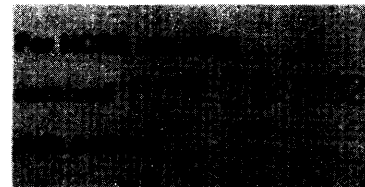


United States Department of the Interior  
Heritage Conservation and Recreation Service

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 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street & number Cross Street N/A not for publication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

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" 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	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<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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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<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.

# 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 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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**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.

# 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     *jurisdiction* 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 NCRS use only

I hereby certify that this property is eligible for the National Register

*[Signature]* date 12/3/82

Special Agent in Charge

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
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Chestertown Railroad Station

Continuation sheet Kent County, Maryland

Item number

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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.

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Chestertown Railroad Station

Continuation sheet Kent County, Maryland

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Page 2

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)