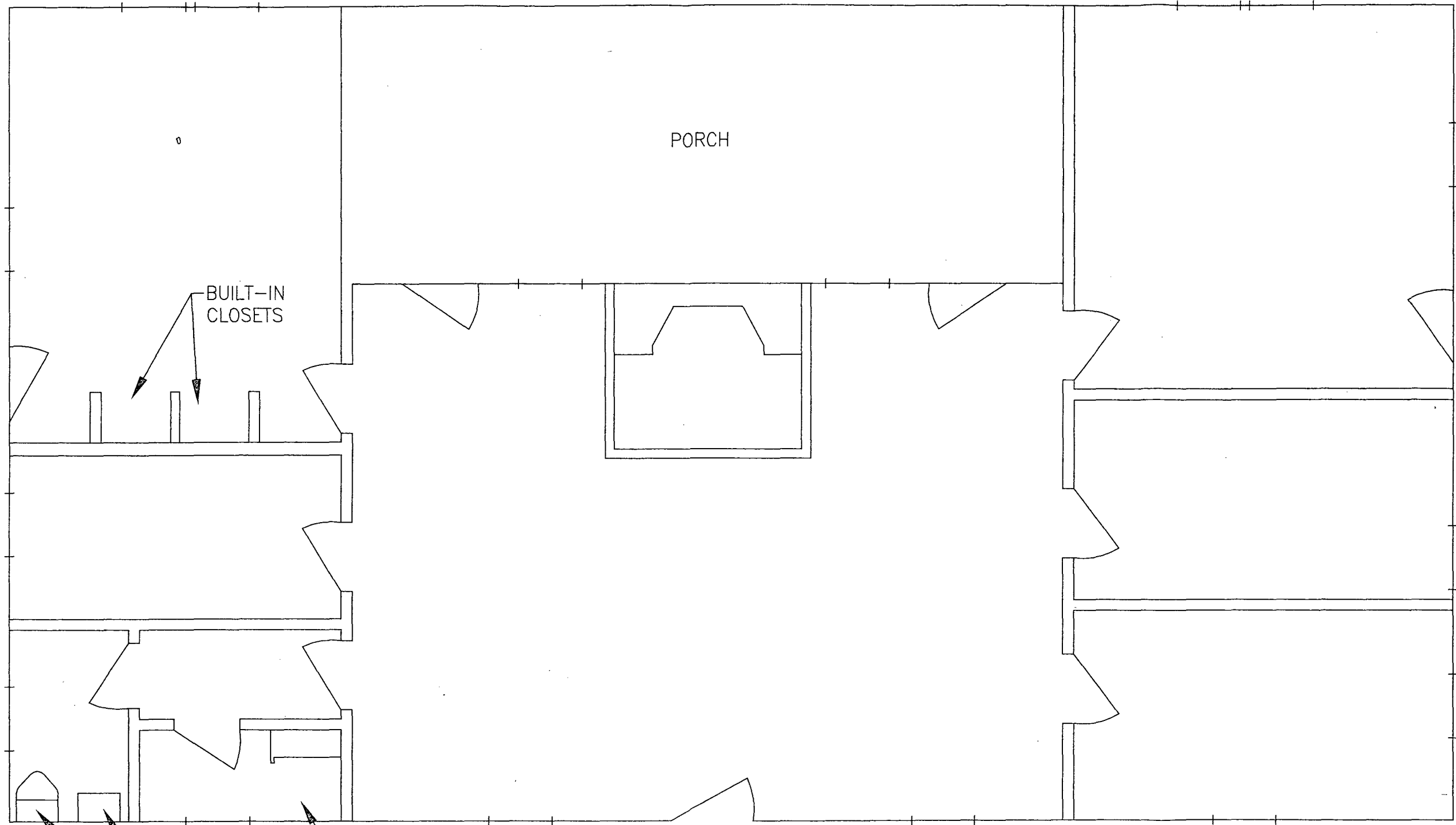
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CALVERT COUNTY, MARYLAND

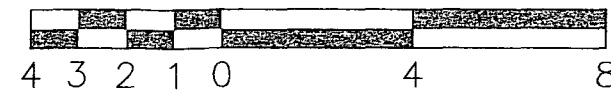
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FLOOR PLAN

SCALE: 1/4" = 1'



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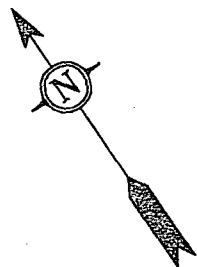


FIGURE A5  
CAMP CONOY LODGE  
CT-1312

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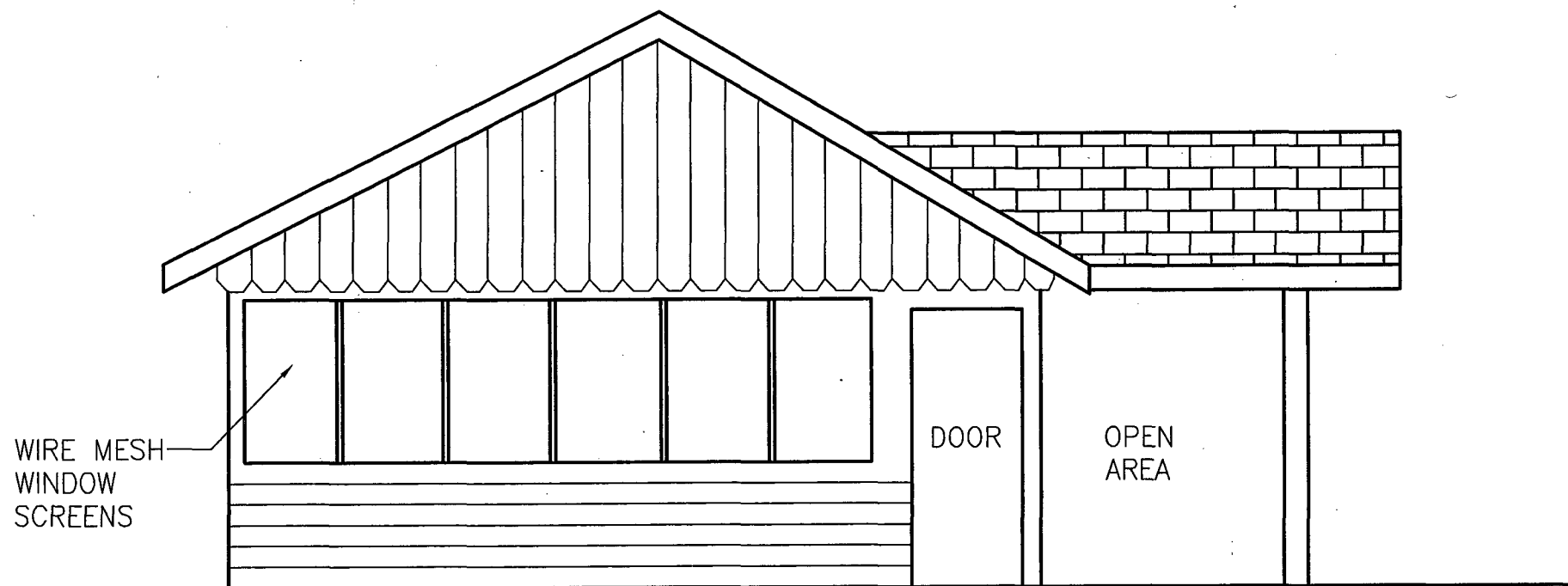
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FACADE ELEVATION

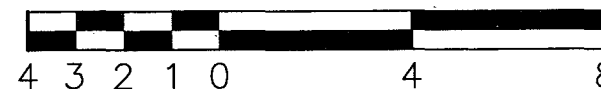

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FIGURE A6 CAMP CONOY – SHED CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  1/4"=1'
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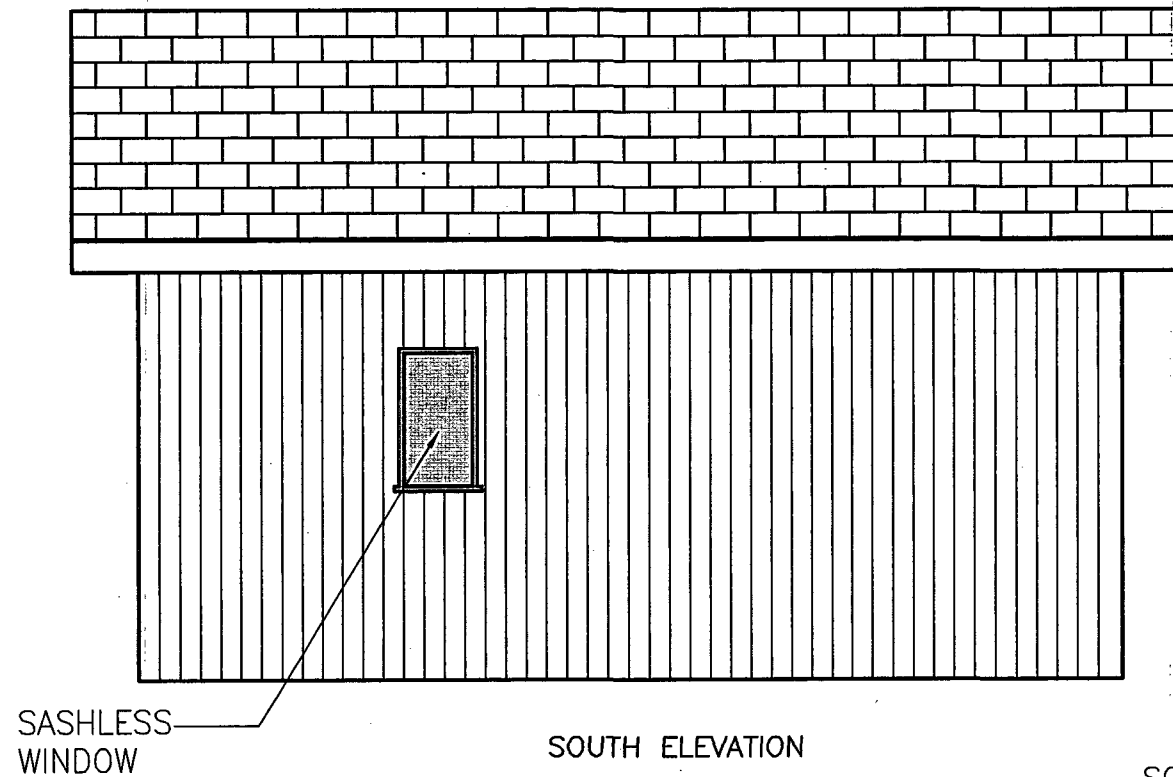
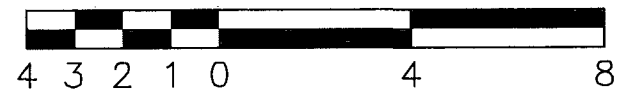

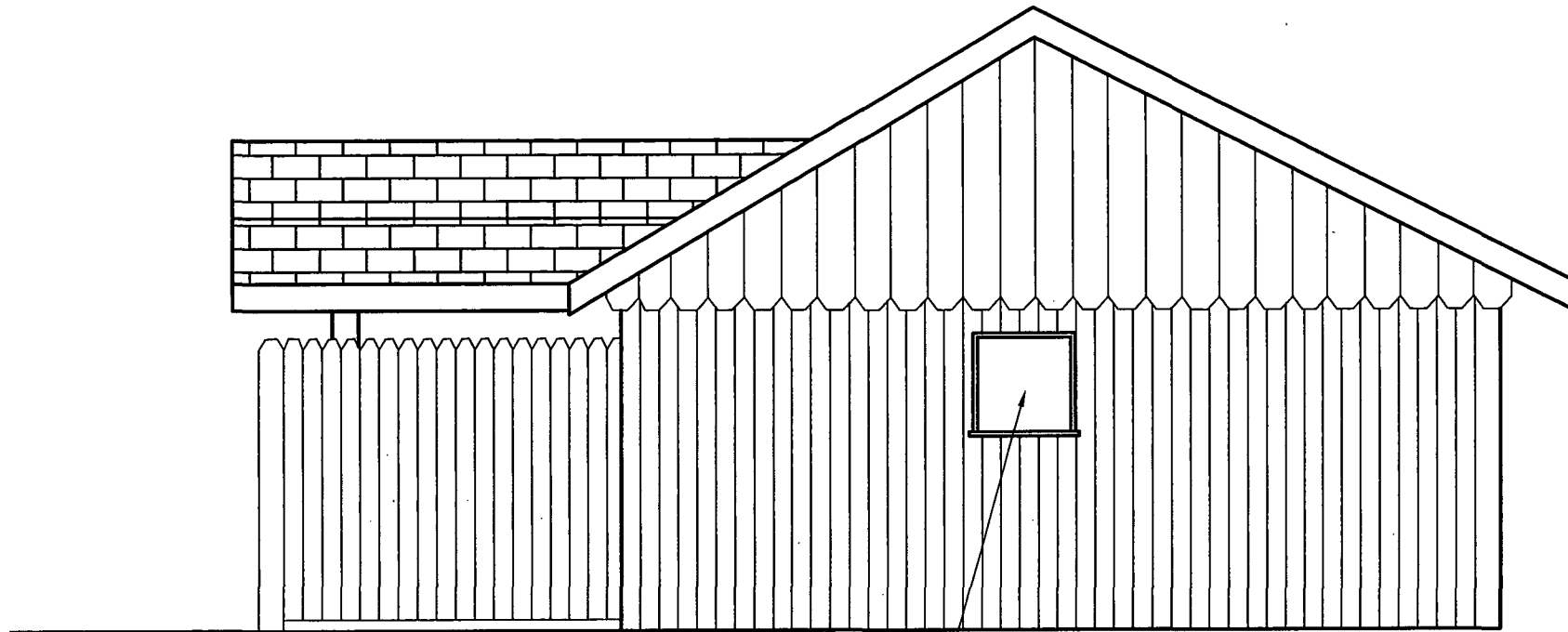
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FIGURE A7 CAMP CONOY — SHED CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  <u>1/4"=1'</u>
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ENCLOSED  
WINDOW

WEST ELEVATION

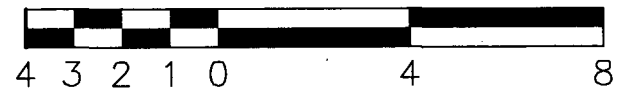
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FIGURE A8  
CAMP CONOY - SHED  
CT-1312

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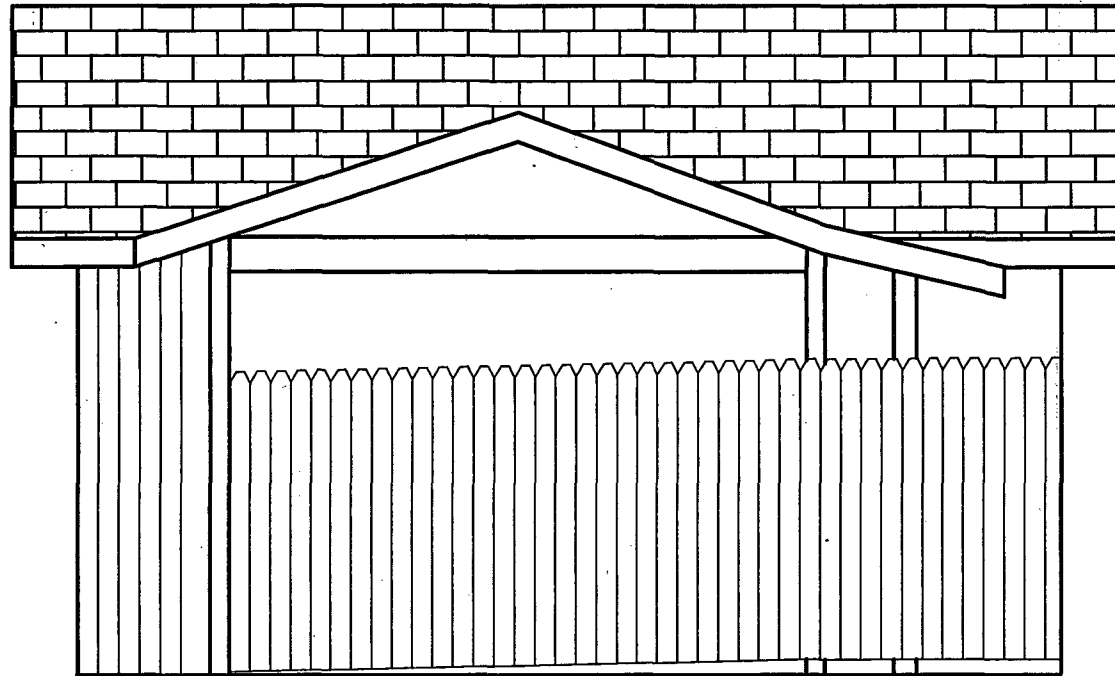
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CALVERT COUNTY, MARYLAND

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NORTH ELEVATION

SCALE:  $\frac{1}{4}" = 1'$ 

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FIGURE A9  
CAMP CONOY - SHED  
CT-1312

DWN. JLA

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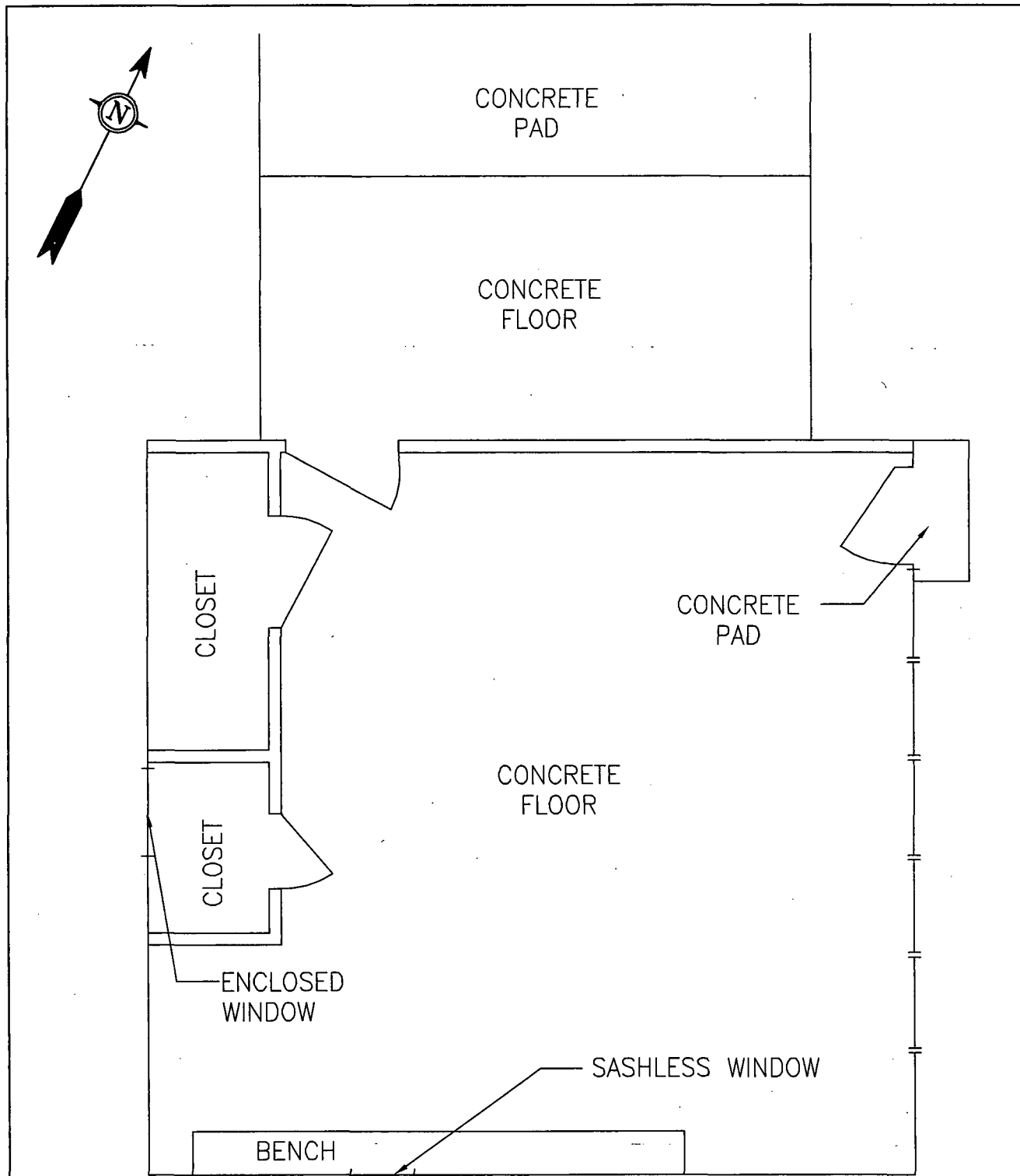
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CALVERT COUNTY, MARYLAND

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FLOOR PLAN

SCALE: 1/4" = 1'

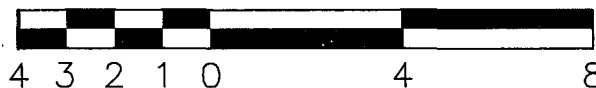


FIGURE A10  
CAMP CONOY - SHED  
CT-1312

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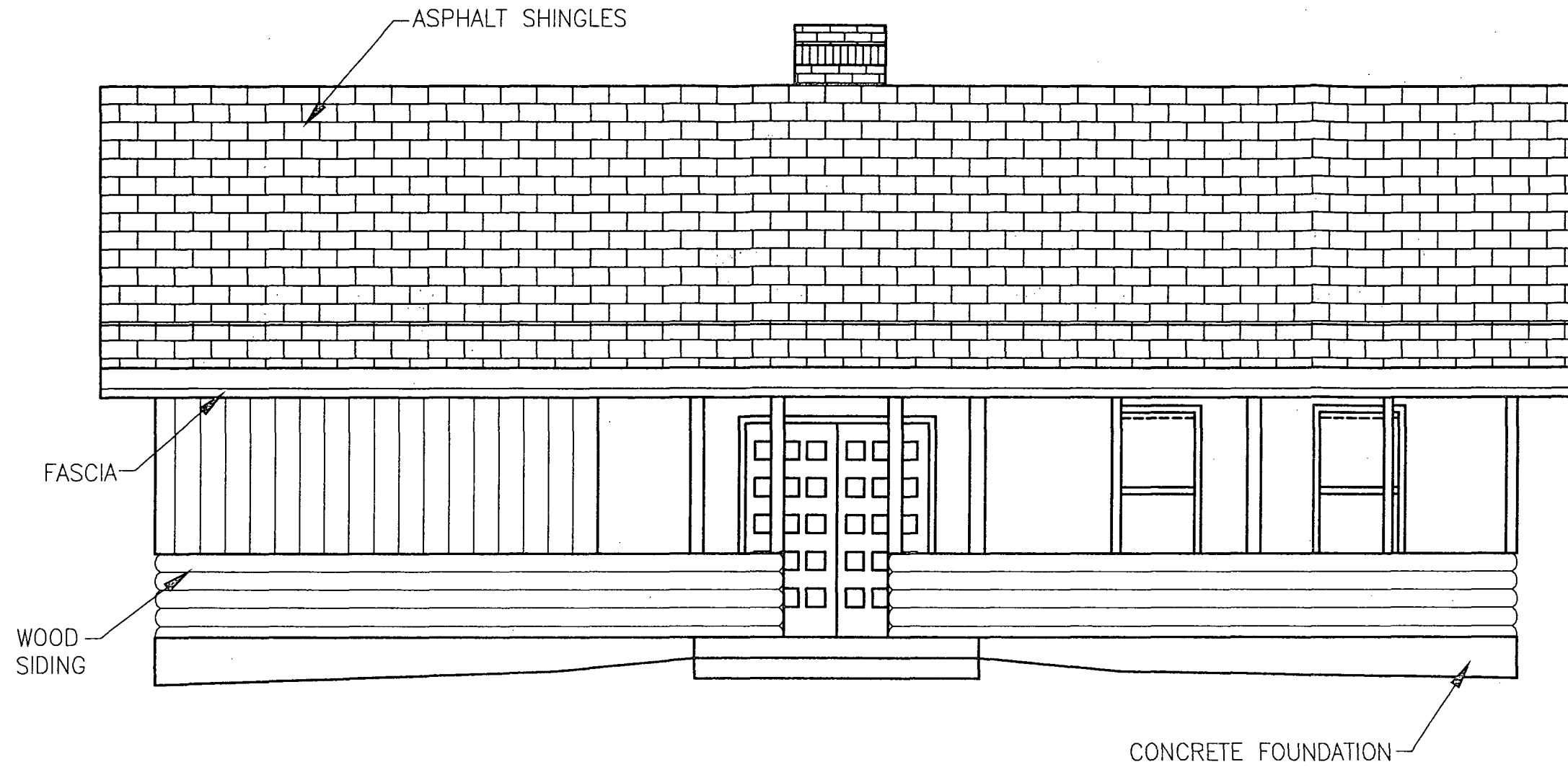
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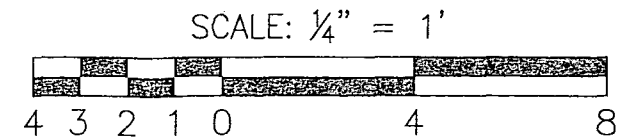
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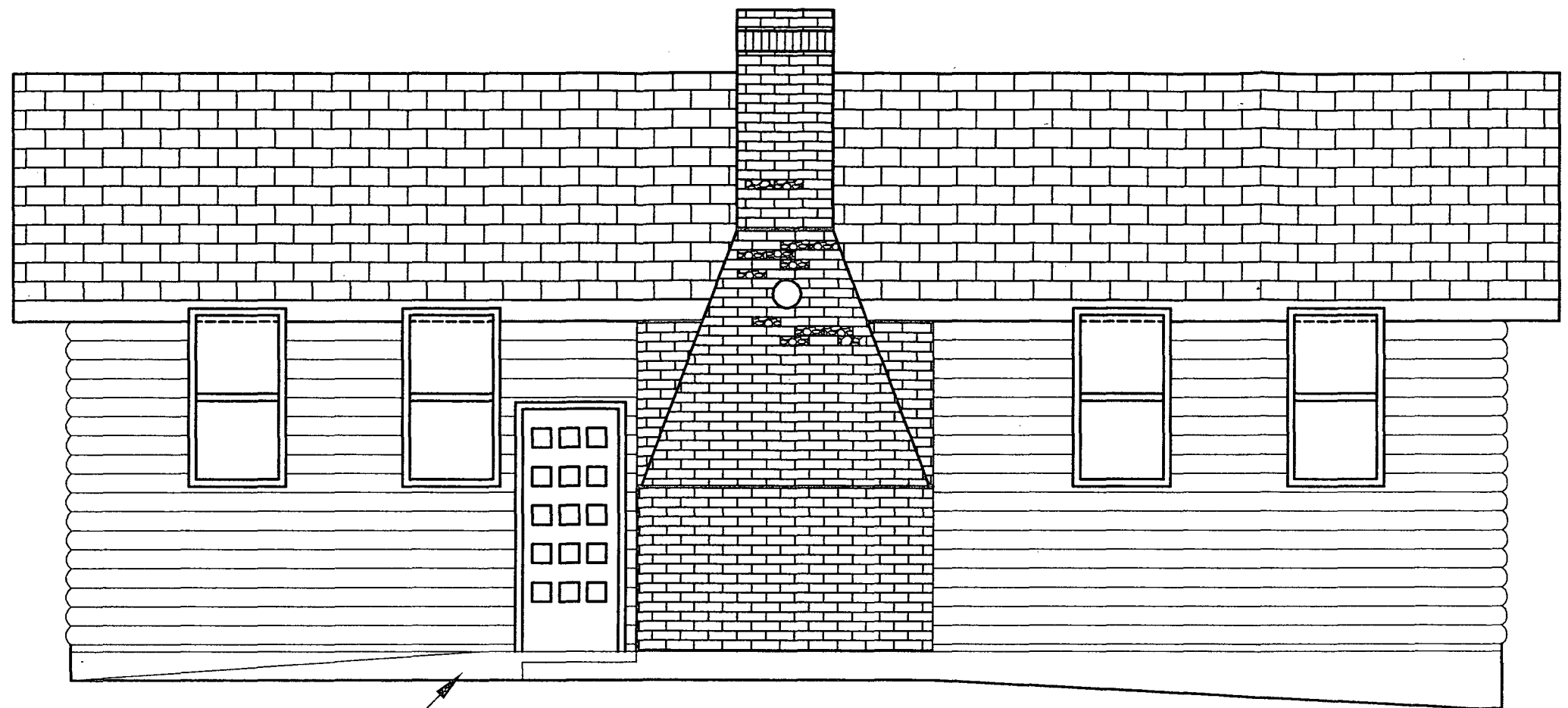


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FIGURE A11 CAMP CONOY EAGLE'S DEN CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  1/4"=1'
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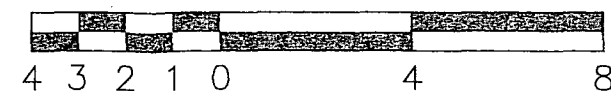
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RAMP UP TO DOOR

SOUTHWEST ELEVATION

SCALE:  $\frac{1}{4}" = 1'$



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FIGURE A12  
 CAMP CONOY EAGLE'S DEN  
 CT-1312

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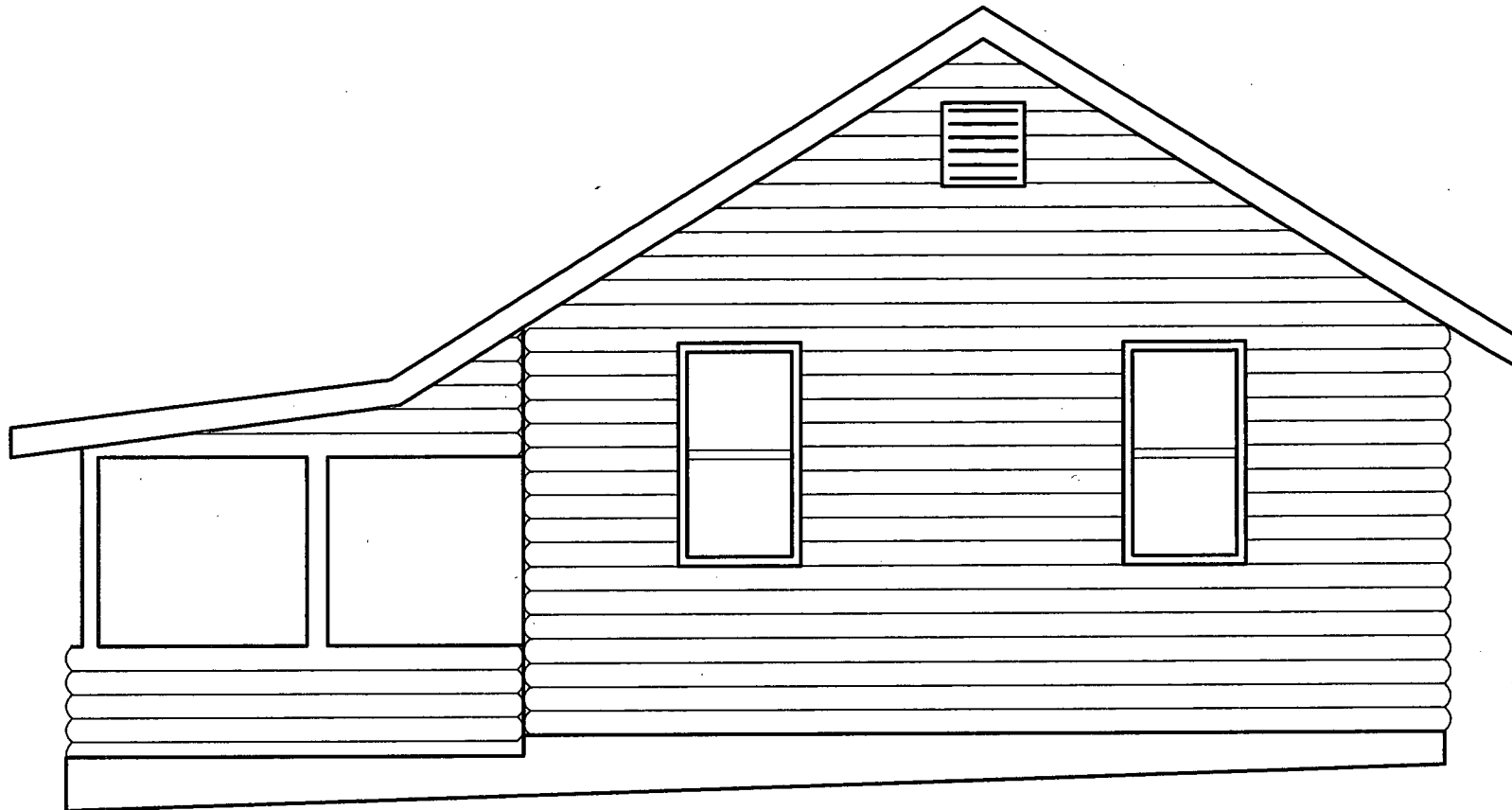
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NORTHWEST ELEVATION

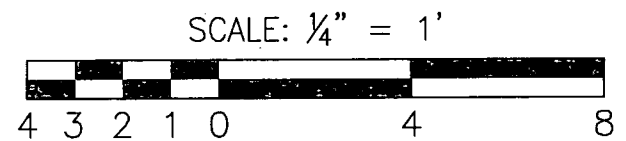
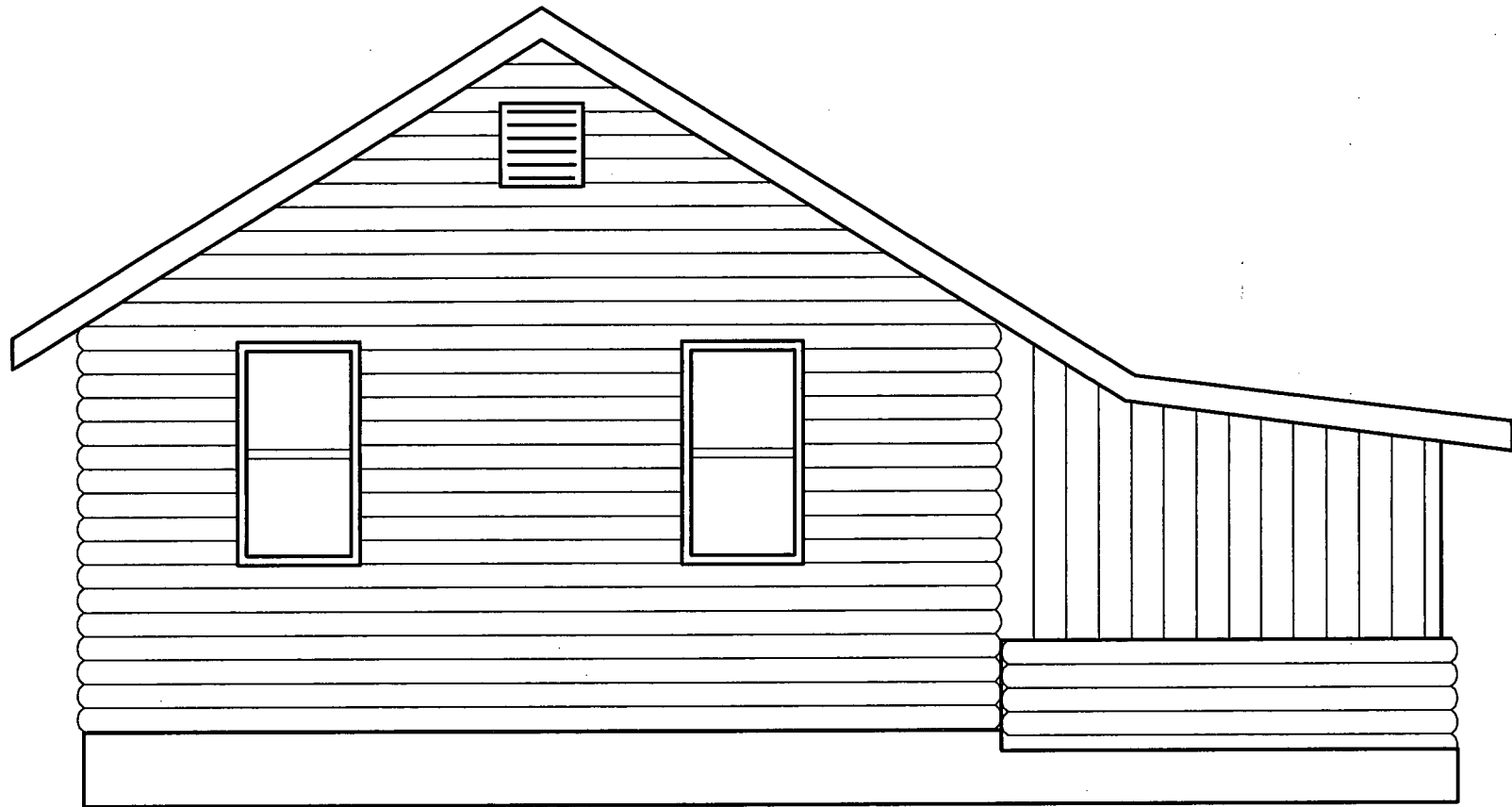


FIGURE A13 CAMP CONOY EAGLE'S DEN CT-1312	DWN. <u>JLA</u>	CHKD. _____	SCALE:  <u>1/4"=1'</u>
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NORTHEAST ELEVATION

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FIGURE A14  
CAMP CONOY EAGLE'S DEN  
CT-1312

CALVERT CLIFFS NUCLEAR POWER PLANT  
CALVERT COUNTY, MARYLAND

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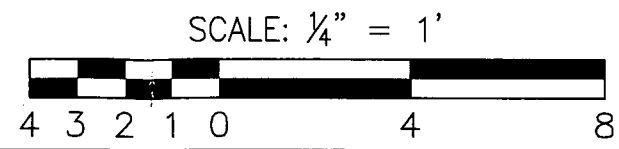
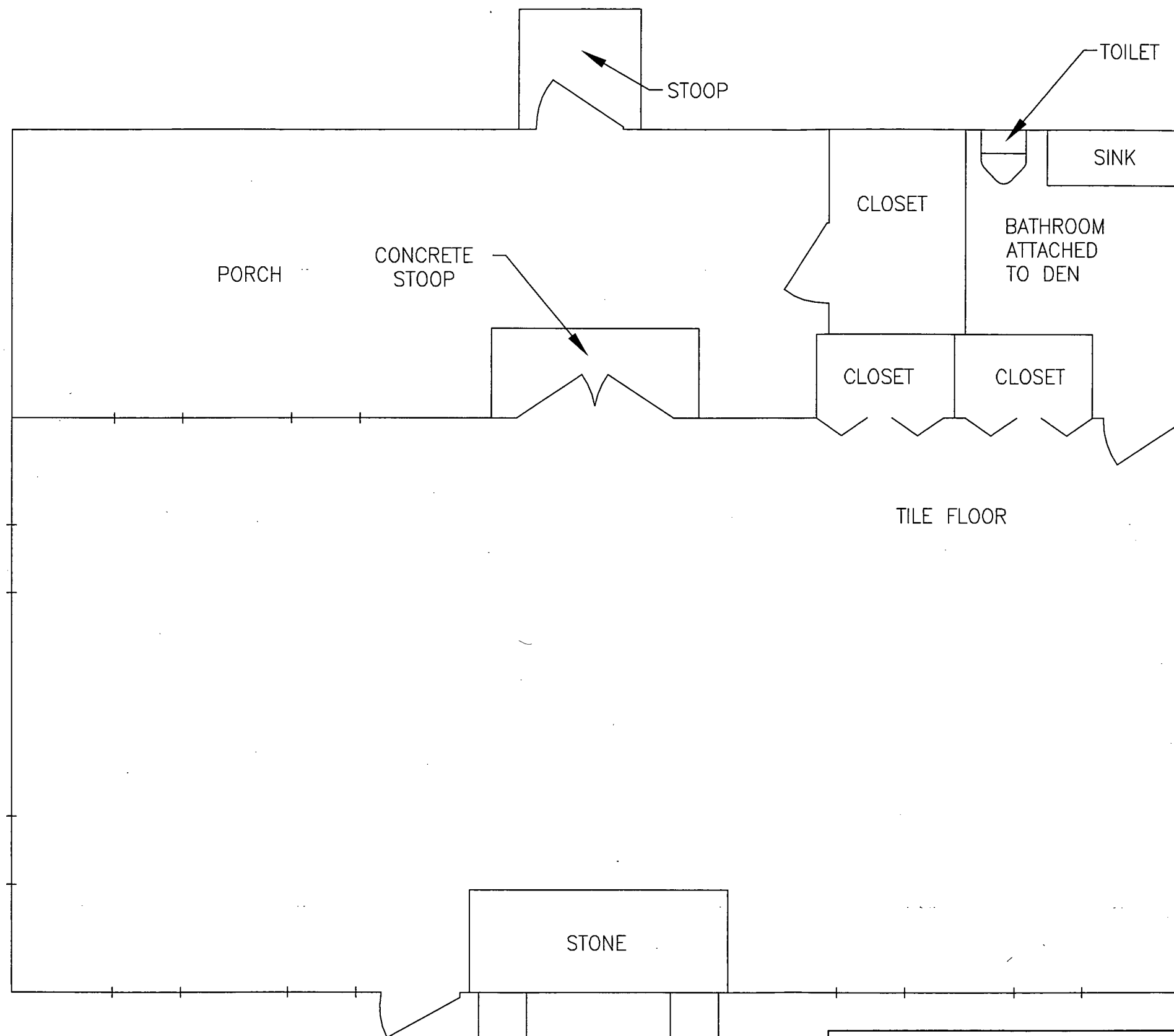
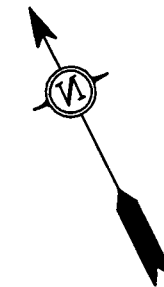
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385 East Waterfront Drive  
Homestead, PA 15120-5005  
412-476-2000

FLOOR PLAN

FIGURE A15  
CAMP CONOY EAGLE'S DEN  
CT-1312

CALVERT CLIFFS NUCLEAR POWER PLANT  
CALVERT COUNTY, MARYLAND

DWN. <u>JLA</u>	CHKD. _____	SCALE: <u>1/4"=1'</u>
APPD. <u>MGH</u>	DATE _____	
DRAWING NUMBER <b>C081163-00-000-00-E-A002</b>		
<div style="text-align: right;">  REV                 </div>		

**Appendix C**  
**Archival Materials**  
**Photographic Documentation**  
**Photo Log**

GAI CONSULTANTS, INC.  
PHOTO LOG

MIHP # CT-1312  
GAI PROJECT # C081163

ROLL # 1  
COLOR        B/W   x    
CHEM/ PAPER RA-4 Chemistry/Fuji Crystal Archive  
Paper (100-yr archival)

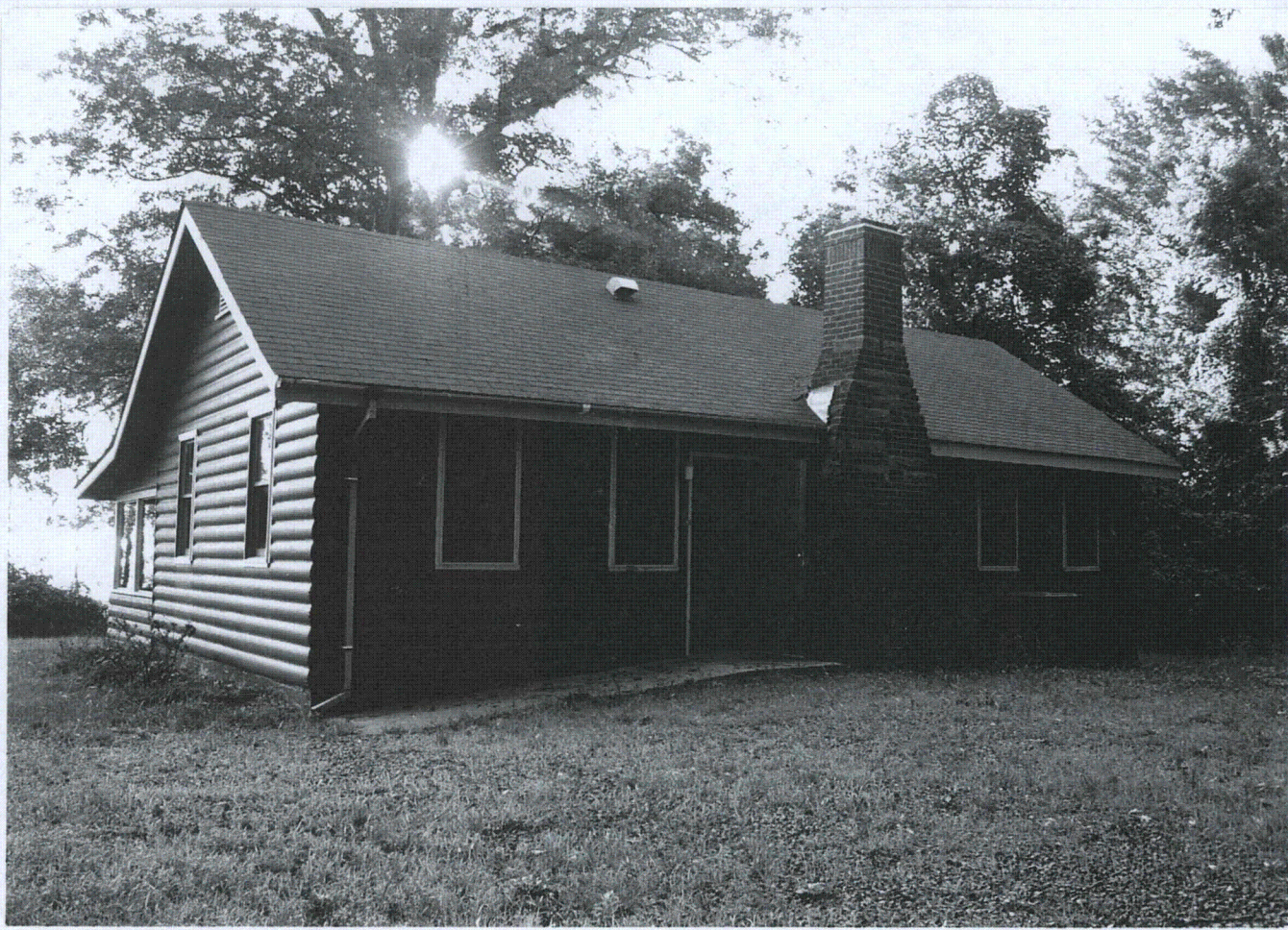
File Name	Description	Direction	Date
CT-1312_2010-07-22_01	Camp Conoy Eagles Den Front and Side Elevations	SW	7/22/10
CT-1312_2010-07-22_02	Camp Conoy Eagles Den Front and Side Elevations	NW	7/22/10
CT-1312_2010-07-22_03	Camp Conoy Eagles Den Rear and Side Elevations	NE	7/22/10
CT-1312_2010-07-22_04	Camp Conoy Eagles Den Rear Elevation	E	7/22/10
CT-1312_2010-07-22_05	Camp Conoy Eagles Den Rear and Side Elevations	SE	7/22/10
CT-1312_2010-07-22_06	Camp Conoy Eagles Den Side and Rear Elevations	SE	7/22/10
CT-1312_2010-07-22_07	Camp Conoy Eagles Den Side Elevation	S	7/22/10
CT-1312_2010-07-22_08	Camp Conoy Eagles Den Front and Side Elevations	SW	7/22/10
CT-1312_2010-07-22_09	Camp Conoy Eagles Den Overview	SW	7/22/10
CT-1312_2010-07-22_10	Camp Conoy Eagles Den Rear	S	7/22/10
CT-1312_2010-07-22_11	Camp Conoy Eagles Den Chimney Rear	E	7/22/10
CT-1312_2010-07-22_12	Camp Conoy Eagles Den Front Porch	SE	7/22/10
CT-1312_2010-07-22_13	Camp Conoy Eagles Den Interior Fireplace	W	7/22/10
CT-1312_2010-07-22_14	Camp Conoy Eagles Den Interior Fireplace	SW	7/22/10
CT-1312_2010-07-22_15	Camp Conoy Eagles Den Interior	SE	7/22/10
CT-1312_2010-07-22_16	Camp Conoy Lodge Overview	S	7/22/10
CT-1312_2010-07-22_17	Camp Conoy Lodge Front and Side Elevations	NE	7/22/10
CT-1312_2010-07-22_18	Camp Conoy Lodge Front Porch and Dormers	E	7/22/10
CT-1312_2010-07-22_19	Camp Conoy Lodge Front and Side Elevations	SE	7/22/10
CT-1312_2010-07-22_20	Camp Conoy Lodge Front Elevation	E	7/22/10
CT-1312_2010-07-22_21	Camp Conoy Lodge Side Elevation	S	7/22/10
CT-1312_2010-07-22_22	Camp Conoy Lodge Side Elevation	S	7/22/10
CT-1312_2010-07-22_23	Camp Conoy Lodge Rear and Side Elevation	SW	7/22/10
CT-1312_2010-07-22_24	Camp Conoy Lodge Rear and Side Elevation	SW	7/22/10
CT-1312_2010-07-22_25	Camp Conoy Lodge Rear Elevation, Porch Detail	W	7/22/10
CT-1312_2010-07-22_26	Camp Conoy Lodge Rear and Side Elevations	NW	7/22/10
CT-1312_2010-07-22_27	Camp Conoy Lodge Side Elevation	N	7/22/10
CT-1312_2010-07-22_28	Camp Conoy Lodge Front and Side Elevations	NE	7/22/10
CT-1312_2010-07-22_29	Camp Conoy Lodge Front Elevation, Porch Detail	NE	7/22/10
CT-1312_2010-07-22_30	Camp Conoy Lodge Overview	W	7/22/10
CT-1312_2010-07-22_31	Camp Conoy Lodge Interior Dormer Window	NE	7/22/10
CT-1312_2010-07-22_32	Camp Conoy Lodge Fireplace	NE	7/22/10
CT-1312_2010-07-22_33	Camp Conoy Lodge Interior Doors to Bedrooms	NE	7/22/10
CT-1312_2010-07-22_34	Camp Conoy Lodge Interior Main/Central Room	SE	7/22/10
CT-1312_2010-07-22_35	Camp Conoy Lodge Interior Fireplace	NE	7/22/10
CT-1312_2010-07-22_36	Camp Conoy Lodge Interior Fireplace	NW	7/22/10
CT-1312_2010-07-22_37	Camp Conoy Lodge Interior Roof Detail	W	7/22/10
CT-1312_2010-07-22_38	Camp Conoy Lodge Interior Bedroom	NW	7/22/10
CT-1312_2010-07-22_39	Camp Conoy Shed Front and Side Elevations	NW	7/22/10
CT-1312_2010-07-22_40	Camp Conoy Shed Front Elevation	SW	7/22/10
CT-1312_2010-07-22_41	Camp Conoy Shed Side Elevation	SE	7/22/10
CT-1312_2010-07-22_42	Camp Conoy Shed Rear Elevation	N	7/22/10
CT-1312_2010-07-22_43	Camp Conoy Shed Overview	W	7/22/10
CT-1312_2010-07-22_44	Camp Conoy Shed Interior Closets and Bench	S	7/22/10
CT-1312_2010-07-22_45	Camp Conoy Shed Interior Closets	NW	7/22/10
CT-1312_2010-07-22_46	Camp Conoy Shed Interior Front Door	N	7/22/10

**Appendix C**  
**Archival Materials**  
**Photographic Documentation**  
**Black-and-White Photo Prints**





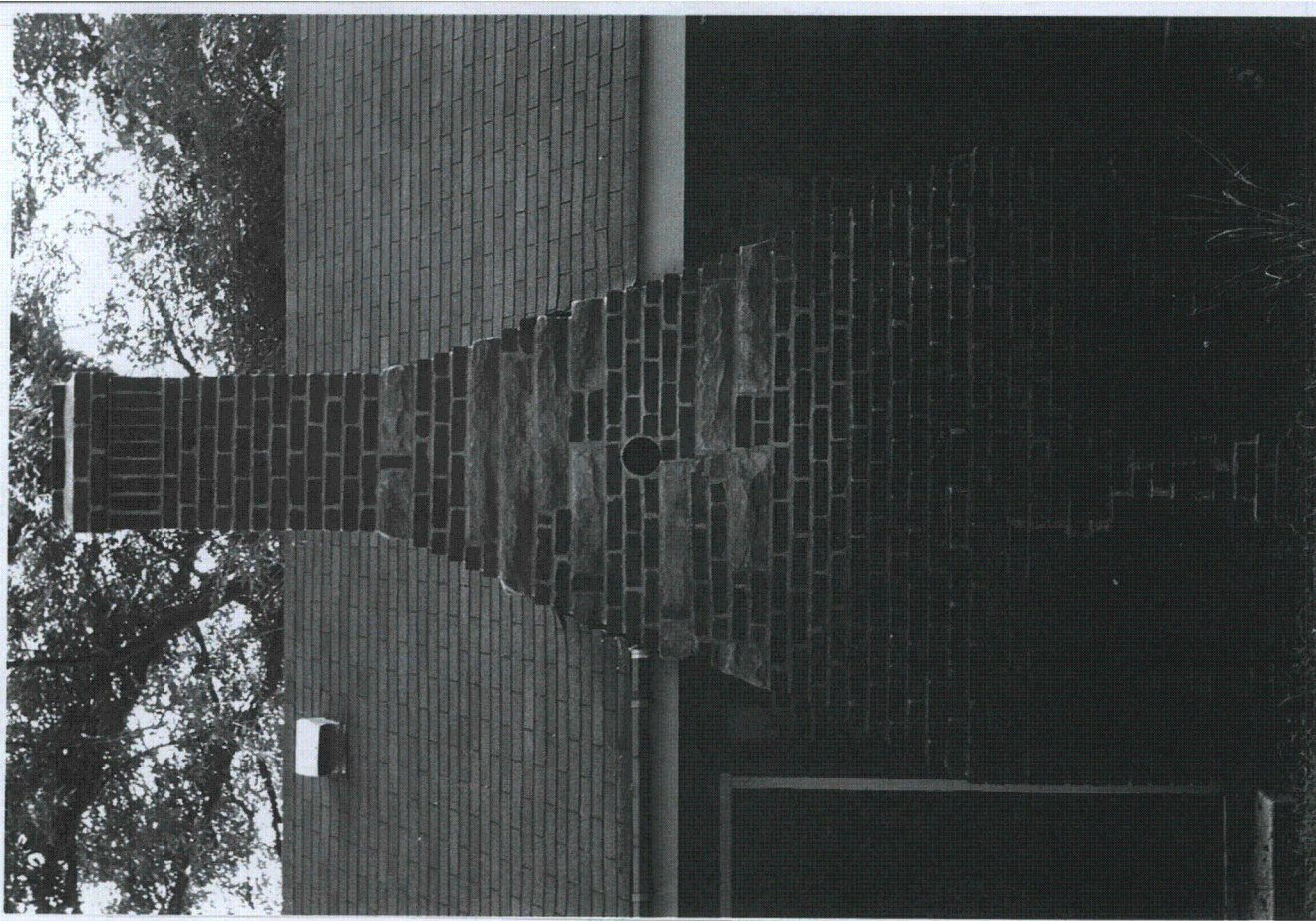
























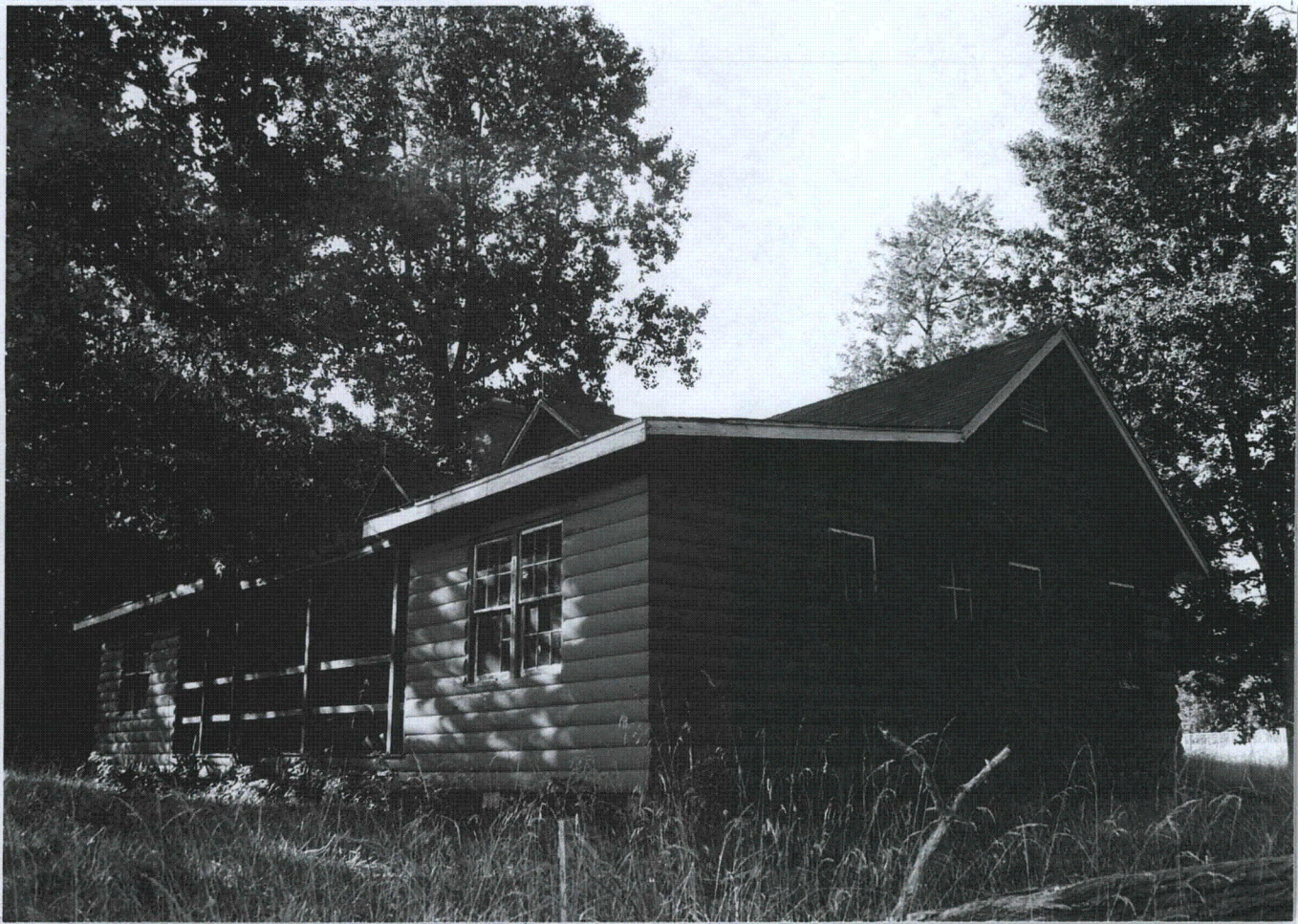
















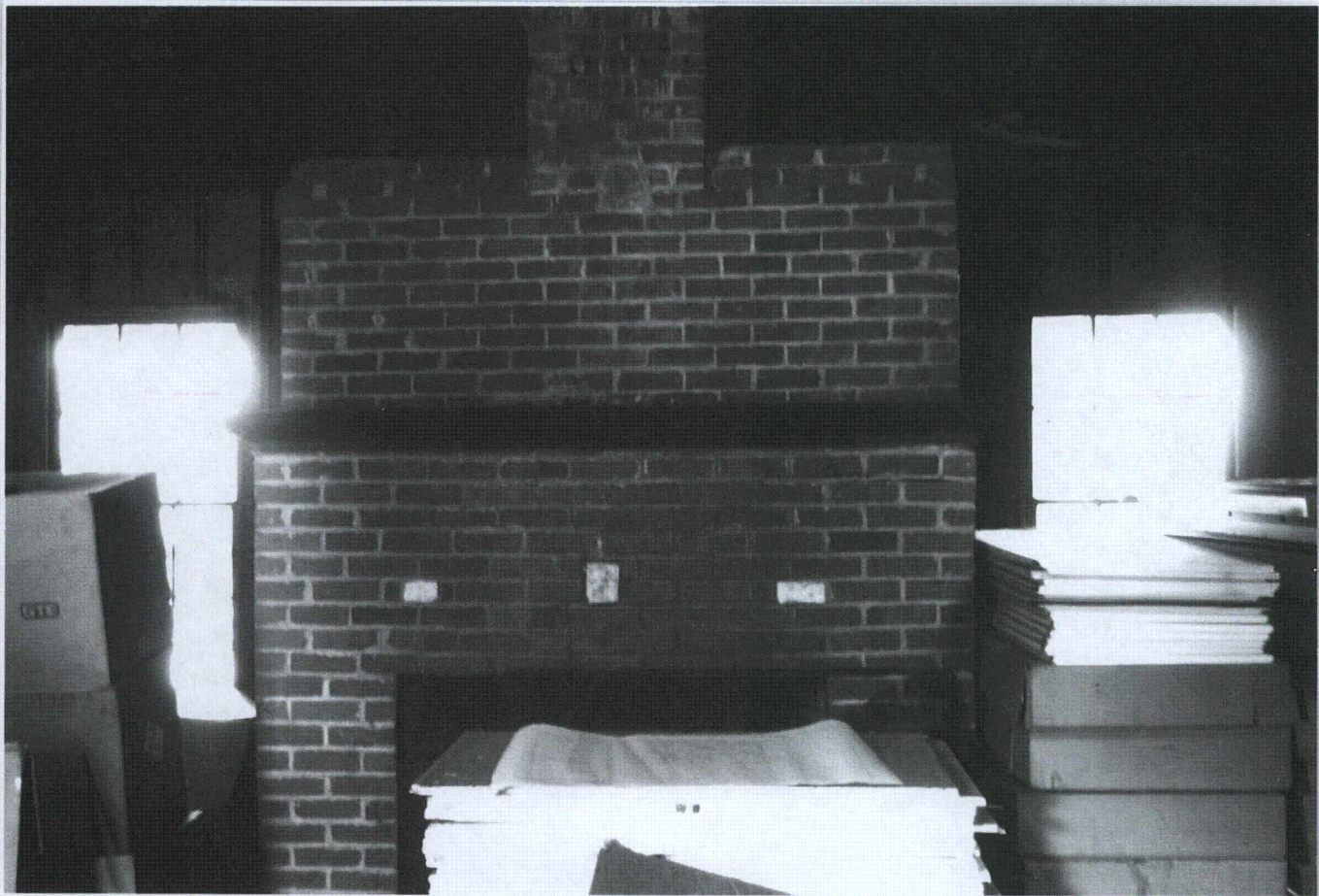




















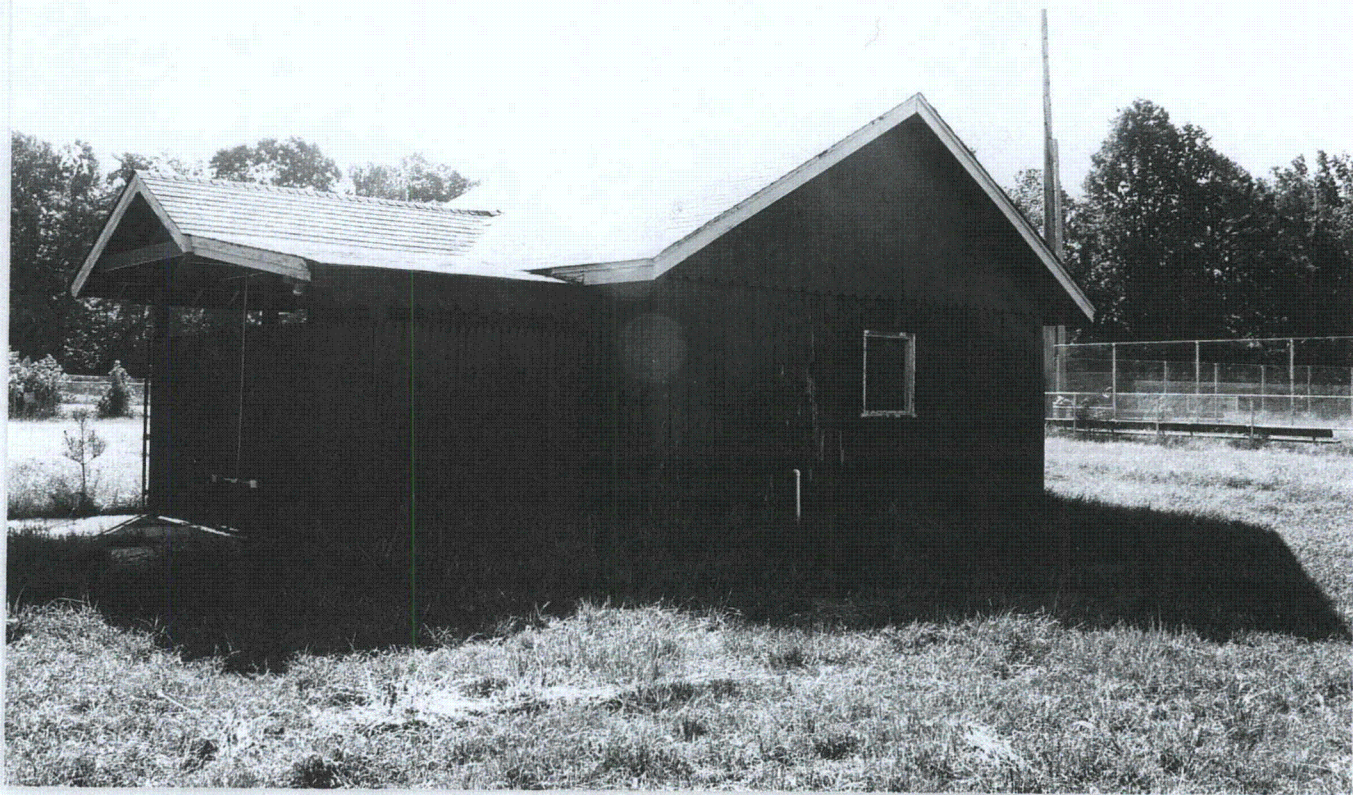






















Copies of CDs titled "MIHP #CT-1312 8/9/2010 Disks 1 and 2 containing Camp Conoy pictures are available in the Public Document Room at located at NRC Headquarters in Rockville, Maryland, and is open to the public from 7:45 a.m. until 4:15 p.m. EST except Federal holidays. A copy can also be requested by emailing [pdr.resource@nrc.gov](mailto:pdr.resource@nrc.gov), by Phone at 1-301-415-4737 or 1-800-397-4209 (8am-4pm except Federal holidays) or by Facsimile at 301-415-3548

Documentation of  
The Baltimore and Drum Point  
Railroad  
Calvert County, Maryland  
(CT-1295)

Prepared for  
UniStar Nuclear Energy, LLC.  
and  
The Maryland Historical Trust

By  
Hannah L. Cole, M.A.  
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C081163.50

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August 2010



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## 1.0 PREFACE

This report is part of the environmental review and Section 106 consultation process associated with the Calvert Cliffs 3 nuclear project (CC3), Calvert County, Maryland, undertaken by UniStar Nuclear Energy, LLC (UniStar). UniStar proposes construction of a new nuclear power generating unit adjacent to the existing Calvert Cliffs Nuclear Power Plant facility, including ancillary facilities (e.g. cooling water intake, discharge structures and access roads), temporary laydown areas, and wetland and stream mitigation localities (Figure 1).

The architectural and historical resources survey conducted for the CC3 project identified historic properties, which are defined as buildings, sites, objects, structures, or districts listed in or eligible for listing in the National Register of Historic Places (NRHP). This survey also assessed the project's potential impacts on four (4) NRHP-listed or -eligible historic properties located within the project APE. In consultation with the Maryland Historical Trust (MHT), GAI concluded that construction activities associated with the proposed undertaking will have an adverse effect on two NRHP-eligible historic properties in the APE: the Baltimore and Drum Point Railroad (BDPRR) (CT-1295) and Camp Conoy (CT-1312). Development of an appropriate mitigation plan among consulting parties, pursuant to the Memorandum of Agreement (MOA) executed for this undertaking, produced a treatment plan that features intensive-level documentation of these historic resources (Camp Conoy is documented in a separate report). The consulting parties agreed that documentation of the BDPRR should include archival research, field recordation (topographic survey of the rail bed within the project APE,

measured drawings of the rail bed, and photographic and written documentation), preparation of a technical report, and public outreach. Publication and promulgation of this report, therefore, serves to mitigate the undertaking's adverse effect to this historic property.

Although this report is the product of the historic preservation regulatory environment, UniStar is proud to support a publication such as this, which promotes awareness of Maryland's rich history through its built environment.

Figure 1: Location of BDP RR (CT-1295) Segments within CC3 Project Area is withheld per section 34 of the National Historic Preservation Act and Title 36 of the Code of Federal Regulations Part 800.11(c)



## 2.0 INTRODUCTION

In 1996, Greiner, Inc., in consultation with MHT, determined the BDPRR (CT-1295) eligible for NRHP listing based on its documentation in other locations within Calvert County. The railroad is associated with a significant, yet failed, local economic endeavor and serves as an example of the materials and techniques of late-nineteenth-century railroad construction. As such, it was determined NRHP-eligible according to Criteria A and C. Segments identified within the CC3 APE also contribute to the resource's NRHP eligibility.

The unfinished and intact sections of the BDPRR, including cut and fill sections, drainage infrastructure, and graded earth bed, collectively form a significant historic resource indicative of the amount of physical labor and monetary support which such a venture necessitates. First discussed as early as 1856, and chartered in 1868, plans for the BDPRR included construction of 34 miles of track linking eastern Maryland, Baltimore, and Drum Point (Figure 2). Construction of the railroad began in 1888, and by 1890, a twenty-foot-wide swath cut through Calvert County. Additionally, 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 100 teams of horses were needed during peak periods of construction.<sup>1</sup> MHT notes that "construction of the railroad

bed was a labor-intensive undertaking using manual labor, simple tools such as shovel picks and horse-drawn carts. The exactness and levelness required to complete a railroad bed is a significant construction achievement." Furthermore, "the physical remains of the bed, and the fact that it was a three-county undertaking indicates the project was a significant economic endeavor with monies dedicated to its completion from state, county, city, and private funds."<sup>2</sup>

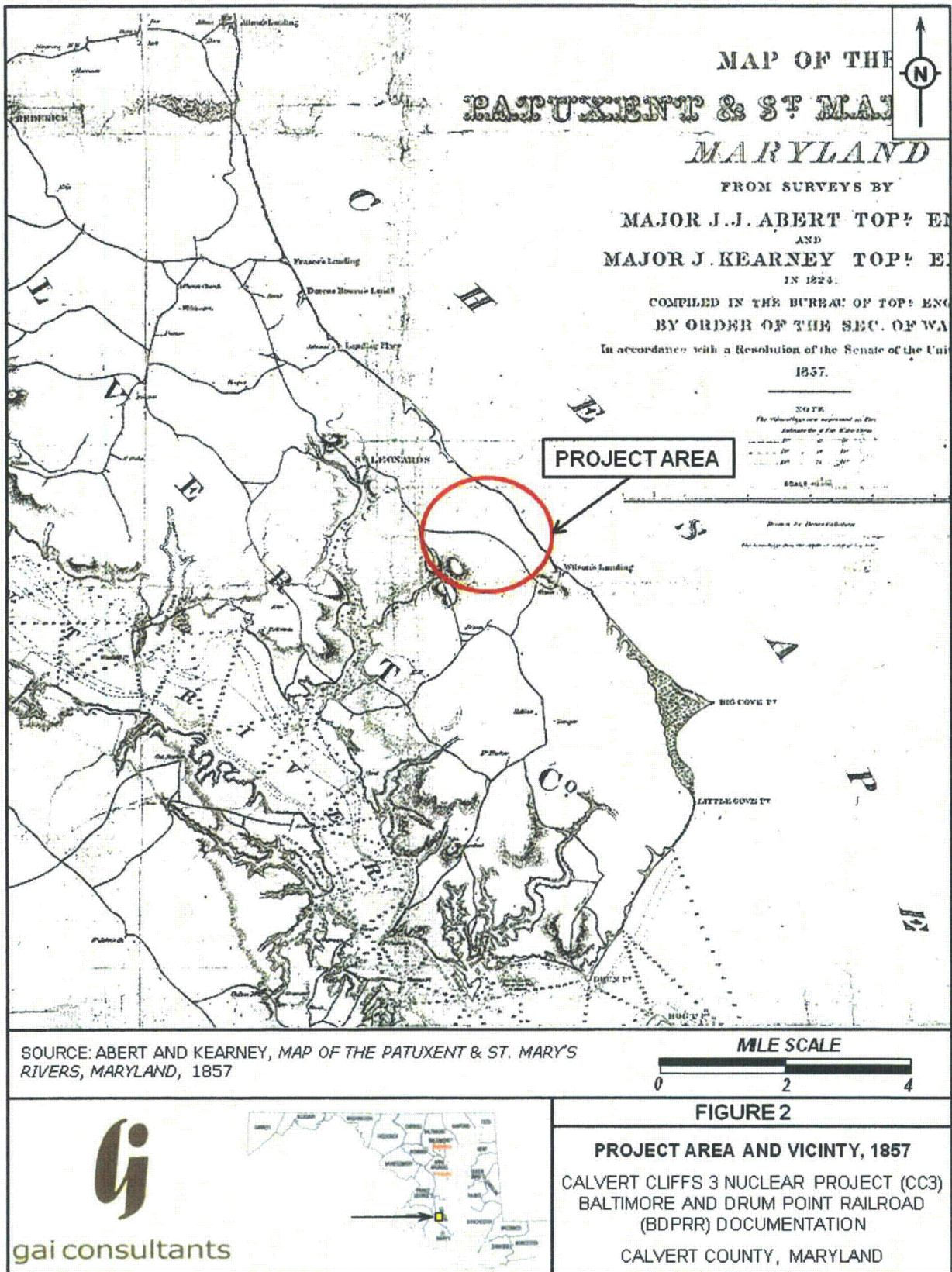
The never-completed railroad also provides us with a physical link to the vision and ambition of numerous investors who saw the possibility for profit in a railroad line that would both provide access to Drum Point (a deep-water port that did not freeze-over in the winter) and promote land development in southern Calvert County. Its very presence reminds us; at least it should, of the potential for rural, predominantly agricultural, communities in the late-nineteenth and early-twentieth centuries to provide profitable returns by means of accessibility to rail transport. In fact, it has been suggested that had the railroad been completed, the social and economic climate of Calvert County would be very different from its rural, agricultural-based economy.<sup>3</sup>

It is worth noting that the historical significance of a railroad usually, but not always, is derived from its impact on the historical developments and trends of a region and, in turn, its integrity relies heavily upon the physical remains of the ballast, ties, and track to convey the significance of the railroad network. The BDPRR is an exception to this standard, as its historical signi-

<sup>1</sup> MHT, CT-1295 Capsule Summary MHT Inventory Form. On File at Maryland Historical Trust (Crownsville, MD, 1992).

<sup>2</sup> Ibid.

<sup>3</sup> Gibb, J.G. and P.F. Mask, *A Road without Rails: The Baltimore and Drum Point Railroad, 1868-1891 in the Calvert Historian* 5(2):20-35.



ficance is not expressed through an integral rail line, but rather by an abandoned graded earth bed—representing not a prosperous economic and social achievement in local transportation, but a failed fiscal endeavor. The impact of the unfinished BDPRR on Anne Arundel and Calvert Counties lies in the implications of its failure. In other words, to ascertain the relative importance of the railroad is to engage in counterfactual history on some level, which brings into sharp relief the importance of the BDPRR and how its fate shaped social and economic aspects of life in Calvert County and southern Maryland.

The BDPRR, then, broadens our understanding of Calvert County's natural resources, agricultural practices, and economic climate in the context of a transition from the agricultural to the industrial. Human components such as ingenuity, ambition, and optimism serve as a counterpoint to those of greed and self-interest and configure the way we understand the ill-fated railroad and how it came to be part of the county's cultural landscape.

### 3.0 ENVIRONMENTAL SETTING

Setting, which includes the surrounding terrain, natural features, and local soils, played an important role in investors' visions for the proposed BDPRR, as well as in its placement and construction. The noncontiguous segments of the rail bed within the project area are located in southeastern Calvert County, on Maryland's Western Shore. The county is a peninsula surrounded by the Chesapeake Bay to the east and southeast and the Patuxent River to the west and southwest. The county is bordered by Prince George's County to the north.

The BDPRR lies within the Western Shore Division (of the Chesapeake Bay) of the Atlantic Coastal Plain physiographic province.<sup>4</sup> This province is a rolling upland characterized by unconsolidated deposits of gravel, sand, silt, and clay.<sup>5</sup> In general, the topography of Calvert County slopes gently from north to south, with steeper slopes occurring along the shores of the Chesapeake Bay and the Patuxent River.

Calvert County is essentially an agricultural region, although its proximity to the waters of the Chesapeake Bay and the Patuxent River gives it an advantageous position in the oyster industry. The soils of the county are well adapted to the growth of tobacco, corn, wheat and rye, while small fruits, especially peaches, can also be successfully raised. Other areas are well adapted for the raising of sheep and cattle. Lumbering interests of the county have been of considerable importance in the past, and there are numerous large tracts in the county where valuable woodlands could be advantageously developed.

For the transportation of these products, the BDPRR, as proposed in 1880, would offer special advantages, saving both time and expense. Plans were made for the strategic location of large buildings that would give ample space for receiving and handling all products of the country through which the road would pass, such as tobacco, grain, fruit, vegetables, oysters, and fish. The line, as located in that year, left

<sup>4</sup> W.D. Thornberry, *Regional Geomorphology of the United States* (London, England: John Wiley and Sons, 1965), 89.

<sup>5</sup> Harold E. Vokes, *Geography and Geology of Maryland*, *Maryland Geological Survey Bulletin 19* (Baltimore, MD: Maryland Department of Natural Resources, 1968), 97; John D. Glaser, *Coastal Plain Geology of Southern Maryland*, *Maryland Geological Survey Guidebook No. 1* (Baltimore, MD: Maryland Department of Natural Resources, 1968), 121.



Baltimore on Ridgely Street, extended to Putnam Street, along which it passed until, on crossing Gwynn's Falls, it entered the property of the South Baltimore Land Company, in Baltimore County. After passing through the Kaufman estate and the lands of Patrick O'Brien and others, it crossed the main branch of the Patapsco River to Brooklyn. From there, the line extended easterly to Curtis' Creek, through the lands of the Patapsco Land Company and others, and then generally south, crossing Furnace and Marley Creeks and the Severn River at Cypress Point. This was within two and a half miles of the Annapolis and ElkrIDGE Railroad (AERR), which it joined at Waterbury Station. From that point the track of the AERR, which had been purchased by the BDP RR, would be used to Annapolis, making the entire distance from Baltimore to the capital of the State about twenty-six miles, being the shortest practicable rail route. The line in Baltimore crossed the tracks of the Baltimore and Ohio Railroad, thus permitting a grade connection between the two railroads. From Annapolis, the road ran by the shortest routes to South River, Owensville, Fair Haven, Friendship, Prince Frederick, Port Republic, and St. Leonard's, the distance between the termini being approximately seventy-six miles<sup>6</sup>.

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<sup>6</sup> George Burbank Shattuck, *Maryland Geological Survey: Calvert County* (Baltimore, MD: John Hopkins Press, 1907), 22.

## 4.0 HISTORICAL AND CULTURAL OVERVIEW

### 4.1 Industrial/Urban Dominance (1870 to 1930)

Emancipation resulted in the loss of southern Maryland's enslaved labor supply. To replace the former tractable labor force, tenant farming and farming on shares emerged in place of slavery as the region's economic base. Tobacco, despite its soil-depleting characteristics, and other grains remained as cash crops. In the 1870s, Waldorf, in neighboring Charles County, emerged as a tobacco trading and shipping node, and it remained a significant tobacco auction center into the late twentieth century.<sup>7</sup> Later in the nineteenth century, industrialization manifested itself in the region through the establishment of seafood processing and vegetable canning facilities. Tourism and recreation also contributed to the regional economy at locations such as Marshall Hall and Solomon's Island.

In the late-nineteenth century, efforts to connect the southern portion of Calvert County to Baltimore via a railroad failed. In 1868, the Baltimore & Drum Point Railroad (CT-1295) received its charter. By 1889, the railroad alignment reached Bertha; however, construction ceased in 1891 and the line was never completed. Without rail transportation, this portion of the county remained predominantly rural in character throughout this period.

As a counterpoint to the failed Baltimore & Drum Point Railroad, the effect on community development from successful railroad construction is illustrated by La Plata, Charles County. La

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<sup>7</sup> Papenfuss et al. 1984: 253.

Plata was founded in 1873, with the arrival of the Pope's Creek Branch of the Pennsylvania Railroad (PRR). The Pope's Creek Branch line allowed the PRR access to Washington, D.C.'s, freight market. When silting in the creek restricted the size of vessels that could use the wharf at Port Tobacco, and after the courthouse burned to the ground in 1892, La Plata replaced Port Tobacco as the county seat in 1895.<sup>8</sup>

The regional economy of southern Calvert County also relied on tourism. The Marburger Family ran a hotel at Point Patience, south of Lusby, in the early decades of the twentieth century. Later owners of the tract rented cottages to Point Patience visitors. By the late 1920s, the region's economy began to falter and declining oyster harvests and fish production forced watermen to look elsewhere for a living. Many local boatyards at Solomons went out of business as the demand for workboats decreased. M. M. Davis and Son turned to building other types of crafts, such as custom yachts. Solomons began to show a steady growth in the business of providing recreation to "outsiders"—beginning with summer boarding houses and charter boat fishing in the early years of the century.<sup>9</sup>

#### 4.2 Modern Period (1930 to Present)

While agriculture continued to prevail as the economic base of southern Maryland during this period, the effects of the Great Depression, mobilization for world war, and industrial growth are important historic themes emanating from this period. The most salient theme, however, is suburbanization, for its certain effect on the cultural landscape of southern Maryland. Due to the decline of

tobacco, the expansion of federal government and military agencies, residential developments, and commercial strip development have come to constitute the region's primary growth factor. Transportation improvements, such as the toll bridge at Hallowing Point (erected in the 1930s), and roadway improvements, such as the dual carriage widening of Route 4, illustrate progress and modernization in the project study area. The Baltimore YMCA constructed a summer camp for youths in the county in the 1930s, reflecting the improved access afforded by roadways. Located within the current study area and documented during the project's architectural survey, Camp Conoy provided recreational activities for youths from the city.

During World War II, the construction of the U.S. Navy's Patuxent River Air Station (south of the project area) and the Navy's propellant plant at Indian Head (northwest of the project area) changed the character of southern Maryland. These facilities brought thousands of workers to the area. The effects of the war effort came quickly after the introduction of electricity to the region. In 1938, the Southern Electric Cooperative brought affordable electricity to homes in the region.<sup>10</sup> Soon thereafter, the Navy re-engineered an abandoned railroad, the Washington, Potomac, & Chesapeake Railroad, to serve their facility. The Navy acquired the line, which terminated at Hughesville, and completed it to the U.S. Naval Air Station in Saint Mary's County.<sup>11</sup> During the war, the beaches in the vicinity of Cove Point and Drum Point served as grounds for practicing amphibious landings, and the deep waters off the shoreline were suitable for deep mine testing. The Navy acquired the resort property

<sup>8</sup> Klapthor 1958: 138.

<sup>9</sup> Catts et al 1999: 59.

<sup>10</sup> (Papenfuse et al 1984: 286.

<sup>11</sup> Klapthor 1958: 140.

at Point Patience and transformed it into the United States Naval Mine Warfare Test Station. The station featured warehouses, quarters for men, and docks.<sup>12</sup>

Following World War II, southern Maryland saw further residential and commercial development, due to expansion of federal facilities and energy-related industries, as well as the growth of tourism and suburban sprawl from Washington, D.C. The Indian Head Naval Reservation and Patuxent Naval Air Station have experienced continued growth. Following the war, Titanium Ore Corporation constructed an ilmenite extraction facility in the vicinity of Cove Point Lighthouse, south of the project area.<sup>13</sup> This plant was demolished when Columbia Gas Company acquired the property in 1970. Construction of the Liquefied Natural Gas Terminal near Cove Point was completed in 1974. Located within and immediately adjacent to the current study area, the existing Calvert Cliffs Nuclear Power Plant, Maryland's only nuclear power facility, was constructed in the 1970s and began operation in 1975.

#### 4.3 Conclusion

When viewed as a historical landscape, the terrain of southern Maryland offers a field of contrasts in the Chesapeake region. While Maryland witnessed and endured similar categories of historical forces at work in Virginia, Pennsylvania, and Delaware, the manner of industrialism in southern Maryland is distinctive. Agricultural colonization through tobacco plantations followed a different pace in Maryland, lagging a few years behind Virginia. The development of railroads, as an indication of industrialism, in southern Maryland contrasts

with the efforts of the Baltimore & Ohio Railroad in the northern and western part of the state. The relocation of the seat of governmental power shaped the development of southern Maryland. From its loss of prominence to Annapolis in the late-seventeenth century to its current role as a bedroom community and recreational venue for residents of the federal District of Columbia following World War II, historical forces continue to shape this landscape and its architectural and historical resources.

#### 4.4 Historical Overview of Baltimore and Drum Point Railroad

In 1867, the Maryland General Assembly passed a bill authorizing Governor Bowie to appoint commissioners who, by a \$5,000 appropriation and under the direction of Col. H. Hughes, were to survey and estimate the cost of building a railroad from Baltimore to Drum Point in Calvert County, Maryland. A railroad was projected between Baltimore and Drum Point, at the mouth of the Patuxent River as early as 1856; however, it wasn't until the commissioners' favorable report on the subject in 1868, that a charter was granted by the General Assembly for the "Baltimore and Drum Point Railroad Company"—a capital stock of \$1,500,000, divided into shares of \$100 each.<sup>14</sup>

Governor Bowie, in his message to the legislature, called attention to the advantages that would be brought to the state by the construction of this road, and recommended that aid be given to it by Anne Arundel and

<sup>12</sup> Catts et al. 1999: 59; Papenfuss et al, 1984: 243.

<sup>13</sup> Mountford 2002: 6.

<sup>14</sup> General Assembly, House of Delegates. *Journal of Proceedings and Acts of the General Assembly of Maryland*, MdHR 821080, 2/1/6/10. (Annapolis: Henry A. Lucas, 1867), 547.



Calvert Counties and the City of Baltimore, noting that “anyone who knows the country through which the road is to run will admit that its capacity for production cannot well be exaggerated,” and the advantages that would result from its construction would “largely counterbalance the outlay.”<sup>15</sup> Drum Point had long been recognized by shipping interests as one of the safest and most commodious harbors in the country, with deep water, never obstructed by ice, and within an easy run of the capes.<sup>16</sup> Bowie emphasized the necessity of a coal depot on deep water, and at a point convenient to the ocean, and he believed that Drum Point could afford the best location for this purpose. Likewise, he accentuated the development of the intermediate country between the harbor and Baltimore (boasting a fine soil especially adapted to the growth of the earliest and finest fruits and vegetables), and the convenient transportation of the valuable products of the surrounding waters—both “considered very important to the full growth and prosperity of the State.”

Maryland’s railroad system was extended and improved in the years to follow, as new projects were developed and work progressed on the construction of several important lines and branches. In 1871, Considerable interest was

shown in the BDPRR project (first proposed in 1856). During the year, the amount of private subscriptions, required by the charter to enable the company to organize (\$250,000), was entirely realized from New York and Baltimore Capitalists, and the necessary legislation was requested by Governor Bowie, to enable Baltimore, and the counties through which the road was to pass, to subscribe the former \$300,000, the County of Anne Arundel \$200,000, and the County of Calvert \$100,000, to the stock.<sup>17</sup>

Among these private investors were two entrepreneurial brothers who stumbled upon the Lusby area while on vacation. One of the brothers, Frederick (or Frederico) Barreda, purchased a 250-acre parcel of land near Drum Point and built a mansion known as “Barreda de Barril Place.” Both brothers eventually purchased several thousand acres and invested in the BDPRR venture. Seeing great potential in the area, they bought into a plan created by the Patuxent City and Land Improvement Company of New Jersey. The plan included a city concept to be named “Rousby on the Patuxent,” of which many of the lots were to be located at the terminus of the BDPRR. It is probable that several of those plans later formed the basis for the Chesapeake Ranch Estates, built in 1957.

In 1872, an Act was passed by the General Assembly amending the charter of the BDPRR Company by increasing the number of directors of the company to twelve, authorizing the company to mortgage its property and franchises, and to build, construct, and maintain bridges over navigable waters.<sup>18</sup>

<sup>15</sup> J. Thomas Scharf, *The Natural and Industrial Resources and Advantages of Maryland* (Annapolis: C.H. Baughman & Co., 1892), 358.

*Ibid.*, 358.

<sup>16</sup> D. Appleton, *The American Cyclopaedia and Register of Important Events of the Year 1871: Embracing Political, Civil, Military, and Social Affairs; Public Documents; Biography, Statistics, Commerce, Finance, Literature, Science, Agriculture, and Mechanical Industry*, Vol. 6 (New York, NY: Appleton and Co, 1872), 487.

<sup>17</sup> Appleton 1872: 488.

<sup>18</sup> General Assembly, Laws 1872: 237.

In turn, the President and Directors of the BDPRR Company petitioned the Maryland Senate for the sale of the State's interest in the AERR to the BDPRR. The petition was read and referred to the Committee on Finance, which in turn, introduced a bill amending the BDPRR's charter and at passage authorized the sale.<sup>19</sup>

The BDPRR, according to its 1873 contract, bisected Anne Arundel and Calvert Counties through their entire length, ending at the mouth of the Patuxent River. However, a proposal to route the BDPRR around the city of Brooklyn (on the Patapsco) by means of a tunnel was also considered.<sup>20</sup>

By 1874, the BDPRR was considered "prominent" among the prospective railroad connections of the city of Baltimore. The enterprise had created a great deal of attention throughout the State and was regarded "favorably" by the State authorities. Drum Point Harbor was pronounced by officers of the United States Coast Survey to be inferior only to that of Portsmouth, New Hampshire. Additionally, Drum Point had been regarded by intelligent merchants and shippers as a point which would "prove valuable" to the commerce of Baltimore, if connected with that city by a railroad; affording as it does the deepest water—never liable to obstruction by ice or otherwise.<sup>21</sup>

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<sup>19</sup> Ibid., 487.

<sup>20</sup> George W. Howard, *The Monumental City: Its Past History and Present Resources* (Baltimore, MD: J.D. Ehlers & Company, 1873), 93.

<sup>21</sup> Patapsco Land Company. *Curtis' Bay: its superior advantages and admirable location as the only existing and available deep water harbor contiguous to the City of Baltimore, in connection with its rapidly increasing local manufactures, the development of its coal traffic, and the accommodation of its western and southern railroad connections* (Baltimore: J. Murphy & Co., 1874), 59.

It was undetermined, as of 1874, whether these ideas about establishing a coal depot at the southern terminus of the new road would be successfully realized, and whether a port, which had no opportunities of disposing of or distributing inward cargoes, could be a financial success. Despite these uncertainties, it was assumed that the development of the "fine country" between Baltimore and Drum Point by the construction of the railroad would "insure the prosperity" both of the state and city by "stimulating the production of the earliest fine fruits and vegetables, which "will find a ready market in Baltimore," both for immediate consumption and canning. Many saw the potential for a large oyster trade and the considerable contributions of tobacco and grain from Anne Arundel and Calvert Counties.<sup>22</sup> The basis for these predictions regarding tobacco were sound, as the crop of Maryland tobacco inspected in Baltimore amounted, in 1872, to 30,000 pounds, about 1/3 of which was produced in Anne Arundel and Calvert Counties combined. Also emphasized was the potential for considerable products of butter, milk, eggs, poultry, meats, and timber. For all of these productions, the only means of communication with a market previously had been by means of steamboats, which were frequently debarred from running regularly at a season of the year when their services were most required. It was estimated, that with certain definite means of transportation guaranteed by a railroad, local productions could be increased (at a very low average) nearly 500 percent.

Another important advantage of the proposed railroad would be the direct route it established

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<sup>22</sup> Patapsco Land Company 1874: 59.

between the city and the state capital. The distance between Annapolis and Baltimore by the existing route of the Washington Branch and Annapolis and Elkridge Railroads was forty miles. The BDPRR would shorten this distance by twenty miles and would make the run within one hour, without change of cars and at a greatly reduced charge. As evidence of the amount of traffic carried on between Annapolis and Baltimore in 1874, with very "imperfect and unsatisfactory arrangements," it was recorded in that year that the revenue derived from these existing rail connections exceeded \$90,000 per annum (Patapsco Land Company 1874, p.61). As such, it was difficult to predict what increase could be anticipated upon the completion of the BDPRR and the "superior conveniences" it would furnish for the traveling and shipping public.<sup>23</sup>

These optimistic tones, however, failed to drown out the displeasure of individual stockholders, particularly those along the proposed railroad alignment, regarding the BDPRR's failure to complete the road in the time limited by the Act of 1868. In *Berry v. Baltimore & Drum Point Railroad Co.*, the BDPRR argued that there was no law that could nullify their charter. The Court of Appeals ruled in opposition, finding that the company did not complete the work by the date indicated in their charter, making the contract void, which was justified by statute.<sup>24</sup>

The ruling was later followed by an extension of the BDPRR charter, granted in 1876, which transferred to the State of Maryland, all the

shares of stock and certificate in the Annapolis and Elk Ridge Railroad Company, as well as all the claims, interest, and property in that company held by the BDPRR. This made the State of Maryland a preferred stockholder to the sum of \$300,000.<sup>25</sup>

The Senate Committee on Finance compiled testimony that was submitted as evidence in an 1878 report. The report cited that the BDPRR, incorporated by the Act of 1868, had no corporate power to acquire any interest in the Annapolis and Elk Ridge Railroad (AERR) and the AERR never possessed any right to aid the BDPRR in the construction of a railroad.

The Act of 1872, under which the authority of which the AERR issued bonds to the amount of \$400,000 and secured these bonds by a mortgage of all its franchises and property, was enacted as it appears by its express terms, only for the purpose of enabling the AERR to extend its own road and to build branches from that road. The arrangements made by AERR and the BDPRR were not sanctioned by the Act of 1870, because the Act forbade any such arrangement unless it were first approved by the stockholders of both companies assembled respectively in general meetings. No such general meeting of the stockholders assented to the arrangements, which were disclosed by the testimony.

<sup>23</sup> Ibid., 61.

<sup>24</sup> J. Schaff Stockett, *Maryland State Reporter, Reports of Cases Argued and Determined in the Court of Appeals of Maryland*, Vol. XLIV (Baltimore: William K. Boyle & Son, 1877).

<sup>25</sup> General Assembly, House, 1876.





*Photograph 1. Judge Magruder, Circuit Court, date unknown, Calvert County Library, Prince Frederick, Maryland.*

Evident to the committee was the fact that President Magruder and his Board of Directors misapplied all these bonds of the AERR, which were used for other purposes than the extension of the road of that company, or the building of branches of that road (Photograph 1).

These acts on behalf of railroad officials were common and were readily recognized by Arthur Hadley in his 1888 *Scribner's Magazine* article 'The Railroad in its Business Relations.' Hadley noted, that the manager of a large railroad system has under his control a great deal of property besides his own—the property of the railroad and the investors which have been placed in his charge. These managers have two options—to "make money *for* the investors, and thereby secure the respect of the community; or he may make money *out* of the investors, and

thereby get rich enough to defy public opinion. The former course has the advantage of honesty, the latter of rapidity. It is a disgrace to the community that the latter way is made so easy, and so readily condoned."<sup>26</sup>

Therefore, it was determined that the BDPRR had no legal right or title to retain the ownership or control of any stock in the AERR. Additionally, the BDPRR was not completed within the time limited by the Act of 1868, therefore its charter, in its express terms, was considered null and void. It could claim no advantage under the Act of 1876, extending the time for the completion of its road, because the President and Directors did not comply with the conditions upon which alone this extension of time was granted.

An Act of the Senate declared that the BDPRR charter ceased—unless the Assembly saw fit to revive it. It would be the duty of the AERR to proceed by due course of law to ascertain the extent to which the mortgage bonds had been misapplied and to resist the right of any person (under title of BDPRR) to hold or vote any stock in the AERR. Likewise, it would be the duty of the State as a stockholder in the AERR to protect its interest by taking proceedings that would "ascertain the true amount of the indebtedness to which the Company is subject" (under a proper construction of the mortgage created under the Act of 1872) and generally to take such measures as are needed to protect its interests in that Company.

It was resolved that the whole subject of the relations existing between the AERR and the State be referred to the Attorney General and

<sup>26</sup> Arthur T Hadley, The Railroad in its Business Relations. *Scribner's Magazine* 4(4), October, 1888, 479.



that he exercise of his discretion to promote the interests of the State.<sup>27</sup> As a direct result, an Act passed in 1880 authorized the State Board of Public Works to sell the interest of the State in the AERR. An additional Act was passed extending the time for the completion of the road of the BDPRR and authorizing the company to acquire the rights of the State and all others interested in the AERR. This act served as an amendment to the company's charter, extending the date of completion to May 1, 1885; however, this extension was not granted without stipulation. BDPRR was authorized to acquire from the Board of Public Works all the interest of State in the AERR and all the claims and demands of the State against the AERR and also to acquire from all other persons willing to dispose of the same. However, the extension of time for the road's completion was not to be construed, in any way, to bind the County of Anne Arundel for its subscription to the capital stock of the company, unless the county commissioners gave their consent to a continuance of its subscription. Likewise, nothing would be construed to authorize the consolidation of the AERR and BDPRR until and after the BDPRR had "built and completed, and have in good running order" the railroad from Drum Point to some point on the line of the railroad of the AERR.<sup>28</sup>

On January 16, 1888 (two years before the extended charter called for completion of the road), the BDPRR entered into a contract with the Baltimore and Ohio Railroad Company for interchange and traffic—the Baltimore and Ohio agreeing to set aside 10% of its earnings from

such traffic for ten years, and 5% for thirty years thereafter, to be used only in making up any deficiency that may occur in payment of interest on bonds the company.<sup>29</sup>

Also that year, excavation of railroad grade finally began, and by 1890, a twenty-foot-wide grade cut through Calvert County. Railroad workers who began constructing the rail bed were housed in a building known as the commissary, located on the grounds of what is now the Chesapeake Hill's Country Club.<sup>30</sup>

Still, the BDPRR failed completion by the May 1, 1890 deadline and a joint resolution of the General Assembly authorized the Comptroller of the Treasury Department to strike from his books old and worthless accounts and to discontinue their publication in the annual report of the Comptroller of the Treasury. Among them were: "the Baltimore and Drum Point Railroad Co. \$152,000.00" and the "Stock of Annapolis and Elk Ridge Railroad Co. \$299,378.41."<sup>31</sup>

In 1890, the General Assembly passed an Act to further amend the charter of the BDPRR in regard to the construction of branches, which enabled the company to lease, operate, or to consolidate with other railroads.<sup>32</sup> A year later, Thomas Hughes and S. Johnson Poe were appointed receivers of the BDPRR and a decree was signed by the court directing the receivers to sell the road at public auction. The proceedings were instituted by Mr. Hughes as counsel of the late Henry E. Loane.

<sup>27</sup> General Assembly, Senate: 1878.

<sup>28</sup> General Assembly, Laws: 1880.

<sup>29</sup> Henry Varnum Poor, *Manual of the Railroads of the United States* (New York: H.V. & H.W. Poor, 1892), 1028.

<sup>30</sup> MHT CT-1295 Site Form.

<sup>31</sup> General Assembly, Laws: 1892.

<sup>32</sup> General Assembly, Laws: 1890.



The State of Maryland, along with Anne Arundel and Calvert Counties, had previously subscribed to the stock of the company, but afterward withdrew their subscriptions. In turn, the Company issued over a million dollars of bonds: \$400,000 being held by the Annapolis, Washington, and Baltimore Railroad, and \$500,000 by a New York syndicate, represented by Edward Lauterbach. The remaining stock was placed on the open market with the Mercantile Trust and Deposit Company as trustee.

Grading of earth bed for the BDPRR was completed in some parts, but the withdrawal of the State and county subscriptions caused a cessation of the work. Rumors circulated in 1891 that a syndicate of capitalists intended to purchase and complete the road when it was available at public auction.<sup>33</sup>

Despite its failures, an optimistic vision of the railroad prevailed. The facilities for travel and for transportation of freights were found to be amply sufficient for southern Maryland in 1892; however, proponents of the BDPRR still emphasized the advantages of a Drum Point road. The railroad system of the region by that year consisted of the Baltimore and Potomac, a part of the Pennsylvania trunk line system, the Baltimore and Ohio, the Annapolis and Elk Ridge, and the Southern Maryland (over part of its route). In progress, or in process of development, were the Southern Maryland to connect Washington and Point Lookout, the Washington and Chesapeake, the Washington and Marlboro (electric system), and of course, the BDPRR. The older lines were creating or aiding in the growth of new enterprises, the new lines in progress, or in prospective, were

encouraging the opening of new industries and the investment of capital in undeveloped localities. All the produce was shipped by steamboat, and in some cases had to be hauled a distance of ten miles or more to the landing. It was believed this would be remedied when the BDPRR, then under construction, was finished.

There were many profitable peach orchards in the southern part of Anne Arundel County, and their number and acreage was rapidly increasing. Farmers along the line of the proposed Drum Point road predicted that "if railroad transportation was afforded them, it would not be long before lower Anne Arundel would also become a great trucking country." Tobacco of very fine quality was raised in all parts of the County, and corn grew "luxuriantly." In the northern portion of the county, iron mines were successful, and there were several iron furnaces "profitably engaged" in manufacturing pig iron.<sup>34</sup>

The completion of the BDPRR would ensure quick facilities of transit for a section of the country, which was then solely dependent on water transportation. The road would run through a practically new and undeveloped region capable of producing a great variety of crops and watered by numerous water-courses. The lands were cheap and easy of cultivation, and oysters, fish, and crabs were abundant. Clays for brick drain pipe and terra cotta products were found along the shores of the Patuxent in localities suitable for manufacture and shipment. Timber for vessels, buildings, and general manufacture were plentiful. If the road were constructed, it would have afforded the people of Baltimore quick and easy access to various excursion points, including Fair Haven,

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<sup>33</sup> *New York Times*, The Drum Point Road.  
3 December 1891.

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<sup>34</sup> Scharf 1892: 204.



Drum Point, Point Patience, etc. Drum Point harbor was conceded to be second to none on the Chesapeake Bay, and would be an admirable point for the development of the oyster industry, as hundreds of oyster vessels are now obliged to take refuge there during stormy weather, and would find a safe and convenient location for discharging their cargoes.

From Drum Point, the road and its connections could be continued across the Patuxent through St. Mary's county, across the Potomac into Virginia, and then to Richmond and Norfolk, giving Baltimore a direct route to the South, which "business men have so long needed... if the oyster were once established at Drum Point, various other industries would spring up in its wake."<sup>35</sup>

By 1892, the physical completion of the BDPRR had failed, but the vision of such a road clearly had not. An Act passed four years later by the General Assembly, amended and re-enacted the charter of the BDPRR and changed the name to the Baltimore and Southern Railroad.<sup>36</sup> (Figures 3 and 4) The following years were characterized by rumor and speculation surrounding the future of the abandoned BDPRR project, and it became clear that despite the lack of physical evidence of its progress, in one form or another, the idea of a railroad connecting Baltimore with Drum Point would continue to advance—evolving in name, but not identity.

By 1902, negotiations handled by Edward Lauterbach of New York, President of the Company, were pending for purchase of the franchises and property of the Baltimore and

Southern Railroad Co. (BSRR), formerly the BDPRR (Figure 5). A previous effort to secure options on the Baltimore and Annapolis short line and the Annapolis, Washington and Baltimore Railroad, was rumored to be in connection with the Drum Point Project. Speculations included the involvement of a Fuller or Gould syndicate, which owned the Western Maryland Railroad, with the goal of establishing a deep water Harbor at Drum Point.

The property of the BSRR (formerly the BDPRR) was inclusive of fifty acres of land, which embraced the entire water frontage at Drum Point, as well as access to its tunnel under Baltimore City (granted under the charter of the Belt Line of the Baltimore and Ohio Railroad). Over \$700,000 had been spent on rights of way and partial grading of the failed railroad (Figure 6).<sup>37</sup>

Richard Ely's examination of the effects of unregulated railway competition seemed to echo the chain of events surrounding the failed BDPRR. In his 1886 *Harper's New Monthly* article, "The Economic Evils in American Railway Methods," Ely noted several indications of this 'waste,' including the unnecessary expenditures in railway construction such as that of the BDPRR.

<sup>35</sup> Scharf 1892: 125-6.

<sup>36</sup> General Assembly, Laws: 1896.

<sup>37</sup> *New York Times*, Negotiating for a Railroad: It is Said the Fuller Syndicate is Planning to secure the Baltimore and Southern. July 5, 1902.









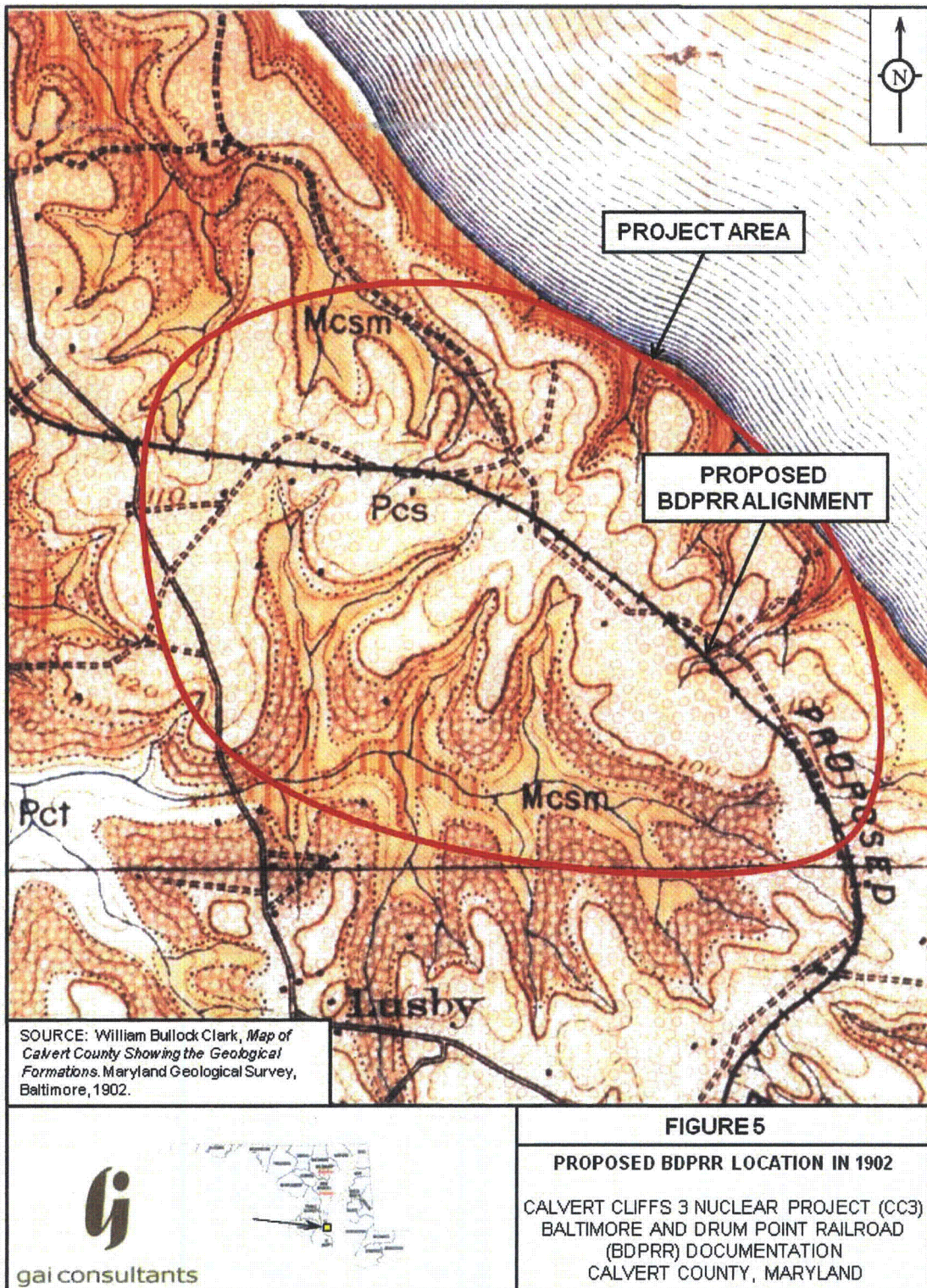
**FIGURE 4**

**REGIONAL RAILROAD NETWORK IN 1899**

CALVERT CLIFFS 3 NUCLEAR PROJECT (CC3)  
BALTIMORE AND DRUM POINT RAILROAD  
(BDPRR) DOCUMENTATION  
CALVERT COUNTY, MARYLAND









In the article, Ely addressed the stock exchange and the purchase and sale of railway shares, calling attention to the speculative nature of these transactions where property is bought and sold, not for the sake of realizing on the shares or for the sake of an investment, but rather to gain from the fluctuation in value of railroad property—which leads inevitably to attempts to promote fluctuations.<sup>38</sup>

Another closely related abuse Ely noted was the management of railways for the outside interests of managers and their friends. In this case, both the stockholders and business competitors are robbed—by those who are “faithless to their trust as managers of a public highway.” Ely theorizes that a similar crime is committed when men in their capacity as railroad officials enter into contracts with themselves in another capacity, and “reap a rich harvest from the harmony” between the two parties to the contract.<sup>39</sup>

The discernible segments of graded earth bed of the BDPRR are demonstrative of the speculative nature of this type of capital hungry venture and the abuses of power which often accompany it. While the cuts and berms of the railroad’s prism are indicative of the amount and nature of the physical labor required to complete such an endeavor, the never-placed rails and ties are reminders of the dangers presented by a railroad race—fueled by funding from a variety of sources, the need to “beat” competing railroads and existing transportation facilities, and the misguided interests of those in power. As noted by Hadley, and applicable in

the case of the BDPRR, “...vital is the question of economic liberty, which is involved in the problem of the railway; equally vital are good morals and political integrity.”<sup>40</sup>

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<sup>38</sup> Ely, 452.

<sup>39</sup> Ibid., 453.

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<sup>40</sup> Hadley, 457.







#### 4.5 Topographical Survey Data Recordation and Documentation

From June 22 through July 10, 2009, GAI's architectural historians and topographical survey team mapped and documented the extant alignment of the Baltimore & Drum Point Railroad as it occurs in the project area. The survey was performed using GPS and a total station, and consisted of gathering topographic information at intervals of approximately 100 feet, or at varying intervals as needed, based on alignment or landform constraints, to capture data on the shape and orientation of this resource. The survey team also recorded data at locations that, in their judgment, reflected important topographic features and changes in the historic property. Evidence of culverts or other features were identified and mapped during the survey. Based on the results of this survey, GAI prepared measured drawings of the rail bed in both plan view and cross-section, depicting segments of extant railroad alignment. The surfaces created from the preparation of these plan views and cross-sections were then manipulated using Google™ SketchUp to create 3-D renderings. The BDPRR (CT-1295) is represented by six noncontiguous linear segments extending in a generally northwest/southeast orientation through the eastern, central, and western sections of the project area. Due to heavy vegetation coverage, evidence of this resource was not observed in the more-heavily disturbed central section of the project during the Phase I and II Cultural Resources Investigation; however, topographical survey data collection allowed for the identification and recordation of this segment (Segment D), which exceeds the other segments in length.

Photographs of the railroad alignment were taken at advantageous locations to depict its current condition and setting, using high-resolution digital and 35mm black and white photographs (Photographs 2-6).



*Photograph 2. BDPRR v-cut (Segment D) near CC3 transmission corridor, facing N; note cuts in the rail bed as they are disguised by rolling topography and vegetation*



*Photograph 3. BDPRR high berm (Segment B), facing NW*





*Photograph 4. BDPRR v-cut (Segment A), facing SE*



*Photograph 5. BDPRR high berm (Segment A), facing SE*



*Photograph 6. BDPRR high berm (Segment F) facing E*



## 5.0 CONCLUSIONS

A variety of sources place the BDPRR in the context of nineteenth-century southern Maryland and Calvert County. Various secondary sources illustrate the significant contributions and failures of transportation, steamboats and railroads in particular, in the economic development of the area. Primary evidence in the form of proceedings and legislation from the Maryland General Assembly, rulings from the Maryland Court of Appeals, and historical maps, shows an evolving concept for a railroad connecting Baltimore with Drum Point—complicated by varied and numerous financial sources and interests, the speculative nature of railroad stock and shareholdings, and competitive and self-motivated concentrations of power. The collection and interpretation of topographical survey data identifies graded earth bed (berms and cuts) as well as drainage infrastructure associated with the abandoned railroad project, some of which would have never been revealed otherwise. This data leads to the recognition of the BDPRR as a significant achievement in nineteenth century railroad-building technology; taking into account the surrounding topography, manual labor and simplistic tool set utilized, and the exactness and levelness required for rail bed grading. The historical significance of the failed BDPRR is clearly and appropriately expressed by the non-continuous linear segments of graded earth bed—representing a failed fiscal and political endeavor in the race to build a railroad.







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