

United States Department of the Interior
Heritage Conservation and Recreation Service

For HCRS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chestertown Railroad Station

and or common

2. Location

street & number Cross Street N/A not for publication
city, town Chestertown _____ vicinity of congressional district First
state Maryland code 024 county Kent code 029

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input 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 type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Alexander H. Hoon

street & number Route 1, Box 798-A

city, town Chestertown _____ vicinity of state Maryland 21620

5. Location of Legal Description

courthouse, registry of deeds, etc. Kent County Courthouse

street & number

city, town Chestertown _____ state Maryland 21620

6. Representation in Existing Surveys

title Maryland Historical Trust
Historic Sites Survey has this property been determined eligible? yes no

date 1980 federal state county local

depository for survey records Maryland Historical Trust

city, town Annapolis _____ state Maryland

7. Description

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Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>September 1981</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

DESCRIPTION SUMMARY

The Chestertown Railroad Station, located at the west end of Cross Street in Chestertown, Kent County, Maryland, was built in 1902-1903 in the Queen Anne style. It is one and one half stories tall and exterior dimensions are 17' X 47' with a 4'6" X 12' bay on the track side. The building has a brick base four feet high with timber frame and rough textured stucco to the plate line. A hip roof with a wide bracketed overhang that provided shelter for train passengers extends on all four sides. Supporting timber brackets match the timbers in the exterior walls. Small gable pediments protrude above the overhang on the north and south gables. The central chimney which served the original potbellied stove, the only heat source for the station, still exists. The majority of the interior woodwork, including wainscoting, doors, transoms, sash and trim remains in nearly intact condition.

GENERAL DESCRIPTION

The Chestertown Railroad Station, located at the west end of Cross Street, less than 100 yards from the Chestertown Historic District, was built in 1902-1903. It is one and a half stories tall and exterior dimensions are 17' by 47' with a 4'6" X 12' bay on the track side.

The building has a brick base four feet high with timber frame and rough textured stucco to the plate line. A hip roof with a wide overhang that provided shelter for train passengers extends on all four sides. Supporting timber brackets match the timbers in the exterior walls. Small gable pediments protrude above the overhang on the north and south gables. The central chimney, which served the original potbellied stove, the only heat source for the station, still exists.

The east elevation has two doors with transoms, one to the office ticket sales room, the other to the passenger waiting room. There are also five double hung windows with 16 over 1 sash. The west elevation along the tracks has two doors opposite and identical to the east elevation doors. There are also eight windows, again, identical to the east elevation windows. Five of these windows are located in the small protruding bay.

The south elevation has one identical window and the north elevation has large sliding doors at the top of the brick line through which freight was moved. All doors and windows remain and are original construction.

The brick line below the framework starts with a molded brick course. The first course below is brick-header-brick and is followed by four courses of running bond. The sixth course is a header course and is followed by five courses of running bond. The twelfth course is again a header course below which are eight courses of running bond finishing with a header course.

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Chestertown Railroad Station
 Continuation sheet Kent County, Maryland Item number 7 Page 1

GENERAL DESCRIPTION (Continued)

The original mortar is pink in color and appears to contain crushed oyster shell. The mortar has not been railed and is flush with the brick.

There is a partially visible section of rail embedded in the east elevation, probably below platform level.

There are three remaining cast iron grates used to ventilate the crawl space. The fourth is missing and the space has been bricked in.

The interior rooms each have 11' ceilings and random width yellow pine floors. The walls are covered with vertical beaded-board wainscoting to 4½' above the floor; the walls above and the ceilings are plastered. Neither room has a cornice, but each has a narrow, molded wood picture rail nine feet above the floor.

The windows and tall doorways provide light and visual variety to the rooms. The large size of the windows is especially apparent in the interior; they extend from 3½' to 9' above the floor. Doors are uniformly 7' tall. In addition to the exterior windows, there is a ticket window between the two rooms that originally was closed by a wooden shutter and has an old wall safe beneath it. Presumably tickets were once sold through this window; the present ticket counter is a later addition.

One of the most notable aspects of this building is the existence of the interior woodwork in nearly intact condition. The beaded wainscoting with its composite upper molding remains as do all doors and transom lights, most with original hinges and locks. The window trim has a delicate composite-molded backband, a molded apron, and brass sash lifts. Most window sash remain. One of the most important aspects of this building is its interior detail, an excellent example of woodwork of the early twentieth century.

In August/September of 1981 the station was moved approximately 44' to the north, parallel and the same distance from the tracks in order that Cross Street can be extended in the near future to State Route 289. In this move no additional damage was done to the building and its orientation to the track was maintained. Should the town not have elected to move the station, it would either have been demolished or moved some distance should they have been able to find a buyer that was willing to assume the cost of relocation. Fortunately, the town owned sufficient land along the tracks and wanted to see the station preserved. In the move it was necessary to remove the paving bricks located under the overhang on the north, south and east sides. These bricks are of double thickness, weighing slightly over nine pounds each. The town had these palletized and they have been put in a safe storage area. There are 2' pallets with 250 bricks per pallet or slightly in excess of 5000 bricks.

8. Significance

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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 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 1902-1903 Builder/Architect Pennsylvania Railroad

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
Exception: B

SIGNIFICANCE SUMMARY

The significance of the Chestertown Railroad Station derives from two sources. Erected 1902-1903 for the Pennsylvania Railroad, the station acquires significance from its role in history. As the only station in Chestertown which, as the county seat, was the political and economic center of Kent County, the station was a terminus for the movement of people and goods, raw materials and finished products, for the first seven decades of the twentieth century. Architecturally, the building embodies the distinctive characteristics of Queen Anne style at the turn of the century, including the variety of exterior textures (brick and half-timbering), hip roof with bracketed overhang, 16/1 sash, and interior woodwork. Queen Anne architecture was used frequently for railroad stations in Maryland. On the Eastern Shore, a number of stations were built with half-timbering. Today the Chestertown station is the only remaining in Maryland. Although moved forty-four feet north of its original location, the building does still retain integrity of design, materials, and workmanship contributing to the original feeling and association with its historic role.

HISTORY AND SUPPORT

The Chestertown train station was built by the Pennsylvania Railroad in 1902-1903. Local contractors, W. S. Culp and A. M. Culp constructed the building for a total cost of \$4,000; W. S. Culp then became the first station master and telegraph operator. From the late 19th century through World War I, Kent County's major crops, peaches, apples and tomatoes, were shipped by water to Baltimore but much was shipped through the Chestertown train station to the north by rail. Conversely, coal, fertilizer and raw materials for the basket factory located in Chestertown close to the station were transported to Kent County over this line. Even after blight and disease largely decimated the fruit orchards, the line continued to serve the community as a freight depot for lime, fertilizer and coal until 1968 when truck shipment finally caused the Pennsylvania Railroad to close the station.

The station is the only structure in the area remaining associated with rail transportation (coal and fertilizer are still delivered on the tracks along side it), its construction is particularly significant as it is one of a very few timber frame and stucco stations on the DelMarVa Peninsula. Western Union selected the station as the site for its telegraph office when this service was first brought to Kent County at the opening of the station on June 1, 1903. This service remained at this location until after World War II when passenger rail traffic declined dramatically.

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HISTORY AND SUPPORT (Continued)

The railroad line on which this station is located was originally the Kent County Railroad. Construction on the line began in 1869 and the railroad was opened to Chestertown on February 20, 1872. The line was initially leased and operated by the Philadelphia, Wilmington & Baltimore Railroad, however, because of severe financial problems, it was sold at public auction at the Voshell House in Chestertown on February 15, 1877, to Jay Gould "for \$33,000 and other considerations." In 1879 it was sold to the New Jersey Southern Railroad for \$375,000 and in 1881, the railroad line was included in a re-organization as a part of the Baltimore & Delaware Bay Railroad, a wholly owned subsidiary of the New Jersey Southern. When the New Jersey Southern went into receivership in the 1880s, the line was acquired by the Central Railroad of New Jersey. On June 16, 1900, control of the line came to the Pennsylvania Railroad when that company acquired the "Jersey Central."

MAJOR BIBLIOGRAPHICAL REFERENCES

Kent News July 5, 1902

Kent News July 12, 1902

Kent News July 26, 1902

Kent News July 1, 1902

"Rails Along the Chesapeake", John C. Hayman, Marvadel Publishers, 1979

Oral Interviews

William B. Usilton, Former Editor, Kent County News

A.E. Culver, Retired Station Master, Pennsylvania Railroad, Chestertown, Maryland (1918-1961)

9. Major Bibliographical References

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See Continuation Sheet #2

10. Geographical Data

Acreeage of nominated property less than one acre
Quadrangle name Chestertown, Maryland

Quadrangle scale 1:24,000

UMT References

A

1	8	4	0	7	7	2	0	4	3	4	0	1	8	0
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 property includes a single town lot approximately 110' long by 50' wide, whose long side adjoins the railroad tracks. This site preserves the station's historic association with the railroad and orientation to the tracks.

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

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name/title Alexander Hoon

organization _____ date 19 January 1982

street & number Route 1, Box 798A telephone (301) 778-4692

city or town Chestertown state Maryland 21620

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

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

K-346

AND/OR COMMON

Chestertown Railroad Station

2 LOCATION

STREET & NUMBER

foot of Cross St.

CITY, TOWN

Chestertown

___ VICINITY OF

CONGRESSIONAL DISTRICT

First

STATE

Md.

COUNTY

Kent

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input 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 type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Delaware Rail Road Co.

Telephone #: -

STREET & NUMBER

c/o Ernest Cookerly, Court St.

CITY, TOWN

Chestertown

___ VICINITY OF

STATE, zip code

Md. 21620

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Office of the Clerk

Liber #:

Folio #:

STREET & NUMBER

Kent County Court House

CITY, TOWN

Chestertown

STATE

Md.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

none known but undoubtedly there is one for RR Co.

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

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CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATING	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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

This one and 1/2 storey train station was built shortly after 1903 (it is not on the 1903 Sanford map of town, but has been penciled in) by the Delaware Rial Road Company. Several individuals have approached the railroad to buy it but apparently there is not a clear title to the property.

The building has a brick base approximately four feet high and then timber frame and rough textured stucco construction to the plate line. There is a large overhanging roof on four sides supported by brackets matching the timber frame construction. Small gable pediments protrude above the overhand on the east and west gables and are used as attic ventilators. A central chimney served the space heater.

The north facade contains two doors, one to the business room, one to the package area. There are also two boarded up windows, and three 12 over 2 double hung windows which are boarded up on the bottom. Both doors have transoms. The east side contains one boarded up window. The loading platform with a large double doorway is on the west side. On the south or track side is a protruding bay with boarded up windows, plus a door and window at each end of this facade.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

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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/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <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 after 1903

BUILDER/ARCHITECT unknown

STATEMENT OF SIGNIFICANCE

Not correct; at least two others remain. See Oster survey

The only railroad station extant in Kent County, this is also the only structure remaining associated in any way with transportation. It is also one of the very few timber frame and stucco stations in the DelMarVa area. The former Kennedyville Rail Road Station was moved about 10 years ago to the Wilmington and Western Rial Road area near Wilmington, and restored.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

all that land previously owned by Balto. & De. RR Co. in Kent Co.,
Md.
building is located at station depot at foot of Cross St., Chestertown

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

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Kathleen B. White, Historic Site Surveyor

Nov. 1976

ORGANIZATION

Md. Historical Trust/Town of Chestertown

DATE

STREET & NUMBER

TELEPHONE

CITY OR TOWN

STATE

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

Chestertown Railroad Station

JTD 7/148 8/2/1902 Baltimore and Delaware Rail Road Company to Delaware Rail Road Company, \$110,000.00 with approval of stockholders. An Act of the General Assembly of Maryland authorizes the Baltimore and Delaware Co. to change the northern terminus so that the Delaware RR Co. would take over Kent County. The northern terminus was on Md.-Del. line, now to be in Delaware, at the intersection of the B & D with the Del. at the Townsend branch. Del. RR Co. held special meeting of stockholders, in Chestertown, on 7/28/02 at 10:30 a.m. The southern terminus of this branch is in Chestertown.

Predecessor of Baltimore and Delaware Rail Road Company was Kent County Rail Road, incorporated in 1836. KCRR sold to B & D on 5/17/1882.

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FOODS (NEW) FARM

CEMETERY

VITA FOODS

COUNTY

RAILROAD

KENT

PENNSYLVANIA

CROSS

TWILLEY LANE QUEEN

WATER CANNON

Chester

LYNCHBURG

POPLAR RD

STREET

STREET

STREET

KENT

STREET

MILL

CALVERT

STREET

SPRING ST.

ROW

STREET

PARK COURT ST.

CHURCH ST.

AVENUE

HIGH

STREET

MAPLE

RIVERSIDE

TERRACE

U.S. 213

STREET

COLLEGE

WASHINGTON

CAMPUS

MT. VERNON

WASHINGTON

U.S. 213

PHILOSOPHERS

TERRACE

KENT

BYFORD DRIVE

WALDO DRIVE

DAVID DRIVE

BARROLL DRIVE

BYFORD

COURT

River

REVINS

AVENUE

AVENUE

PINE

GREENWOOD

VALLEY

CEDAR

STREET

SCHOOL

STREET

SCHOOL

AVENUE

STREET

MORRIS

MORGNEC

STREET

ELM STREET

STREET

SCHOOL

STREET

STREET

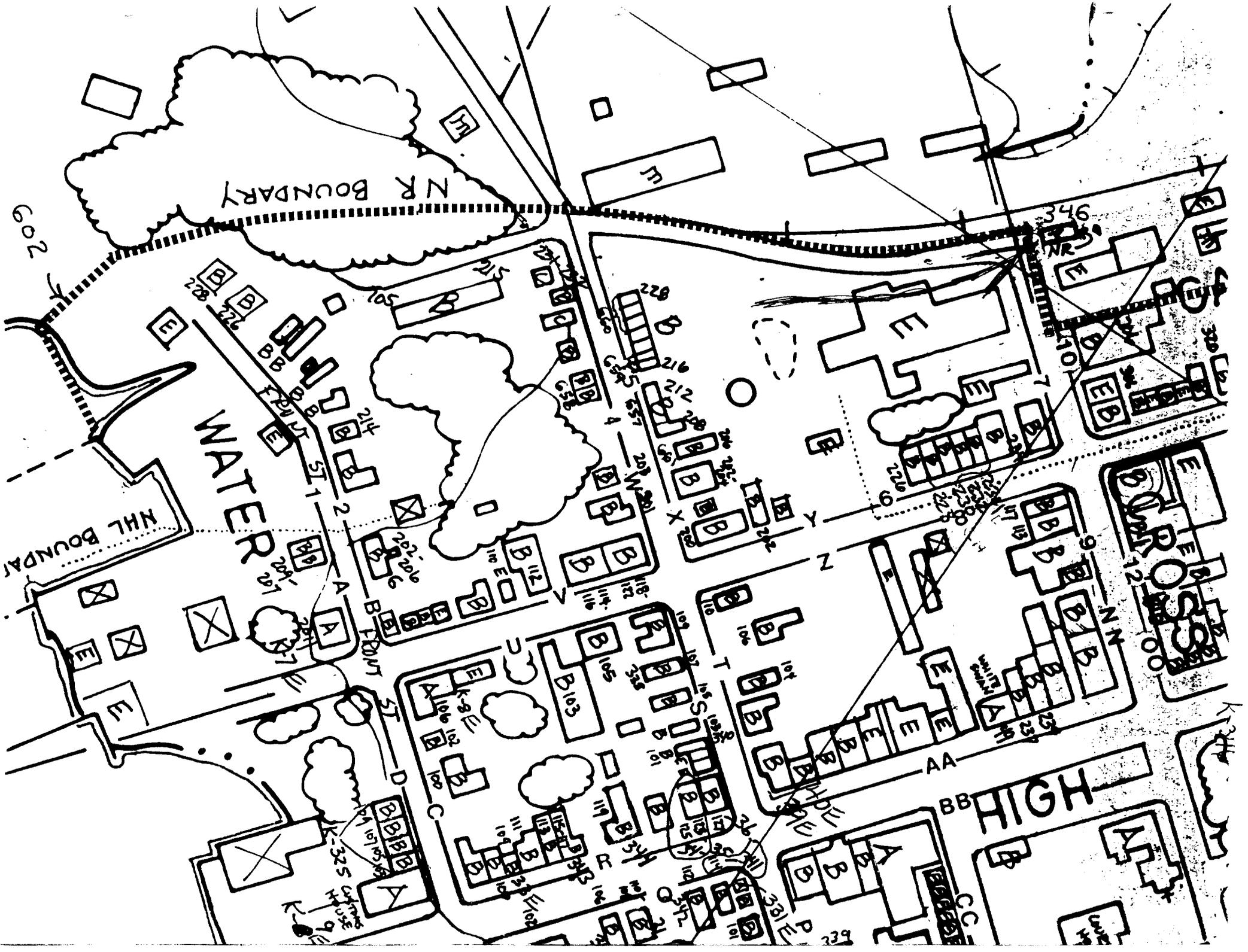
STREET

STREET

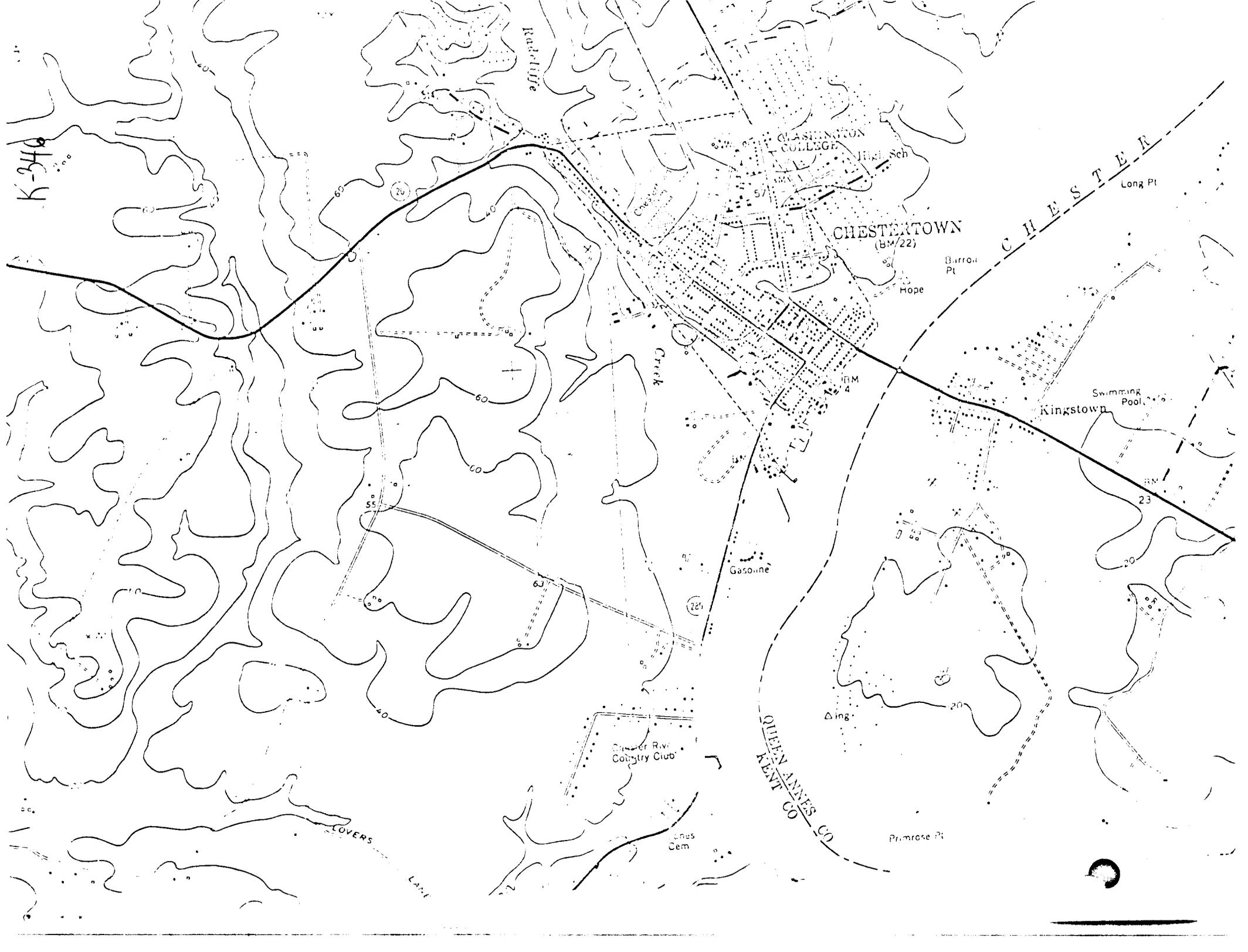
STREET

STREET

STREET



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K396 Chestertown Railroad Station N.E. View
Robert Hill Spry '76



K 346

Chester town Railroad Station
Robert Mull, spring '76, S & W sides

S 2 S