

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Chesapeake Beach Railway Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

8005 Bayside Road (Now on Mears Avenue)

CITY, TOWN

Chesapeake Beach

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

First

STATE

Maryland

CODE

24

COUNTY

Calvert

CODE

009

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input checked="" type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Donovan Brothers c/o Jerry Donovan

STREET & NUMBER

Rod'n Reel, Inc.

CITY, TOWN

Chesapeake Beach

STATE

Maryland

20732

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC

Calvert County Courthouse

STREET & NUMBER

CITY, TOWN

Prince Frederick

STATE

Maryland

20678

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historical Trust Historic Sites Inventory

DATE

1979

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

Annapolis

STATE

Maryland

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chesapeake Bay ebbs to within several hundred yards of the east end of the Chesapeake Beach Railway Station in Chesapeake Beach. The old Chesapeake Beach Amusement Park adjoins the station to the south, while the Rod'N Reel Restaurant and its parking lot are located to the north. Although the Amusement Park is abandoned, the restaurant and beach still provide the festive, bustling activity that has always surrounded the station.

The 93' long main facade of this frame building faces north. The station is comprised of two one-story, hip-roofed sections. The lower-roofed eastern part was once an open passenger boarding area. Although later owners enclosed this area for storage, the building retains its original lines and construction.

A porch shelters the main terminal's three exposed sides. The hipped roof flares out to cover this porch. Chamfered braces, rather than posts, support the roof. A square, two-story tower protrudes from the north side. Its pyramid roof rises above the main terminal ridge. A cross-gable lights the south side. German siding sheathes the terminal. Composition shingles now cover the roof.

The tower's fenestration is identical on both levels. A pair of joined sash windows pierce the north side. A single window appears on the east and west sides of this projecting tower. All these windows hold 20/1 sash. To the east of the tower a transomed door of six oddly spaced panels is centered between two 20/1 windows. A 10/10 sash window is situated west of the tower.

The west end's only feature is a large door leading to the mail and cargo room. Rails and stiles divide this door into four sections, each containing narrow, beaded wainscoting placed diagonally. A five-pane transom tops the door.

On the south side one joined pair of 20/1 sash windows lights the tower, while another pair lights the first floor below. A door appears to either side of this window. Each door is topped by a single-pane transom. The west door contains four vertically placed rectangular panels divided by one horizontally placed panel. The transom framing of the east door includes an odd molding that does not survive elsewhere in the building.

The station's interior plan is very simple. A cargo and mail room runs the 25' depth of the west end. The remaining space to the east includes an L-shaped passengers' waiting room wrapped around an office in the southwest corner. Surviving interior finishes are simple. Narrow beaded-board wainscoting completes the waiting room and office.

The mail room's stud construction was left uncovered, except for its east end, which was sheathed in simple lapped weatherboards. A ladder-like stairway leads from this room to the attic, which was used for storage.

The station's frame employs circular-sawn beams, often butted and toe-nailed with wire nails. This is the first known dated use of wire nails in Calvert County.

The exposed and chamfered framing of the porch roof is one of the finest decorative features of this building. The braces support a member resembling a purlin or a tilted false plate, which in turn supports the porch rafters.
 SEE CONTINUATION SHEET #1.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Chesapeake Bay Beach Railway Station
Calvert County

CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

(DESCRIPTION, continued)

Located about 50' to the west of the station is a railroad car named Delores, one of 32 passenger coaches purchased between June 1, 1899 and December 1, 1903 from the St. Charles Car Company of St. Charles, Missouri. The Calvert County Historical Society moved the car from the Chesapeake Beach Railroad engine house in Prince George's County to the Chesapeake Beach Railroad station here in spring, 1979.

The Delores was abandoned in 1958, then stripped and cut in half in 1959. Little original detail remains, although the basic structure of the car is intact. Ames Williams, in Otto Mears Goes East: The Chesapeake Beach Railway (p. 40, 48) describes the original cars as:

all of wooden construction of the suburban type with open platforms, four-wheel trucks, toilets, baggage racks, kerosene lighting and steam heat. The livery was Tuscan red with black trimmings and trucks. The letter boards carved the words Chesapeake Beach in gold leaf. While there is no record of the individual weight of each class of car, they appear to have ranged between 52,450 and 58,500 pounds. The coaches contained 40 rattan swing-over seats, the chair cars 72 wicker chairs and the parlor cars 36 plush and 36 wicker seats each.

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social		
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics government	<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates 1898 Builder Architect

Statement of Significance (in one paragraph)

SIGNIFICANCE

Erected in 1898 for the Washington and Chesapeake Railway Company, the station at Chesapeake Beach derives significance from its association with the transportation and related commercial history of Calvert County and as an excellent example of rural railroad architecture. The station along with a railroad passenger car named "Delores" are being preserved as a transportation and local history museum by the Calvert County Historical Society.

HISTORY

The Washington and Chesapeake Railway Company received a charter from the State of Maryland on September 1, 1891 to operate a standard guage railroad, from the eastern boundary of the District of Columbia through Prince George's, Anne Arundel, and Calvert unties to the site of the present town of Chesapeake Beach. It ran from fall, 1898, into spring 1935. Otto Mears was the company president.

When a design was needed for the stations, a Mr. McNeil, Mears' assistant, wrote to C.S. Thompson, the bridge engineer for the Denver and Rio Grande Railroad requesting copies of the depot plans at Fort Logan. The extent to which these plans were emulated is uncertain, but it is apparent that a "type" was employed, for the photographs of the stations at Owings, Marlboro, and Washington, Maryland reveal similarities among them.

The Chesapeake Beach terminal was built partially upon reclaimed marshland along the south side of Fishing Creek. In terms of materials and style it shares a great deal with the other houses and structures closely connected with the original park and town. It was likely the work of a Mr. Winston, who was the contractor and builder of most of these buildings.

The significance of the Chesapeake Beach Railway Company to the history of Calvert County is simply that for many years neither Chesapeake Beach nor the railroad would have existed without the support of the other. While the resort at Chesapeake Beach was the reason for the existence of the railroad, the railroad also provided the only reliable freight and transportation line for the northern half of Calvert County. This station and railroad car are nominated as the only visible remains in Calvert County of this important part of its history.

It is ironic that the railroad transported the first automobiles into Calvert County, for it was the automobile which eventually caused the railroad to go out of business.

9. Major Bibliographical References

CT-100

- Williams, Ames W., The Chesapeake Beach Railway, 1977.
Nield, Wayne, Maryland Historical Trust Historic Sites Inventory, Annapolis, Maryland.
Planning brochure, Chesapeake Beach Railroad Museum.

10. Geographical Data

Acreage of nominated property .38 acre

Quadrangle name _____

Quadrangle scale _____

UMT References

A

Zone	Easting	Northing
------	---------	----------

B

Zone	Easting	Northing
------	---------	----------

C

Zone	Easting	Northing
------	---------	----------

D

Zone	Easting	Northing
------	---------	----------

E

Zone	Easting	Northing
------	---------	----------

F

Zone	Easting	Northing
------	---------	----------

G

Zone	Easting	Northing
------	---------	----------

H

Zone	Easting	Northing
------	---------	----------

Verbal boundary description and justification

The boundaries of this property are delineated on the enclosed plat labeled "Plat Showing Lease Outline/Part of the Property of Rod and Reel, Inc.", dated 1979 and drawn to a scale of 1"=50'.

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

state _____ code _____ county _____ code _____

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title Merry Stinson, Architectural Historianorganization Historic Sites Survey, Calvert County date June 1979street & number Box 107 telephone _____city or town Dunkirk state Maryland 20754

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature _____

title STATE HISTORIC PRESERVATION OFFICER date _____

For HCRS use only

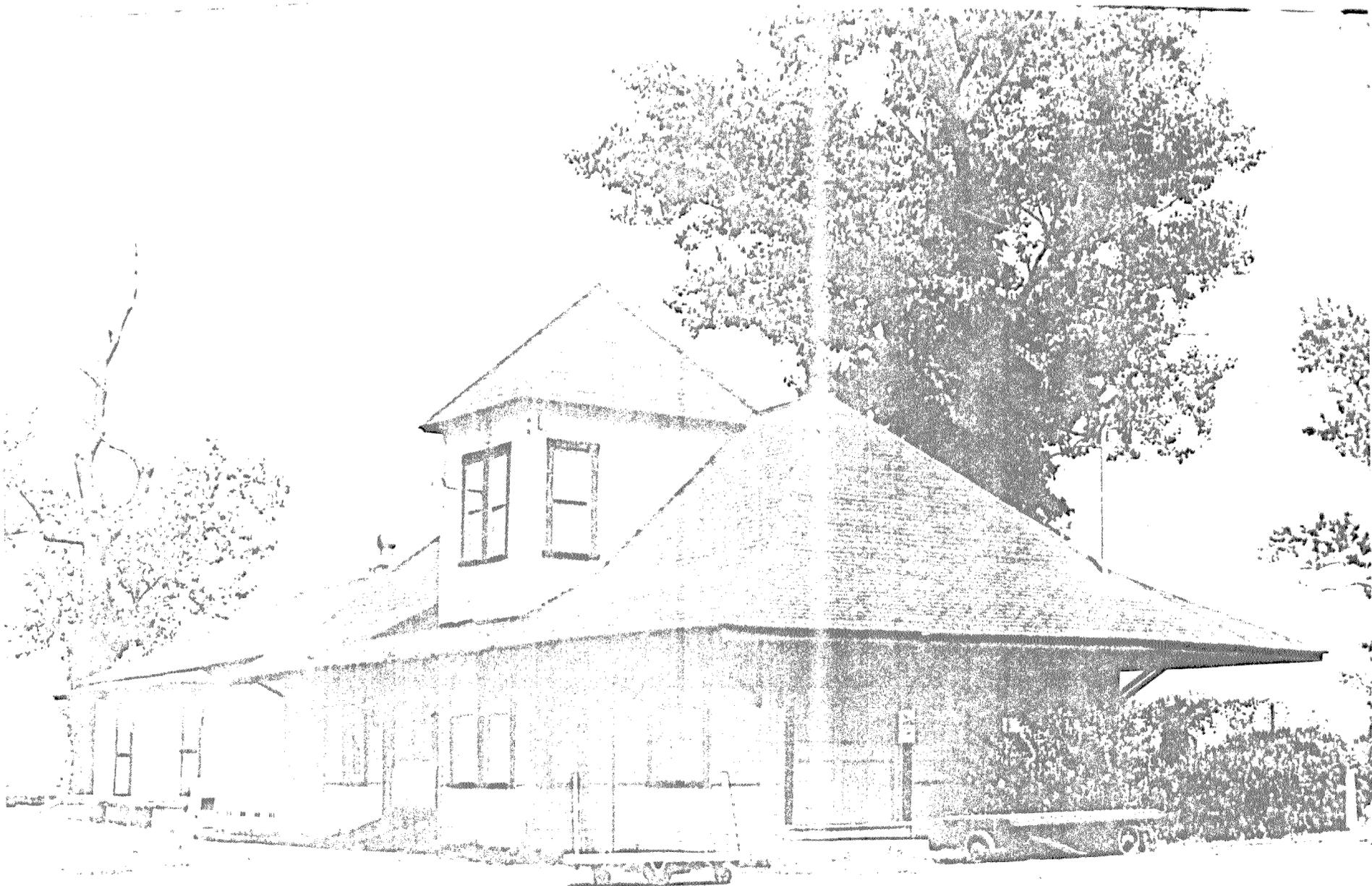
I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest: _____ date _____

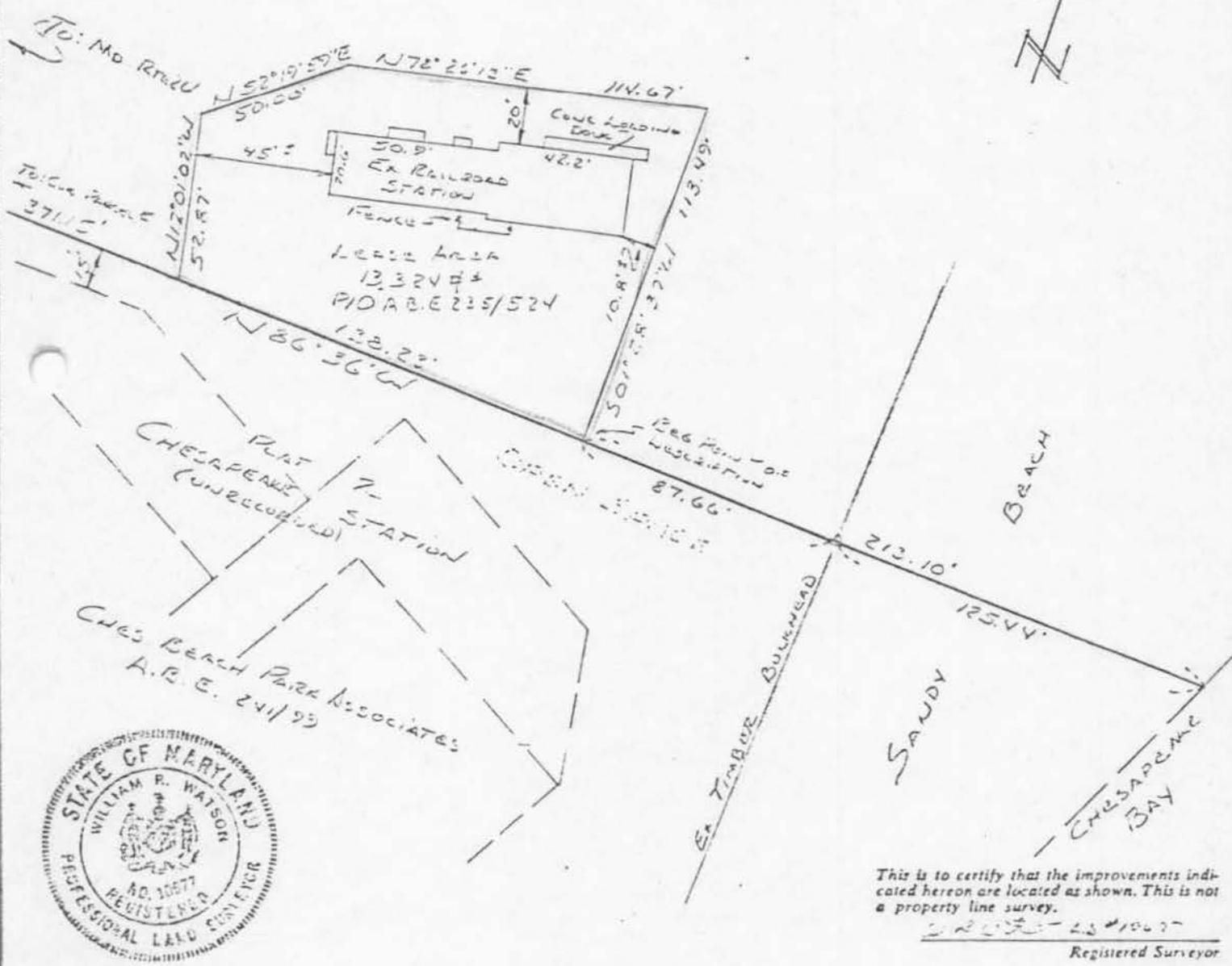
Chief of Registration



CT-100

CT-100
 Chesapeake Beach
 Railway Station

ROD & REEL, INC.
 A.B.E. 235/524
 (TRACT 1
 PLAT BOOK ABE 1/40)



This is to certify that the improvements indicated hereon are located as shown. This is not a property line survey.
 W. R. WATSON - 235/1067
 Registered Surveyor

PLAT SHOWING - HEREOUTLINE
 PART OF THE PROJECT OF
 ROD & REEL, INC.
 3RD DISTRICT - CALVERT COUNTY, MD
 FOR: ROD & REEL, INC.

J. R. McCRONE, JR., INC.
 REGISTERED PROFESSIONAL ENGINEERS
 AND SURVEYORS
 ANNAPOLIS, MARYLAND
 PRINCE FREDERICK CHESTERTOWN
 TRAPPE LEONARDTOWN BOWIE

DRAWN BY: W. R. WATSON
 SCALE: 1" = 50'
 DATE: 5/1/79
 JOB NO.: C-6997
 FOLDER: Chesapeake Beach Station

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CT-100

Page 1 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

Property Description:

Overview and Site

In April 2015, the Calvert County government identified ten properties that are in a floodplain, are likely to be affected by a storm event that raises water up to five feet, or are along shorelines that are susceptible to erosion and intrusion from rising water table. The Chesapeake Beach Railway Station is one of these properties. The station sits on the high side of the floodplain, however, and there is no evidence of flooding or environmental deterioration.

The one-and-a-half story, five bay wide by two bay deep, hip-roofed Chesapeake Beach Railway Station is located in Chesapeake Beach, Calvert County, Maryland. Constructed as a railway station in 1898 to serve the no longer extant Chesapeake Beach Railway, the building was rehabilitated in 1980 and transformed into the Chesapeake Beach Railway Museum. It sits in the upper portions of the floodplain overlooking Fishing Creek and the Chesapeake Bay. The building is in excellent condition; both the exterior and interior retain a high degree of integrity of design, workmanship, and materials. An open-air pavilion adjoins the building to the east and a former passenger railcar with little original fabric stands behind the museum. Additionally, the shell of a railcar that serves as a canopy for a picnic area is located to the south.

The property is located on a relatively flat, level site adjoined to the north and west by a parking lot that borders Fishing Creek (Photograph 1). To the east is the Chesapeake Beach Resort and Spa (Photograph 2), which borders upon the Chesapeake Bay. The property is bounded to the south by a modern residential townhouse development. The site is built on the high side of the floodplain, and upon dredge spoils.

Exterior

The Chesapeake Beach Railway Station, constructed in 1898, is a one-and-a-half story building, which is five bays wide and two bays deep (Photographs 1 and 2). The main (western) block is capped with a wood-shingled hipped roof with flared eaves and sits upon a poured concrete foundation. A square tower with a wood-shingled pyramid roof projects from the north side of the roof and an off-center brick chimney with a corbeled cap pierces the roofline east of the tower. The building is predominantly clad with German siding with wainscoting present below the sill-level string course. The north, west, and rear elevations are protected by the wide flared eaves of the roof, creating a full-length wood-shingle

Prepared by: C. Leggio, D. Litowitz, and S. Wieczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Page 2 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

wraparound porch that exhibits exposed rafters and is supported by timber brackets. Fenestration consists of a mix of eighteen-over-one, twenty-over-two, and ten-over-ten double-hung wood sash windows. The off-center front and rear entry door openings consist of five-paneled wood doors with single rectangular lights. Both are capped by single-light rectangular transom windows.

At the façade (north elevation) is a two-story projecting bay that is capped by a wood-shingle pyramid-roofed tower. The tower is clad with octagonal wood shingles above the roofline and German siding below.

A gabled dormer is located on the rear (south) elevation. The gable end is clad with octagonal wood shingles and protected by overhanging projecting eaves with exposed rafters (Photograph 3). The building's mechanical equipment and a projecting utility chase are housed beneath the dormer. Fenestration matches that of the front projecting bay and consists of paired eighteen-over-one double hung wood sash windows.

The west elevation features a large wooden cargo door which once accessed the former mail room of the station (Photograph 6). Rails and stiles divide the door into four unequal sections which are infilled with diagonal beaded wainscot. A five-light transom caps the door. The gabled east elevation is fenestrated by a pair of twenty-four-over-two double-hung wood sash windows. An informational display is mounted on the east façade between the two windows.

An open-air covered pavilion is appended to the east elevation of the railway station (Photograph 4). The four bay by two bay structure has a wooden-decked patio. The hipped roof, which is covered with wood shingles, features broad overhanging eaves supported by bracketed posts and exposed beams (Photograph 5). A concrete wheelchair access ramp connects the deck with the parking lot below.

Interior

The interior of the railway station is divided into three main rooms arranged in an east and west block on the first floor. The "L-shaped" former main passenger waiting room and an inset ticketing office are located on the east (Photographs 7 to 12). The rooms in the east block are finished with beaded wainscoting below a chair rail. Windows and doors have molded wood surrounds. A simple base molding encircles the room and the floor consists of thin oak planks.

Prepared by: C. Leggio, D. Litowitz, and S. Wiczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CT-100

Page 3 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

The western block is occupied solely by the former mail/storage room (Photographs 13 to 15). A floor-to-ceiling beaded wainscot partition wall forms the eastern end of the room. A single-leaf paneled wood door on this wall allows access to the stairwell to the second floor. The interior of the mail/storage room is clad in horizontal barn-board face-nailed to the interior of the walls. The ceiling joists are exposed, revealing the second floor flooring above. With the exception of a decorative molding on the southern wainscoted partition wall, trim moldings in this space are simple and lack decoration.

Dolores

A former railway passenger car, locally known as "Dolores," is situated behind the station (Photograph 16). According to the National Register nomination form for the property, the car was abandoned in 1958 and cut in half. Few of its original elements remain intact. A second shell of a railroad car is also present behind the station, which serves as a canopy covering picnic tables (Photographs 17 and 18).

Prepared by: C. Leggio, D. Litowitz, and S. Wieczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CT-100

Page 4 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

CT-100 – Chesapeake Beach Railway Station – Photo Log

Prints created using Epson DuraBrite Ultra Inks and Epson Premium Glossy Photo Paper

Data included on Verbatim® UltraLife™ Archival Grade DVD-R with Proprietary AZO recording dye

Image No.	Image File Name	Image Description
1	CT-100_2015-5-26_01	View of the façade (north elevation), looking southwest.
2	CT-100_2015-5-26_02	View of the façade (north elevation), looking southeast.
3	CT-100_2015-5-26_03	View of the rear (south) elevation, looking northwest.
4	CT-100_2015-5-26_04	View of the covered deck, looking southwest.
5	CT-100_2015-5-26_05	View of the interior of the covered deck, looking west.
6	CT-100_2015-5-26_06	View of the west elevation, looking east.
7	CT-100_2015-5-26_07	Interior view of the northern portion of the main room, looking west.
8	CT-100_2015-5-26_08	Interior view of the northern portion of the main room, looking east.
9	CT-100_2015-5-26_09	Interior view of the southern portion of the main room, looking east.
10	CT-100_2015-5-26_10	Interior view of the former ticketing office, looking south.
11	CT-100_2015-5-26_11	Interior view of the southern portion of the main room, looking west.
12	CT-100_2015-5-26_12	Interior view of the main room, looking northwest.
13	CT-100_2015-5-26_13	Interior view of the former mail/storage room, looking east.
14	CT-100_2015-5-26_14	Interior view of the former mail/storage room, looking south.
15	CT-100_2015-5-26_15	Interior view of the mail/storage room, looking northwest.
16	CT-100_2015-5-26_16	View of the passenger car, "Dolores," looking east.
17	CT-100_2015-5-26_17	View of the passenger car canopy, looking west.
18	CT-100_2015-5-26_18	View of the passenger car canopy, looking north.

Prepared by: C. Leggio, D. Litowitz, and S. Wiczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

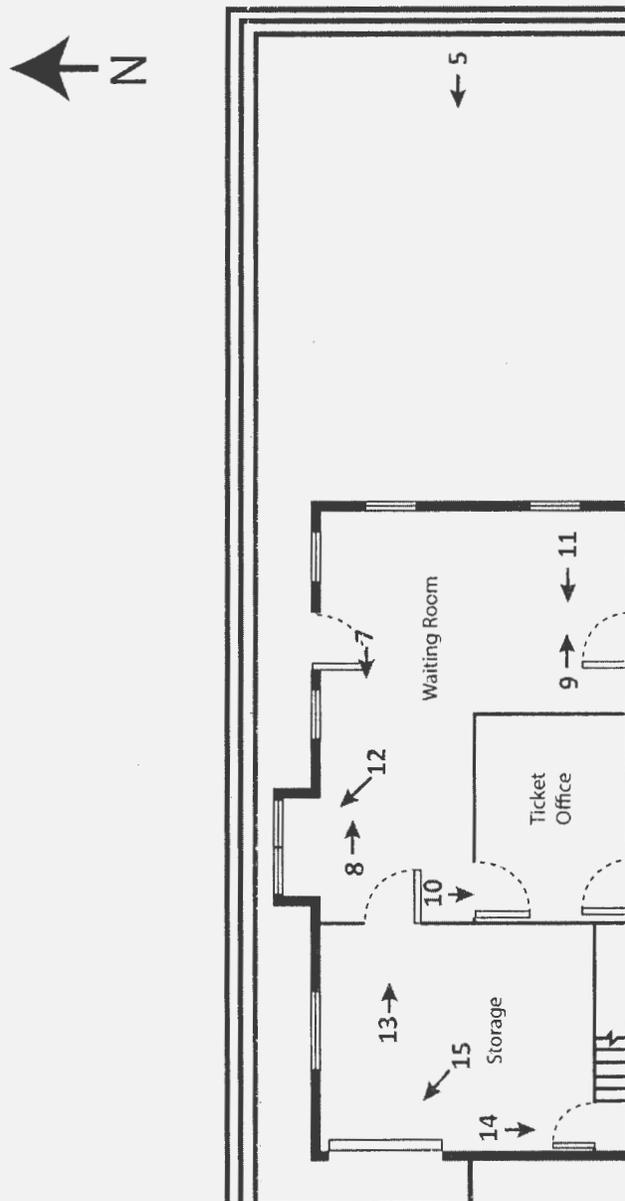
Inventory No. CT-100

Page 5 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

Floorplan and Interior Photo Key



FIRST FLOOR
(Not to Scale)

Prepared by: C. Leggio, D. Litowitz, and S. Wiczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

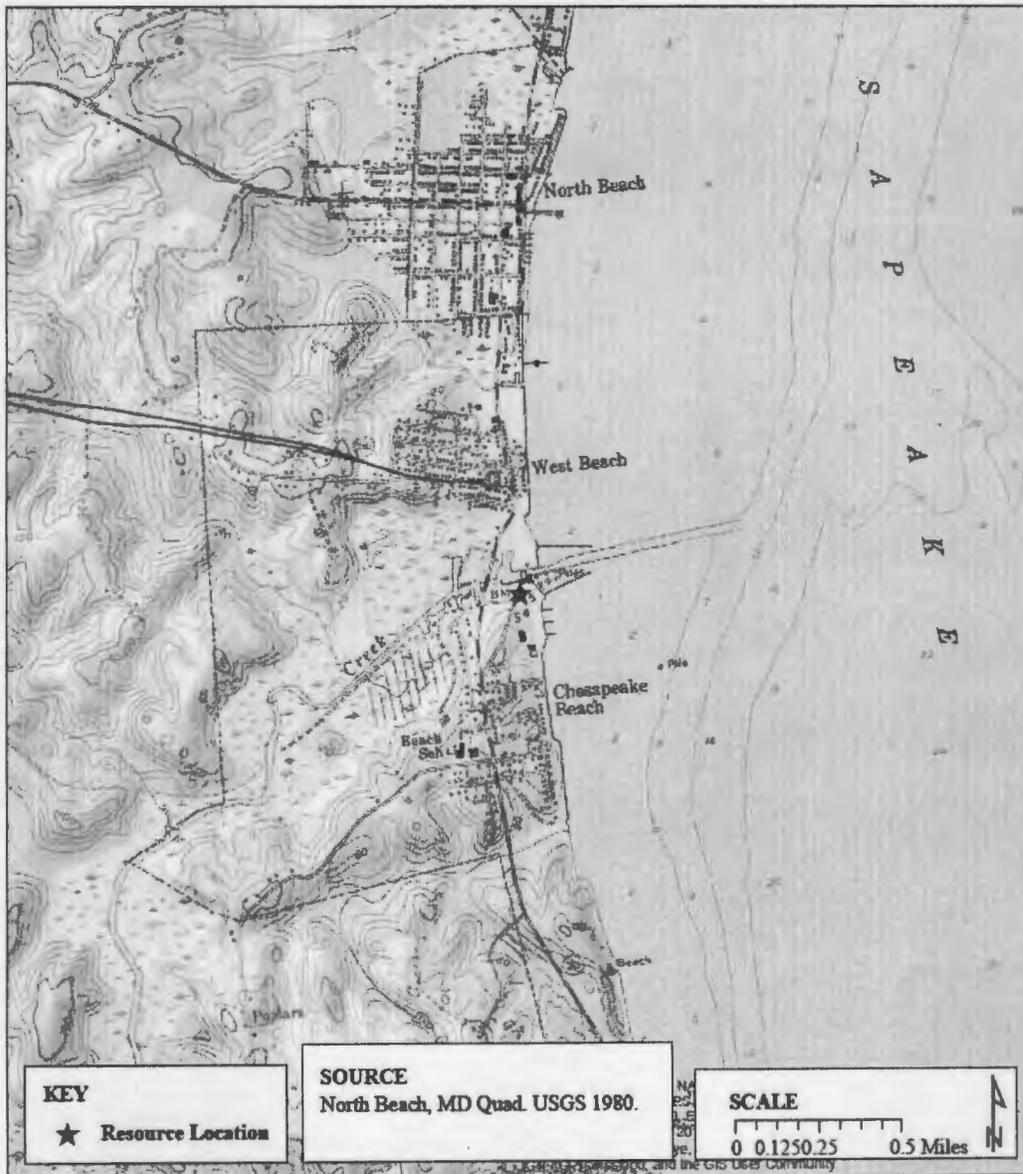
Inventory No. CT-100

Page 7 of 7

Name of Property: Chesapeake Beach Railway Station

Location: 4155 Mears Avenue, Chesapeake Beach, Maryland

Resource Location Map



Prepared by: C. Leggio, D. Litowitz, and S. Wieczorek,
Johnson Mirmiran and Thompson

Date: July 15, 2015



CHESAPEAKE BEACH

STOP

CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MDSHPD

View of the north elevation, looking SW.

1/18



CHESAPEAKE BEACH

CHESAPEAKE
BEACH
RAILWAY
MUSEUM

CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of the N elevation looking SE.

2/18



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of Selevation, looking NW.

3/18



CT-100
Chesapeake Railway Station
Calvert, MD
C. Leggio
5/26/2015
MD SHPO

View of the covered Deck, looking SW.

4/18



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of interior of covered deck.

Looking W.

5/18



CHESAPEAKE
BEACH
RAILWAY
MUSEUM

RE A EXPRESS

VETERAN

56368M3

CT-100
Chesapeake Railway Station
Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of the west elevation, looking E.

6/18



THE MICHIGAN TOWNSHIP
D.C. to the great
handball near the

MARCH 21, 1888
TO APRIL 15, 1885

Cliffs of Colvest!



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of N portion of main
Room, looking W.

7/18



AMERICAN
NAVY

A sixty-ton

A remarkable story of a North Beach Home Our Military Service



CT-100
Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of N portion of
main room, looking E.

8/18



SEASIDE
JUNE 1911 and 1912
THE GREAT FIRE
THE GREAT FLOOD
THE GREAT DROUGHT

CENTRAL HOTEL
SEASIDE
BILLYSON
SANTOYAGUI AND HIS
FREE PARKING

SEASIDE
FREE
THE BEACH!

ENTERTAINMENT & BALL
SEASIDE
CONSTRUCTION PAID
FREE PARKING



...



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of S. portion of
main Room, looking E.

9/18



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of former ticketing
office, looking S.

10/18



CT-100
Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of S portion of main
room looking W.

n/18



CT-100
Chesapeake Railway Station
Calvert, MD

C. Leggio

5/26/2015

MD SHPO

Interior view of main Room,
looking NW.

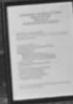
12/18

EAST WASHINGTON --- RAILWAY --- FREIGHT YARD

OFFICES
EAST WASHINGTON
RAILWAY COMPANY

OFFICES
EAST WASHINGTON
RAILWAY CO.

TO ARRIVE PROMPTLY,
Please Start Your Engine
Five Mins. Before



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SAPO

Interior view of former mail/storage
room, looking E.

12/3/18

RAILWAY EXPRESS AGENCY
INCORPORATED



CT-100

Chesapeake Railway Station

Calvert, MD

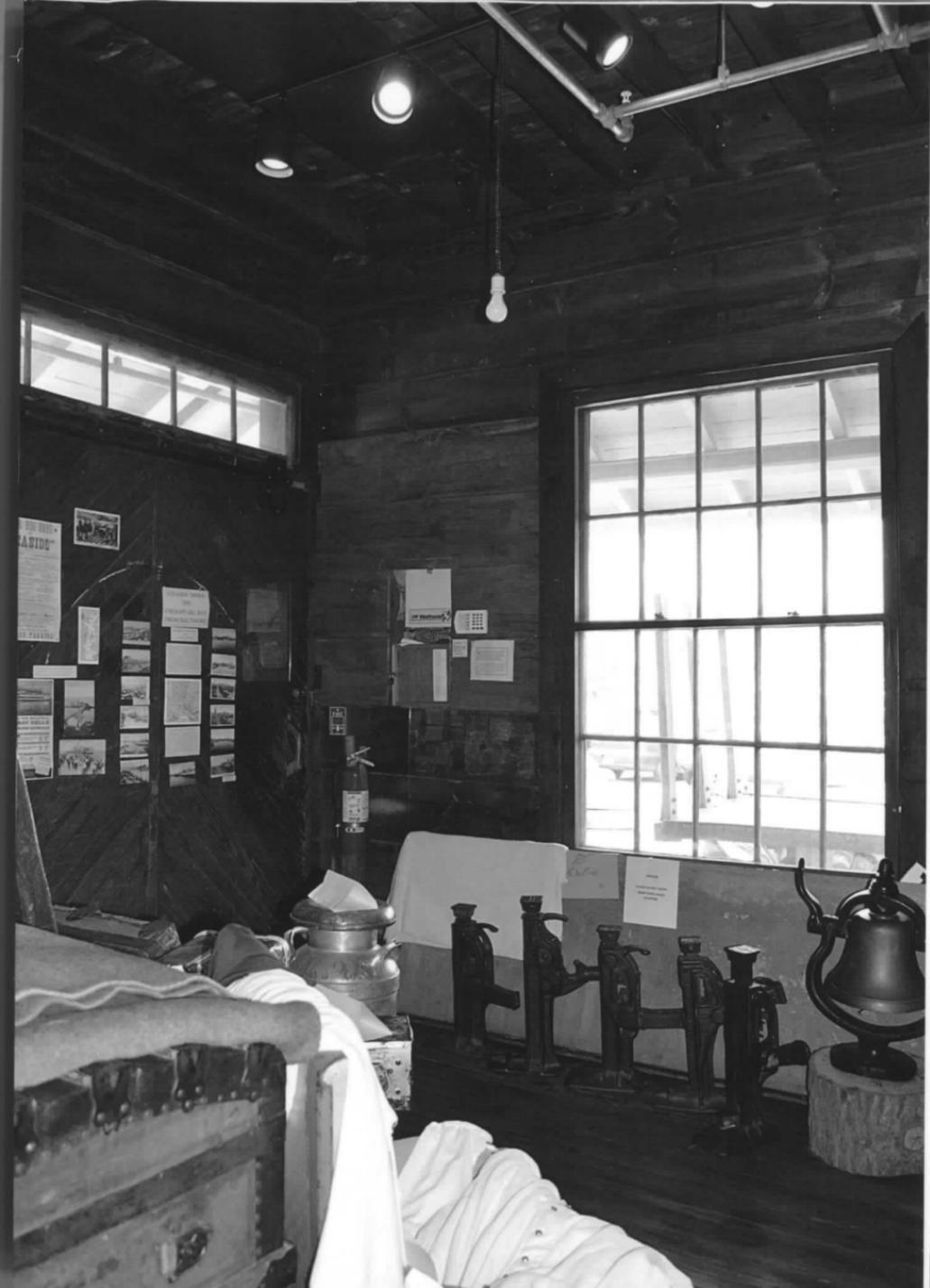
C. Leggio

5/26/2015

MD SHPO

Interior view of Former Mail/Storage
Room, looking S.

14/18



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHDO

Interior view of mail/storage room
looking NW.

15/18



RAILROAD
CROSSING

Cape Fear
River
Museum

CT-100
Chesapeake Railway Station
Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of the passenger car "Dolores"
looking E.

16/18



CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of passenger car canopy
looking W.

17/8



STATION
1
MILE.

CT-100

Chesapeake Railway Station

Calvert, MD

C. Leggio

5/26/2015

MD SHPO

View of passenger car canopy,
looking N.

8/18



AUG 01 1979

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

MARYLAND HISTORICAL TRUST

1 NAME

HISTORIC

Chesapeake Beach Railway Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

CITY, TOWN

Chesapeake Beach

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

MD

COUNTY

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER: storage

4 OWNER OF PROPERTY

NAME

Donovan Brothers (Rod 'N Reel Restaurant)

Telephone #:

STREET & NUMBER

CITY, TOWN

Chesapeake Beach

VICINITY OF

MD

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Calvert County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Prince Frederick

STATE

MD

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chesapeake Bay ebbs to within several hundred yards of the Chesapeake Beach Railroad Station's east end. The old Chesapeake Beach Amusement Park adjoins the Station to the south, while the Rod *N Reel Restaurant and its parking lot are located to the north. Although the Amusement Park lies abandoned, the restaurant and beach still provide the festive, bustling activity that has always surrounded the Station.

The 93' long main facade of this frame building faces north. The Station comprises two one-story hip-roofed sections. The lower-roofed eastern part was once an open passenger boarding area. Although later owners enclosed this area for storage, the building retains its original lines and construction.

A porch shelters the main terminal's three exposed sides. The Station's hip roof flares out to cover this porch. Chamfered braces, rather than posts, support the roof. A square, two-story tower protrudes from the north side. Its pyramid roof rises above the main terminal ridge. A cross-gable lights the south side. "German" siding sheathes the terminal. Composition shingles now cover the roof.

The tower's fenestration is identical on both levels. A pair of joined sash windows pierces the north side. A single window appears on either the east and west sides of this projecting tower. All these windows hold 20/1 sash. To the east of the tower a transomed door comprising six oddly-spaced panels is centered between two 20/1 windows. A 10/10 sash window is situated west of the tower.

The west end's only feature is a large door leading to the mail and cargo room. Rails and stiles divide this door into four sections, each containing narrow, beaded wainscoting placed diagonally. A five-pane transom tops the door.

On the south side one joined pair of 20/1 sash windows lights the tower, while another pair lights the first floor below. A door appears to either side of this window. Each door is topped by a single-pane transom. The west door contains four vertically-placed rectangular panels divided by one horizontally placed panel. The east door's transom framing includes an odd molding that does not survive elsewhere in the building.

The Station's interior plan is very simple. A cargo and mail room runs the 25' depth of the west end. The remaining space to the east includes an L-shaped passengers' waiting room wrapped around an office in the southwest corner. Surviving interior finishes are simple. Narrow beaded-board wainscoting completes the waiting room and office.

The mail room's stud construction was left uncovered, except for its east end, which was sheathed in simple lapped weatherboards. A ladder-like stairway leads from this room to the attic, which was used for storage.

The Station's frame employed circular-sawn beams, often butted and toe-nailed with wire nails. This is the first known dated use of wire nails in Calvert County.

The porch roof's exposed and chamfered framing is one of the finest decorative features of this building. The braces support a member resembling a purlin or a tilted false plate, which in turn supports the porch rafters.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE/trans.	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1898

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Washington and Chesapeake Railway Company received a charter from the State of Maryland on September 1, 1891 to operate a standard gauge railroad from the Eastern boundary of the District of Columbia through Prince Georges, Anne Arundel and Calvert Counties to the site of the present town of Chesapeake Beach. It ran from Fall 1898 into Spring 1935. Otto Mears was the company president.

When a design was needed for the station, McNeil, Mears' assistant, wrote to C.S. Thompson, the bridge engineer for the Denver and Rio Grande, requesting copies of the depot plans at Fort Logan. The extent to which these plans were emulated is uncertain, but it is apparent that a "type" was employed, for the photographs of the stations at Owings, Marlboro, and Washington reveal similarities among these depots.

The Chesapeake Beach terminal was built partially upon reclaimed marshland along the south side of Fishing Creek. In terms of materials and style it shares a great deal with the other houses and structures closely connected with the original park and town. It was likely the work of Winston, who was the contractor and builder of most of those buildings.

The significance of the Chesapeake Beach Railway Company to the history of Calvert County is simply that for many years neither Chesapeake Beach nor the Railroad would have existed without the support of the other. While the resort at Chesapeake Beach was the reason for the existence of the railroad, the railroad also provided the only reliable freight and transportation line for the northern half of Calvert County.

It is ironic that the railroad transported the first automobiles into Calvert County, for it was the automobile which eventually caused the railroad to go out of business.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

The Chesapeake Beach Railway, Ames W. Williams (1977)

Wayne Nield, Maryland Historical Trust Historic Sites Inventory
 Planning brochure, Chesapeake Beach Railroad Museum

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5 acres

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Merry Stinson

ORGANIZATION

Historic Sites Survey

DATE

STREET & NUMBER

Box 107

TELEPHONE

Dunkirk, MD 20754

CITY OR TOWN

STATE

MD 20678

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
 The Shaw House, 21 State Circle
 Annapolis, Maryland 21401
 (301) 267-1438

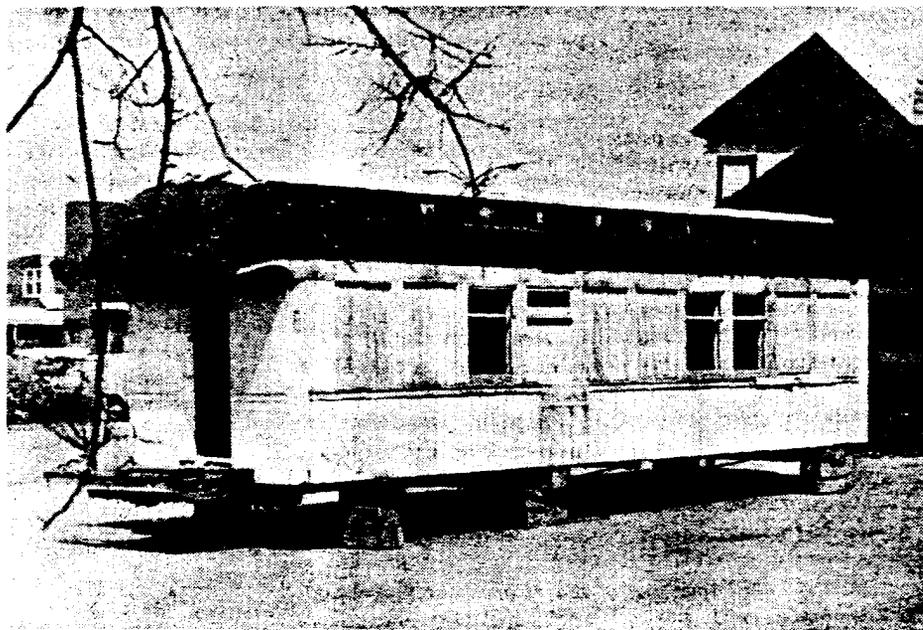
DESCRIPTION CONTINUED

"DELORES"

This car is one of 32 passenger coaches purchased between June 1, 1899, and December 1, 1903, from the St. Charles Car Company of St. Charles, Missouri. The Calvert County Historical Society moved the car from the Chesapeake Beach Railroad Engine House in Prince George's County to the Chesapeake Beach Railroad Station in spring, 1979. The car stands about 50' west of the Station.

The Delores was abandoned in 1958, then stripped and cut in half in 1959. Little original detail remains, although the basic structure of the car is intact. Ames Williams, in Otto Mears Goes East: The Chesapeake Beach Railway (p. 40, 48), describes the original cars as:

all of wooden construction of the suburban type with open platforms, four-wheel trucks, toilets, baggage racks, kerosene lighting and steam heat. The livery was Tuscan red with black trimmings and trucks. The letter boards carved the words Chesapeake Beach in gold leaf. While there is no record of the individual weight of each class of car, they appear to have ranged between 52,450 and 58,500 pounds. The coaches contained 40 rattan swing-over seats, the chair cars 72 wicker chairs and the parlor cars 36 plush and 36 wicker seats each.

Calvert Independent, April 27th

The passenger car, Delores, the last known surviving car from the old Chesapeake Beach Railway, arrived for restoration at the Rod 'n' Reel Restaurant last week. (staff photo by Ellen Gauthier)

Delores Arrives At Chesapeake Beach

By Ellen Gauthier
Staff Writer

Delores arrived in Chesapeake Beach under the cover of darkness blanketed by rain that had been falling all day and all night. A few people remembered her from past days when she glided into town on a silver rail wearing fresh paint and carrying people from Washington and the surrounding area to this little resort town in northern Calvert County.

Delores is one of the last known passenger cars from the now defunct Chesapeake Beach Railway and her final trip into Chesapeake Beach last week heralds the beginning of a new era in the little town that was created by a railroad.

Since the railroad stopped operation in 1935, Delores had been sitting in a railyard in Seat Pleasant serving as a home for transients and hobos.

Today she sits in the parking lot of the Rod 'n' Reel Restaurant in Chesapeake Beach. Delores has come home looking a little the worse for wear. Some of the windows are boarded up, others are open and let the rain in, the roof leaks, the paint is peeling.

But underneath this derelict facade glimpses can be seen of what Delores was. To the people of Chesapeake Beach, the Calvert Historical Society and to Fred and Gerald Donovan (owners of the Rod 'n' Reel), these glimpses

of the past work like a mirror on the future.

The Delores, if all goes well, is destined to become one of the chief exhibits at the proposed Chesapeake Beach Railroad Museum. The museum is still in the planning stages, spurred along by tremendous outpourings of enthusiasm from residents all over the county.

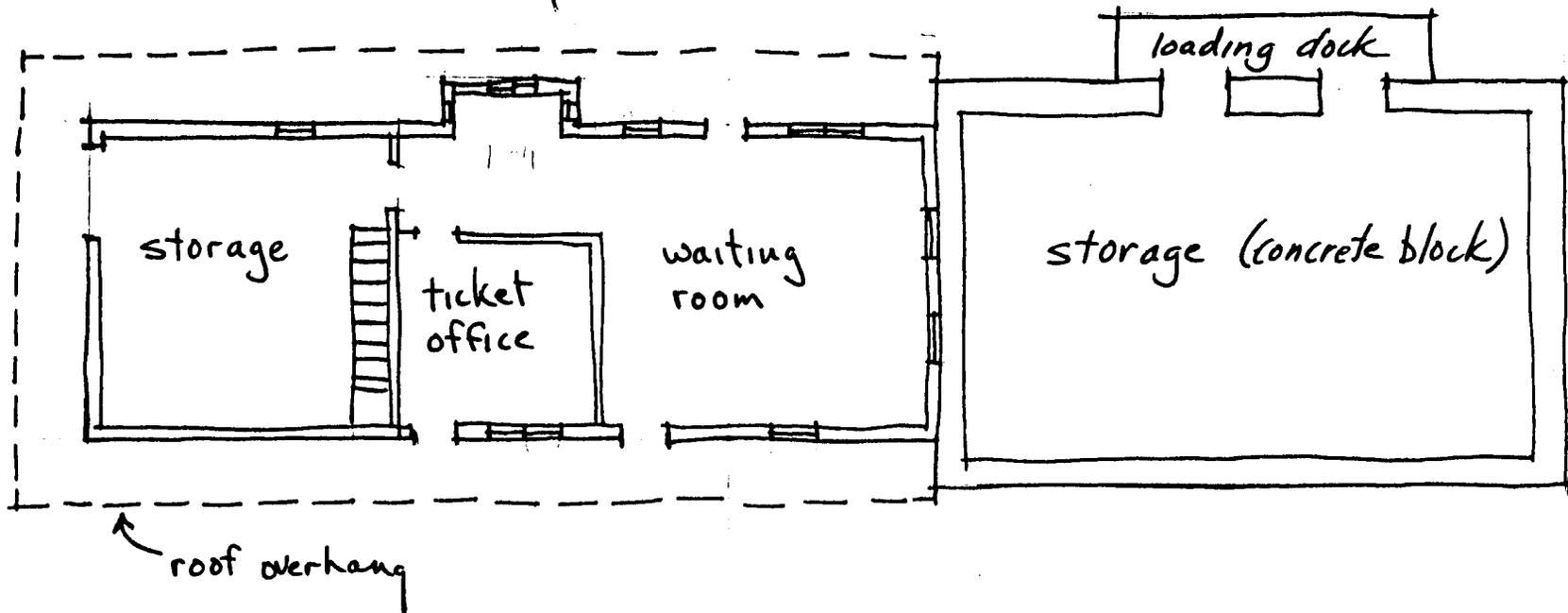
The Washington and Chesapeake Railway Company received a charter from the state in 1891 to operate a standard gauge railroad from the eastern boundary of Washington through Prince George's, Anne Arundel and Calvert counties to the site of the present town of Chesapeake Beach.

(See Delores Pg. 21)

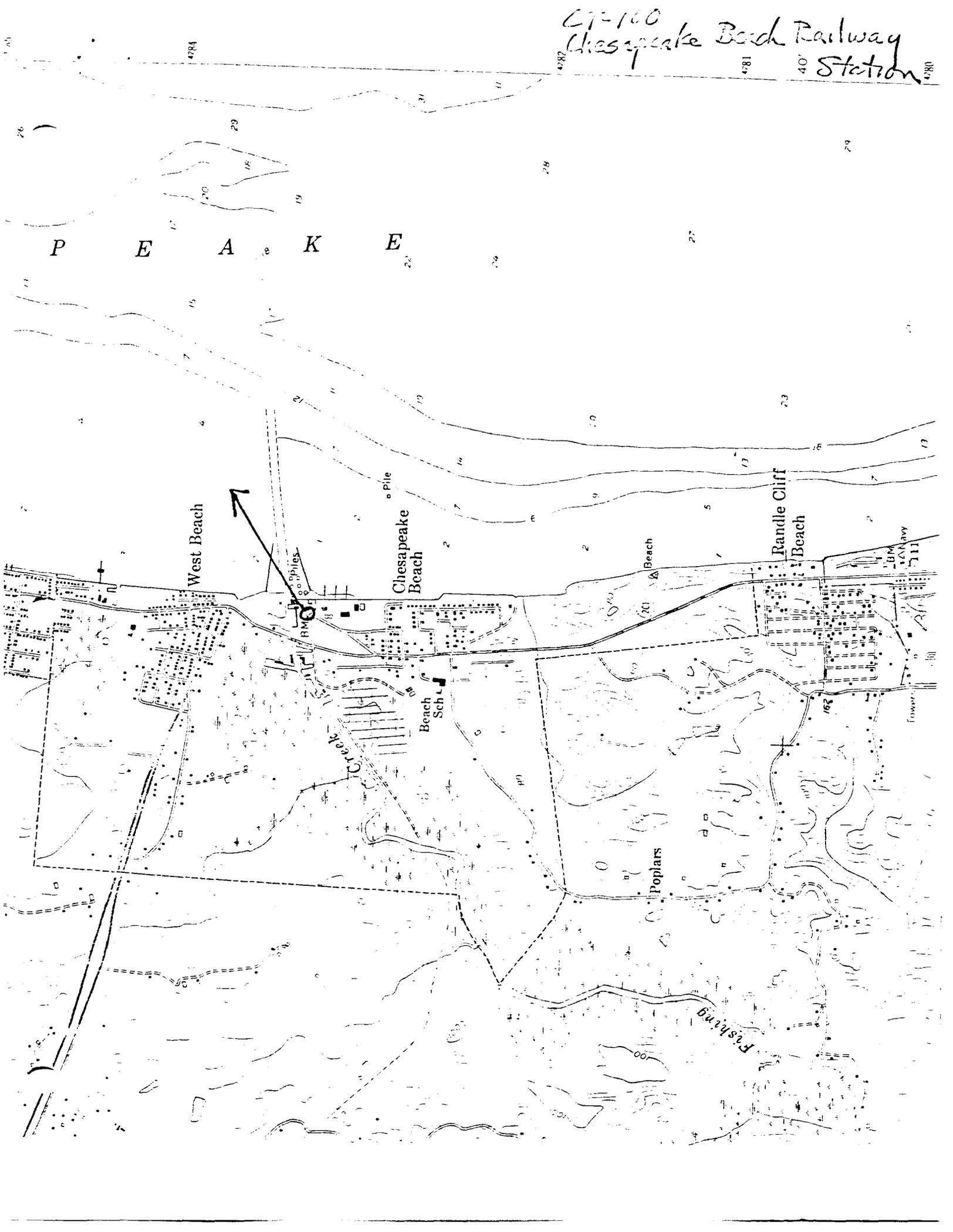
A
N

CT-100
Chesapeake Beach
Railway Station
-not to scale-
Merry Stinson May, 1980

→ to
Chesapeake Bay



CT-100
Chesapeake Beach Railway
Station



Easement

Chesapeake Beach Railway Station (CT-100)
8005 Bayside Road, Chesapeake Beach
Calvert County, Maryland
Open to the public

Built 1898

The Chesapeake Beach Railway Museum building is owned by the Rod-n-Reel, Inc. In 1978 the Rod-n-Reel, Inc. purchased the former railroad station and 5.96 acres of contiguous land from the Chesapeake Beach Park In an interest to preserve the defunct railroad station, the owners of the Rod-n-Reel, Inc. leased the building to the Calvert County Commissioners in 1979. Through the combined efforts of the Calvert County Historical Society, Calvert County Government and private individuals local landmark was successfully converted into a museum dedicated to the history of the Chesapeake Beach Railroad and the community it created.

In 1980 the building was listed on the National Register of Historic Places, and the following year the building's owners granted a preservation easement (interior and exterior) to the Maryland Historical Trust (MHT). Between 1980 and 1984, with financial assistance from the National Park Service (NPS), MHT, and local support, the building underwent a thorough interior and exterior restoration. In accordance with the terms of the easement, restoration was carried out in consultation with MHT and in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The 1980s restoration effort focused on reversing major integrity-diminishing structural changes and deterioration that took place between 1935 and 1979. Repairs were made to surviving original features; missing architectural elements were suitably replaced; and mechanical systems were installed and/or upgraded. Some documentation and in-progress photographs related to the restoration are in the files of the Chesapeake Beach Railway Museum. Slide reproductions are included in the photographic documentation section of this update. Scanned copies of these slides are included here on attached continuation sheets.

In compliance with a 1999 agreement between the Rod-n-Reel, Inc. and the Maryland Historical Trust, the following documentation focuses on the changes that have taken place since the writing of the nomination in 1979.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. CT-100

Magi No.

DOE yes no
(NR listed, 1980)

Easement

1. Name (indicate preferred name)

historic Chesapeake Beach Railway Station (preferred)

and/or common Chesapeake Beach Railway Station Museum

2. Location

street & number 8005 Bayside Road P.O. Box 783 not for publication

city, town Chesapeake Beach vicinity of congressional district 1st

state Maryland county Calvert

3. Classification

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

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

name Rod-n-Reel, Inc. c/o Gerald W. Donovan

street & number P.O. Box 99 telephone no.: (410) 257-2735

city, town Chesapeake Beach state and zip code: Maryland 20732

5. Location of Legal Description

courthouse, registry of deeds, etc. Calvert County Court House liber ABE 235

street & number folio 885

city, town Prince Frederick state Maryland

6. Representation in Existing Historical Surveys

title National register of Historic Places Inventory--Nomination Form

date 1979 federal state county local

depository for survey records Maryland Historical Trust

city, town Crownsville state Maryland

7. Description

Survey No.

CT-100

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

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

Exterior

This north-facing building is composed of two telescoping sections, aligned along an east-west axis. The western-most portion, measuring 93' in length and extending one-and-a-half stories in height, represents the main body of the structure. The shorter, one-story section that extends to the west, originally served as an open-air passenger-waiting pavilion.

Between 1935 and 1950 the open-air waiting pavilion was enclosed with concrete block walls that were externally sheathed with asphalt siding. These walls are now removed and the pavilion is once again restored, and gives a commanding view of the Chesapeake Bay, located directly to the east. The pavilion's original roof truss and post, structural support system, entombed by the later construction, are once again exposed.

The pavilion features a pressure-treated pine platform that continues westward to wrap around the building's north and east perimeter. Those portions are sheltered from the elements by the overhanging eaves of the main building. Both the platform and the two low steps that connect the platform with grade level were rebuilt as part of the 1980s restoration campaign.

Also during the course of the building's history, the original cedar-shingle roof was replaced with black, modern composition shingles. The fish-scale shingle-covered walls of the building's architectural focal point -- the pyramidal-roof tower centered on the front of building's main mass -- were sided with yellow asbestos shingles. The distinctive "kick" located at the tower's base, was removed. During restoration, cedar roof shingles were reinstalled. With respect to the tower, historically correct decorative fish-scale shingles replaced the inappropriate asbestos sheathing, and the "kick" reconstructed.

A corbelled chimney pierces the roofline in the building's southeast quadrant. Extensive repairs and repointing were carried out to both the exposed and internal portions of the stack.

The exterior walls of the main building were constructed with the upper section sheathed with German siding. Below the windows, separated from the German siding by a wooden surbase, vertical wainscoting was originally employed. The German siding survives to present, but the wainscoting was subsequently removed. It was, however, replaced as part of the restoration program.

8. Significance

Survey No. CT-100

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (recreation)

Specific dates: 1898	Builder/Architect						
Check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C	<input type="checkbox"/> D			
and/or Applicable Exception:	<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
Level of Significance:	<input checked="" type="checkbox"/> national	<input checked="" type="checkbox"/> state	<input checked="" type="checkbox"/> local				

Prepare both a summary paragraph of significance and a general statement of history and support.

Built in 1898, the Chesapeake Beach Railroad Station is a fine and typical example of late-19th / early-20th century railroad architecture. The relatively modest and inexpensive construction methods used in this building likely reflect the financial constraints of its financiers.

The Chesapeake Beach Railway Company and the Chesapeake Beach Hotel Company were the financially troubled corporate entities that built the railroad, and developed Chesapeake Beach into a bayside resort. Many of the principals of one company were involved with the other. Most notable, was Colorado native Otto Mears, who made a fortune in the railroad business in the western United States. The most thorough history of the subject remains Ames Williams', Otto Mears Goes East: The Chesapeake Beach Railway.

Photographs of the bustling resort, complete with boardwalk, amusement park and casinos, suggest a level of financial success that, in fact, never existed. The Chesapeake Beach Railroad, begun in 1898, ceased operation in 1935. The resort suffered the vicissitudes of the Great Depression, World War II, and the popularity of ocean-side resorts. Subsequent to World War II, both Chesapeake Beach and its neighbor, North Beach transformed from summer resorts to year-round residential communities.

Touted as "New and Modern" and as presenting "attractions not offered by any other resort this side of Atlantic City", the railroad provided Washingtonians with easy access to this summer community. Rail travel from Baltimore required numerous transfers. As a result, most Baltimoreans arrived to Chesapeake Beach via steamship.

The Chesapeake Beach Railroad Station's architect remains unclear. A Mr. McNeil, an assistant to Otto Mears, wrote to C.S. Thompson, bridge engineer for the Denver and Rio Grande Railroad requesting copies of depot plans at Ft.

(Continuation Sheet 7.1)

With respect to fenestration, the building's distinctive 20/1 and 20/2 and 10/10 double hung sash windows are original. Frames and sash were repaired, generations of paint removed, and broken panes replaced. The heavy exterior glazed-and-paneled oak doors located in the building's north, south and east walls are also original. Their painted-over transom lights have been repaired.

The primacy of the building's front (north) entrance is emphasized by the presence of a well-articulated dentilated lintel between the single-light transom and door. Two openings on the north side are similar to that found in the north wall, except for the dentilated trim. The building's west entrance leads into the baggage room. This large utilitarian service entrance retains its heavy, diagonal-batten-and-brace wooden door, hung on a metal sliding track. Paint has been removed and glazing repaired to the opening's five-light transom.

Interior

Interior restoration was carried out in a manner that retained the maximum amount of original material. The project's goal was to return the building as close as possible to its turn-of-the century appearance. Two areas of the building, however, the former baggage room and attic, were changed from the original design to accommodate present-day needs.

The building, measuring approximately 93' x 25', is divided into three rooms of differing size. The modified, L-shaped waiting room composes the majority of the building's interior space. It is currently used to display museum collections and educational signage. A small office, measuring approximately 12' x 12' is located on the structure's south side. It too is used as display space. A corridor, formed by the long end of the waiting room's "L" runs in front of the office, and connects with the baggage room situated at the structure's west end.

The building's interior features regular-width, tongue-in-groove pine flooring throughout. Though it had buckled in place, the original floor was retained. Boards were removed, repairs made, roll-type fiberglass insulation laid, the floor leveled and braced, and the floorboards then replaced. The reinstalled floor was subsequently sanded and stained.

The walls and ceiling of the waiting room and office are finished with modern gypsum board. Blown-in wool insulation has been pumped behind the walls, while roll-type insulation installed in the ceiling. While the walls are new, the beaded board wainscoting found in the waiting room and office is original to the structure. Numerous coats of paint had been applied over the years. Rather than strip the paint, it was decided to reverse the wainscot so that the surface that had spent the better part of a century abutting the wall now presented a

(Continuation Sheet 7.2)

pristine surface into the room. The chair rail, however, was missing. Its modern replacement is "Brooks' Fancy Chair Rail" purchased from Brooks Brothers Lumber of Annapolis.

Most window and door surrounds are original. Exceptions include the door and surrounds associated with the door to the office and that between the waiting room and baggage room. While the replacement material closely matches original fabric, the wood grain and patina differentiates the historic from the modern elements.

In deference to fuel efficiency, new interior storm windows were fabricated and installed as part of the restoration. Carefully crafted from yellow pine and stained to match historic woodwork, these storm windows feature a horizontal muntin that aligns with the meeting rail of the outer window. As a result, these energy-conserving windows are well camouflaged and difficult to detect.

The small alcove directly in front of the office was altered during the course of the building's occupation. Specifically, the segmental arch spanning the north wall's double windows was enclosed. It has now been reconstructed based upon physical and photographic evidence.

The baggage room is the most altered of the original historic spaces. On the room's east wall, the original staircase leading to the attic has been removed. The stair's former location is revealed by ghosting on the tongue-in-groove horizontal planks that sheath the finish the east wall. A new staircase, enclosed behind a beaded board wall, now runs along the room's south wall. A small closet is located beneath the stair and is used to store files and safety equipment.

Reused boards laid horizontally cover the lower two-thirds of the baggage room's north and south walls. The upper portions remain unsheathed and the original 2" x 4" studs with interstices filled with roll-type fiberglass insulation are visible. The final treatment and schedule for finishing these walls remains undermined.

Originally, the attic level was unfinished. While the exposed ceiling joists, visible in the baggage room, are original to the structure, the attic's floorboards (i.e. baggage room ceiling) are reused material, and were installed to avoid a modern appearance when viewed from the baggage room.

Behind the baggage room's new beaded board south wall, lies a quarter-turn staircase. This provides access to the recently finished attic. Material from the old stair was incorporated into the new.

(Continuation Sheet 7.3)

Originally the attic was unfinished, and lacked even a secure floor. This space contains an office, bathroom and a small storage area. As previously noted, old flooring is installed over the baggage room, otherwise the attic is finished with modern materials. In keeping with guidelines set form by the Secretary of the Interior's Standards for the Treatment of Historic Properties, the attic was finished to reflect its 1980s date of construction.

Contributing Resources

The railroad passenger car "Delores" sits on the small segment of track behind the station. Although the car is associated with the Chesapeake Beach Railway, it was included as a contributing resource in the 1979 nomination, but was not included in the final listing due to loss of integrity.

Subsequent to the 1979 nomination, the Delores was restored. Given the general loss of historic environmental setting, and the restored condition of the Delores, the car warrants recognition as a contributing element to the Chesapeake Beach Railway Museum.

(Continuation Sheet 8.1)

Logan. If these plans were used is not known. The station, however, is typical of the period and resembles stations built at this time both in various parts of Maryland and throughout the country.

When examined in a broader context, it is apparent that the Chesapeake Beach resort, and concomitantly its railroad, were products of powerful economic and social trends inspired by the Industrial Revolution. The Industrial Revolution created an immense middle class. The new economy inspired a major demographic change, as thousands of rural workers migrated to the cities in search of factory jobs. At the same time European immigration was at a zenith.

The Industrial Revolution's metaphorical backbone was the railroad, which allowed for the efficient transportation of raw materials and distribution of finished goods. Railroads also allowed the nation's consumers to travel. The years following the American Civil War created a population of previously unparalleled in wealth and mobility. At the same time urban crowding and increased pollution exacerbated age-old unpleasantness associated with city life.

Wealth and mobility gave rise to the resort. Scores of recreational, therapeutic, spiritual, artistic and educational retreats sprang up throughout the country in the 19th century. Chesapeake Beach is a classic example of this trend. Designed to appeal to a turn-of-the-20th century middle class sensibility, Chesapeake Beach is a product of the same socio-economic conditions that enabled Newport, Rhode Island; Chautaugua, New York; Hot Springs, Arkansas; Jekyll Island, Georgia; Atlantic City, New Jersey; or more locally, Ocean City, Maryland.

Ocean City is the most famous of Maryland's surviving summer resorts. Dozens of others, however, languished and fell into obscurity. Nearly forgotten are the Maryland summer communities of Bay Ridge, Beterton, Brown's Grove, Colonial Beach, Fair Haven, Fairview Beach, Gibson island, Marshall Hall, Notley Hall, Piney Point, Rockaway Beach, Sandy Point, Sherwood Forest, Tivoli and Tolchester.

Socio-economic circumstance enabled the rise of the resort, and those same circumstances ushered in their decline. In 1918, Prohibition made the manufacture or sale of alcoholic beverage illegal (Chesapeake Beach banned these activities in 1914). The Great Depression of the 1930s, World War II, and locally, a devastating hurricane in 1933 undermined the viability of recreation oriented communities dependent upon disposable income and disposable time. The wide availability and affordability of the automobile also played an important role.

Initially, the automobile first proved deleterious to the railroad. It is considered a major factor in the ultimate demise of the Chesapeake Beach Railroad. Cars

(Continuation Sheet 8.2)

subsequently impacted local beach resorts as they, and the post-war highway system, made ocean-side resorts easier to visit. Chesapeake Beach, like so many other Maryland bayside resorts, transitioned into a principally year-round residential community.

The Chesapeake Beach Railway Station recalls an era when the train, not the automobile was the primary mode of transportation, and when the Chesapeake Bay supported dozens of summer resorts for urban-weary residents.

The Chesapeake Beach Railway Station is significant both as an important example of typical late-19th / early-20th century railroad architecture, but important national cultural and social trends related to transportation and recreation.

Addenda

The Chesapeake Beach Railway Museum building is owned by the Rod-n-Reel, Inc. In 1978 the Rod-n-Reel, Inc. purchased the former railroad station and 5.96 acres of contiguous land from the Chesapeake Beach Park (Calvert County Land Records Liber ABE 235 Folio 524). In an interest to preserve the defunct railroad station, the owners of the Rod-n-Reel, Inc. leased the building to the Calvert County Commissioners in 1979. Through the combined efforts of the Calvert County Historical Society, Calvert County Government and private individuals local landmark was successfully converted into a museum dedicated to the history of the Chesapeake Beach Railroad and the community it created.

In 1980 the building was listed on the National Register of Historic Places, and the following year the building's owners granted a preservation easement (interior and exterior) to the Maryland Historical Trust (MHT). Between 1980 and 1984, with financial assistance from the National Park Service (NPS), MHT, and local support, the building underwent a thorough interior and exterior restoration. In accordance with the terms of the easement, restoration was carried out in consultation with MHT and in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Restoration architect for the project was Robert B. Loveless of Associated Architects, a firm based in Manassas, Virginia. Exterior and interior work was carried out under the direction of Charles Loving & Son, and Roger O'Dell, respectively.

The 1980s restoration effort focused on reversing major integrity-diminishing structural changes and deterioration that took place between 1935 and 1979. Repairs were made to surviving original features; missing architectural elements were suitably replaced; and mechanical systems were installed and/or upgraded. Some documentation and in-progress photographs related to the restoration are in the files of the Chesapeake Beach Railway Museum. Slide reproductions are included in the photographic documentation section of this update. Scanned copies of these slides are included here on attached continuation sheets.

The 1898 railroad station is in excellent condition, following its complete restoration. The building's pre-restoration condition is described in Section 7 of the National Register of Historic Places Nomination Form/ Maryland Historical Trust Inventory Form prepared in 1979. The following description, in compliance with an agreement between the building's owners and the Maryland Historical Trust, focuses on the changes that have taken place since the writing of the nomination in 1979.

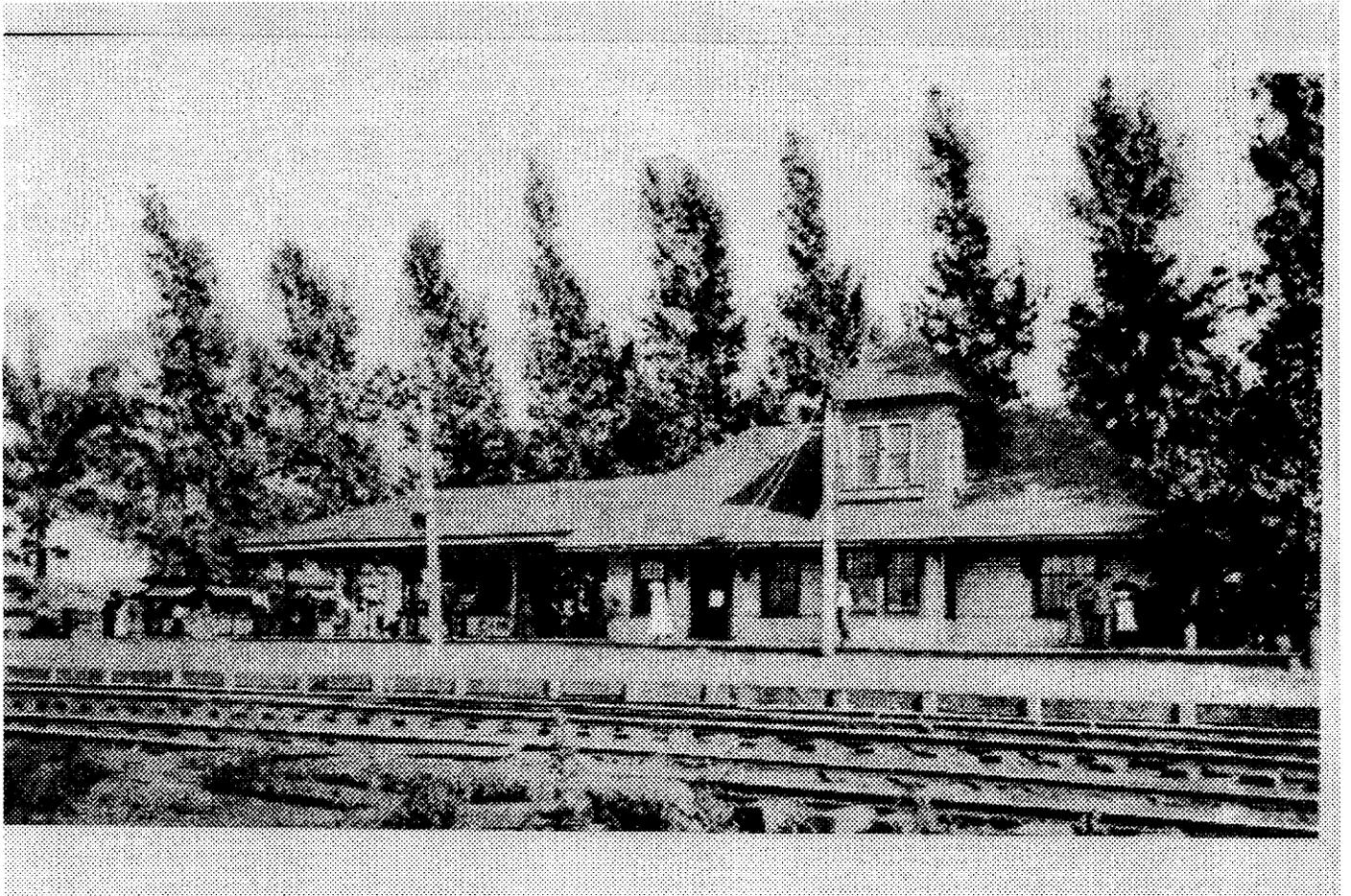
CT-100**Chesapeake Beach Railway****8005 Bayside Road, Chesapeake Beach, Maryland****Privately owned, leased to Calvert County Commissioners
open to the public****Built****1898****MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN
STATEWIDE HISTORIC CONTEXTS****I. Geographic Organization:** Western Shore**II. Chronological/Development Periods:** Industrial/Urban Dominance (1870-1930)**III. Prehistoric Period Themes:** N/A**IV. Historic Period Themes:** Architecture
Economic
Social
Transportation**V. Resource Type**

Category: Building

Historic Environment: village

Historic Function(s) and Use(s): railway station (historic) / museum (current)

Known Design Source: Unknown. (Attributed to a design provided by the Denver and
Rio Grande Railroad.)



Chesapeake Beach Railway Station, circa 1900-1910.



Chesapeake Beach Railway Station in the 1920s.



Arriving at Chesapeake Beach, circa 1925.

Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above and Below: Chesapeake Beach Railroad Station, circa 1980, prior to restoration.



Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above and Below: Chesapeake Beach Railroad Station, circa 1980, prior to restoration.



Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: east view showing the demolition of added concrete wall around passenger pavilion.

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: Interior of passenger pavilion, during demolition of concrete block wall.

Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above and Below: Removal of concrete block wall from passenger pavilion.



Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: North façade prior to installation of exterior wainscot.

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.

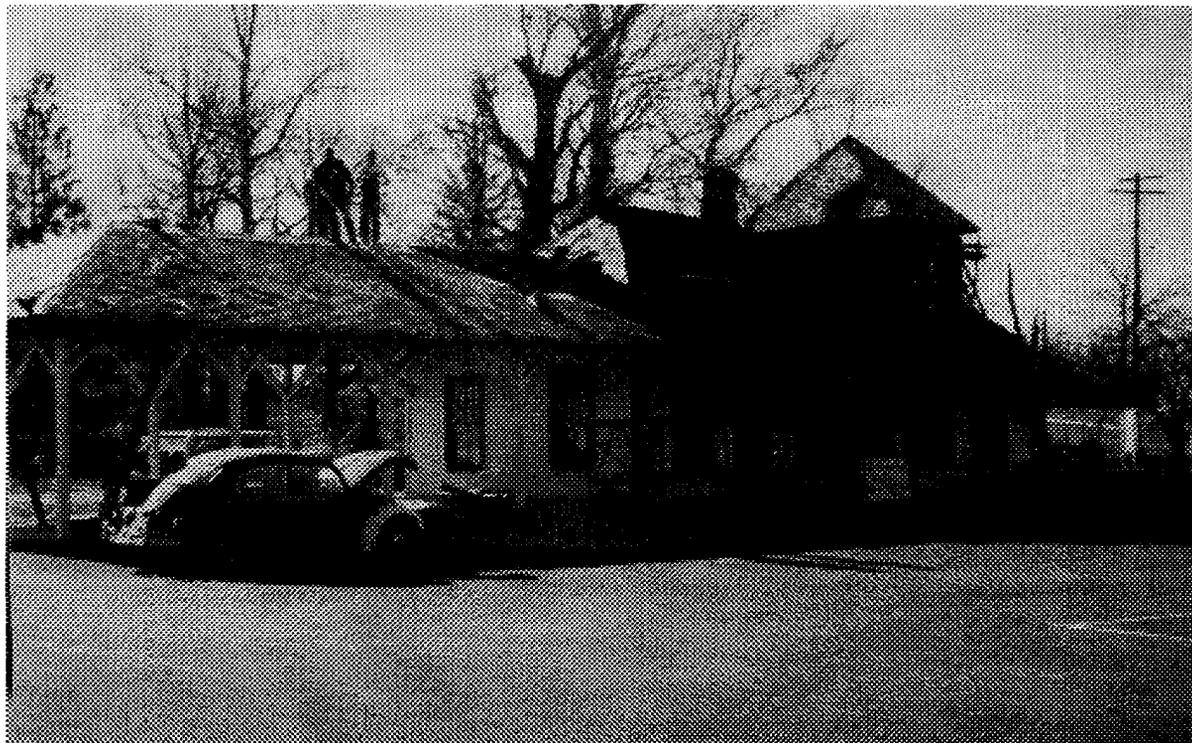


Above: North-side tower showing replaced exterior wainscot, and fish scale shingles on tower.

Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



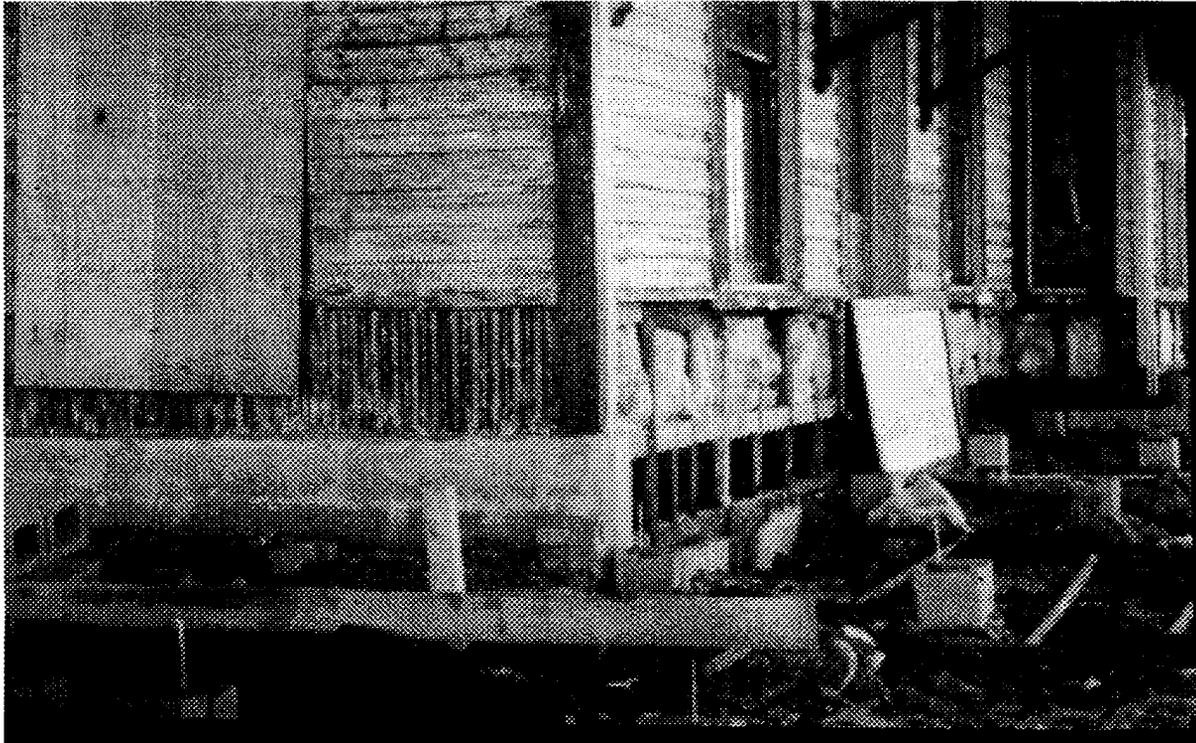
Above and Below: Circa 1980 photographs showing restoration in progress.



Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: Repairs to exterior and foundation.
Below: Installation of new roof.



Continuation Sheet

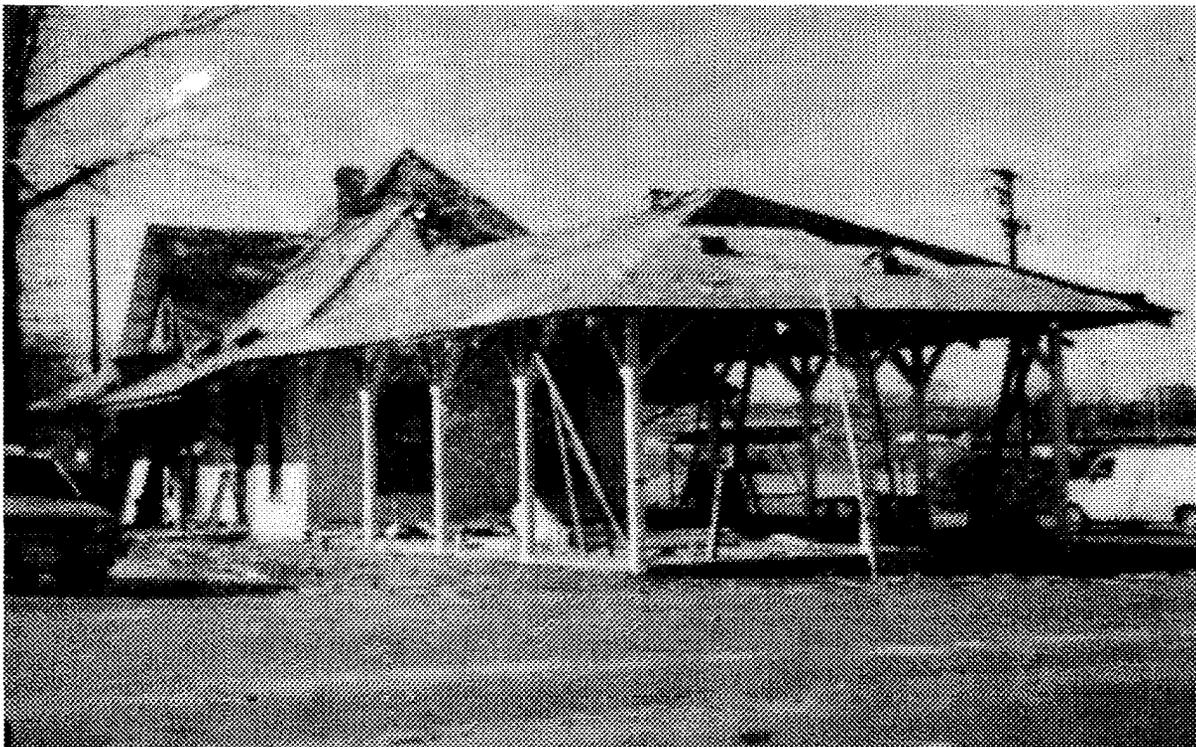
Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: Repairs to chimney

Below: Overview of restoration in progress.



Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.

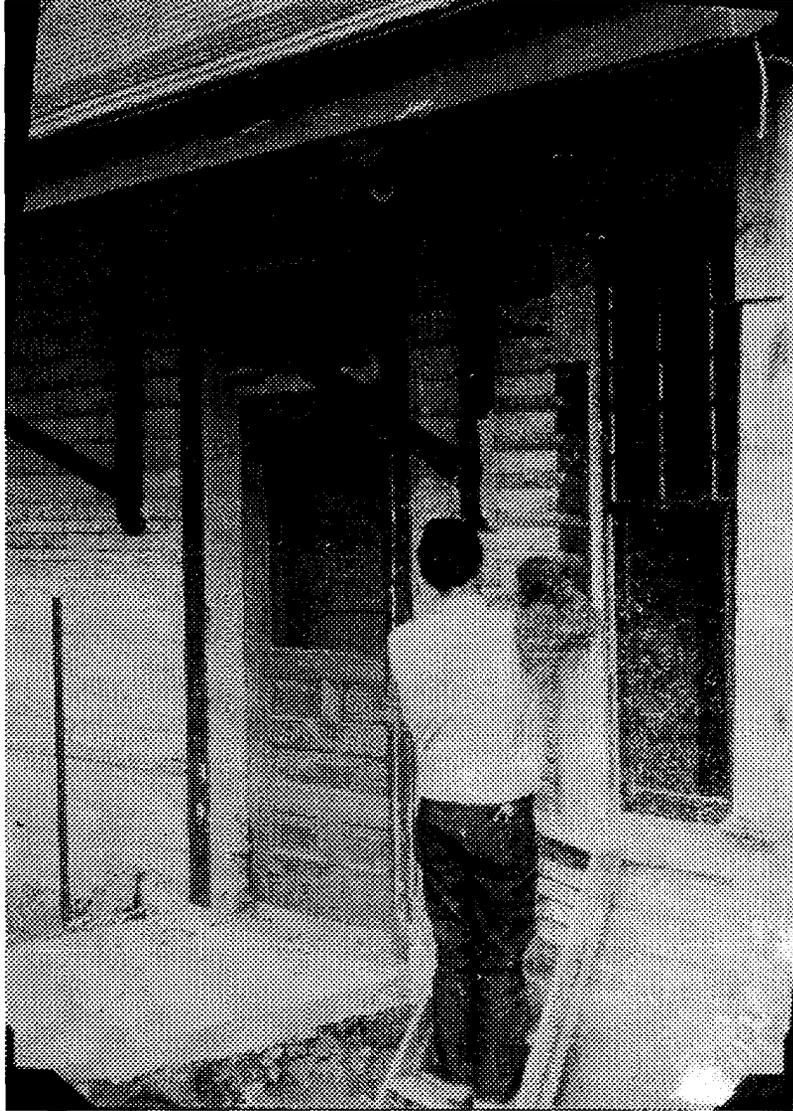


Above: Restoring dentilated trim over north entrance.

Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



Above: Exterior restoration in progress.

Continuation Sheet

Survey No. CT-100

Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.



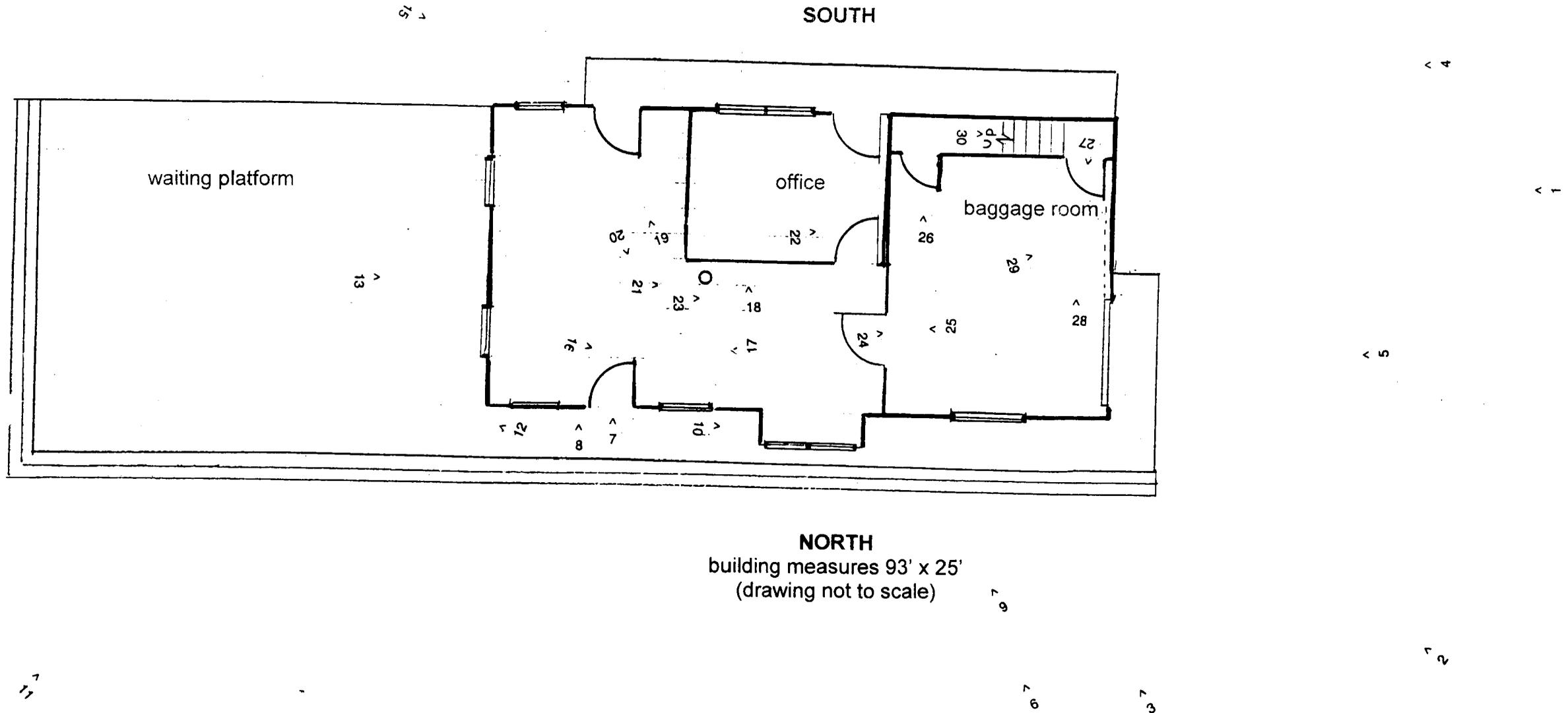
Above: Initiating work on west-side cargo entrance.



Chesapeake Beach Railroad Station in Owing, Maryland, 1920s. Note similarity to Chesapeake Station.

Chesapeake Beach Railway Station Museum (CT-100)
1st floor plan and exterior and 1st floor photograph location map.

Numbers shown on plan correspond with numbering system on black and white photographs submitted to the Maryland Historical Trust, June 2000.

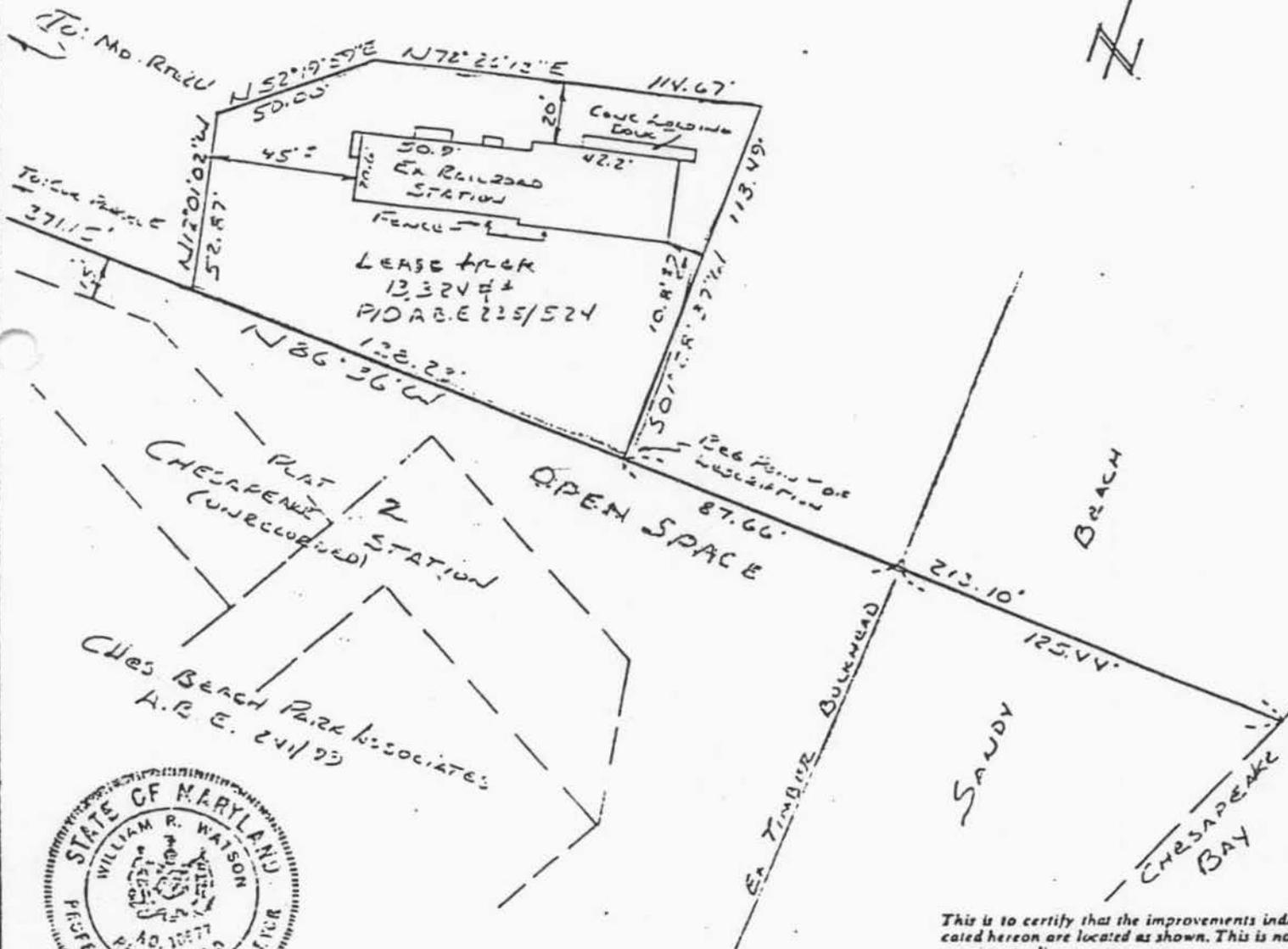


Chesapeake Beach
Railway Station

Chesapeake Beach Railway Station (CT-100)
1979 Plat
Recorded in land records of Calvert County
ABE 235/524 and plat book ABE 1/40

Rod & Reel, Inc
A.B.E. 235/524

(TRACT 1
PLAT BOOK ABE 1/40)



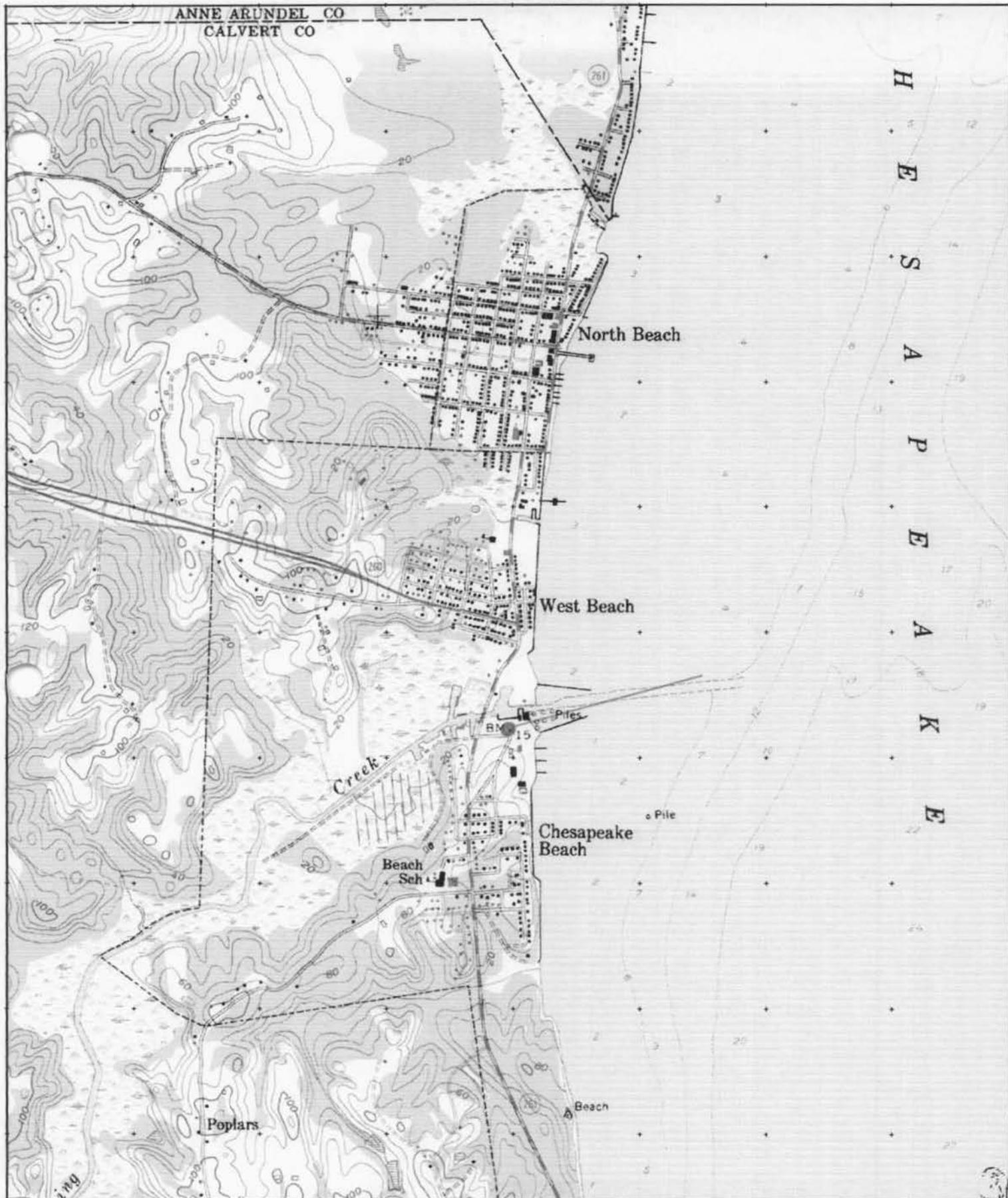
This is to certify that the improvements indicated hereon are located as shown. This is not a property line survey.

Registered Surveyor

PLAT SHOWING - LEASE STATION
PART OF THE PROPERTY OF
ROD & REEL, INC.
3RD DISTRICT - CALVERT COUNTY, MD

J. R. McCrone, Jr., Inc.
REGISTERED PROFESSIONAL ENGINEERS
AND SURVEYORS
ANNAPOLIS, MARYLAND

DRAWN BY W. J. D. 1
SCALE 1" = 50'
DATE 5/1/79
JOB NO. C-6797



Name: NORTH BEACH
 Date: 5/31/100
 Scale: 1 inch equals 2000 feet

Location: 038° 41' 44.5" N 076° 32' 04.2" W
 Caption: Chesapeake Beach Railway
 Station Museum (CT-100)
 Chesapeake Beach, MD



USE SALT AND FERTILIZERS TO IMPROVE
FERTILITY

FERTILITY

1. USE SALT AND FERTILIZERS TO IMPROVE
FERTILITY

1. USE SALT AND FERTILIZERS TO IMPROVE
FERTILITY

1. USE SALT AND FERTILIZERS TO IMPROVE
FERTILITY

1 of 33



1. 1981
2. 1982
3. 1983
4. 1984
5. 1985
6. 1986
7. 1987
8. 1988
9. 1989
10. 1990
11. 1991
12. 1992
13. 1993
14. 1994
15. 1995
16. 1996
17. 1997
18. 1998
19. 1999
20. 2000

19. 1999

20. 2000

21. 2001

22. 2002



BT-100

Wheatstone Rock Falls

Springfield, Vermont

Big Sheet

2000

Negatives of 17th and 18th

18th

3 of 33

381-467 (No. 1) 98.12.30 21:58



11/11/11

1. 11/11/11 11:11

11/11/11 11:11

11/11/11 11:11

11/11/11 11:11

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CHESAPEAKE
BEACH
RAILWAY
MUSEUM

Class

History of the World

Chapter 1: The Beginning of Time

Section 1.1

5-05 11/11/2008 2:08

Page 1

11/11/2008

5 of 23



CHEAPEAKE BEACH

C1-170

Cherry Hill (170) 1/20/10

1/20/10 (170) 1/20/10

1/20/10

1/20/10 (170) 1/20/10

1/20/10 (170) 1/20/10

1/20/10 (170) 1/20/10

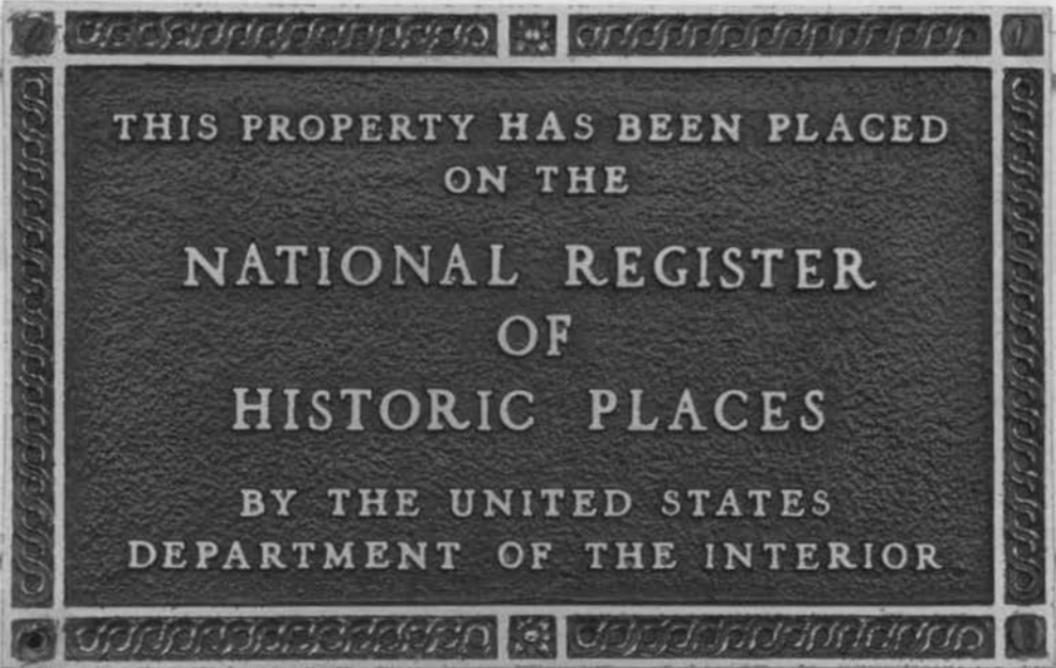
1/20/10



TRAIN SCHEDULE

NO	ARRIVE	DEPART
2		6:40 AM
1	11:30 AM	
11	11:45 AM	
4		3:00 PM
3	6:55 PM	
12		8:00 PM





THIS PROPERTY HAS BEEN PLACED
ON THE

NATIONAL REGISTER
OF

HISTORIC PLACES

BY THE UNITED STATES
DEPARTMENT OF THE INTERIOR



CHESAPEAKE BEACH





1988年12月30日

11 24 33

1-467 <No. 17> 98.12.30 22:14



Can you

help me with the following

question: What is the difference between

the two types of chemical bonds?

1. Ionic bonds

2. Covalent bonds

3. Hydrogen bonds

15 of 30



2010

Algebra 2

Chapter 10: Polynomials

Section 10.1: Adding and Subtracting Polynomials

Example: Add $(3x^2 + 2x - 5) + (x^2 - 4x + 7)$

13 of 33







Beach Cemetery

FARES
SINGLE
...



KIMBOY

RAILWAY MUSEUM
WILL BE
OPEN

10/10/10

11/11/11

12/12/12

13/13/13

14/14/14

15/15/15

16/16/16

17/17/17

18/18/18



①

1.

2.

75-22 CHINWUBU 2708

3.

4.

5.

17 21-30





RAILROAD CROSSING
STOP
LOOK AND LISTEN



1 907 416, 115, 90, 10, 70 20:33







The Great Railway Lines of the K.K.

FARES
LONDON
...

RAILWAY MUSEUM
...

RAILWAY MUSEUM
WILL BE OPEN
TODAY
P.M. TO
4 P.M.
Welcome



007 4th. 1 03.12.38 22:26



OFFICES
EAST WASHINGTON
RAILWAY CO.

16 4000 MICHIGAN

Please Don't Use Stairs
Before Leaving Building

Ford

1 500? 716, 650 98, 12, 00 22:57





1993.12.30

1993.12.30 20:55

EXPRESS AGENCY

ATED







1996.12.22

1996.12.22 00:00:00

1996







CT. 100 Chesapeake Beach Railroad Station
Calvert Co., Md.
northwest corner
Merry Stinson
June, 1979

36'd