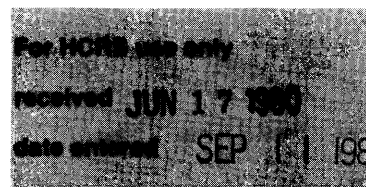


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Chesapeake Beach Railway Station

and/or common

2. Location

street & number 8005 Bayside Road _____ not for publication

city, town Chesapeake Beach _____ vicinity of 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	Public Acquisition	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 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 _____ vicinity of 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 has this property been determined eligible? _____ yes _____ no

date 1979 _____ federal state _____ county _____ local

depository for survey records Maryland Historical Trust

city, town Annapolis state Maryland 21401

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 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.

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED JUN 17 1980
DATE ENTERED 102 11

Chesapeake Bay Beach Railway Station
Calvert County

CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 1

(DESCRIPTION, continued)

Located about ~~50~~^{40'} 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.

see cont. sheet #7 p. 2.

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.

~~*not included in nominated property~~

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

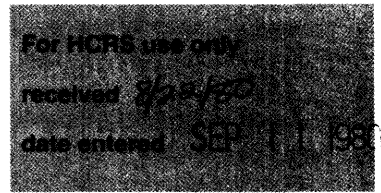
**National Register of Historic Places
Inventory—Nomination Form**

Chesapeake Beach Railway Station
Calvert County
Maryland

Continuation sheet

Item number 7

Page 2



(DESCRIPTION, continued)

ADDENDUM: 8/18/80 (RLA)

~~50~~⁴⁰ The railroad passenger car named Delores which stands approximately 50 feet to the west of the station is historically associated with the station because it served on this line. The integrity of the vehicle does not seem sufficient, however, to warrant inclusion in the nomination. As noted in Section 7 of the application, the car was cut approximately in half (why?) a few years ago and is gutted of most of the interior decorative detailing. The statement on continuation page 1, second paragraph, second line, that the basic structure of the car is intact is inaccurate. Preservation plans for the Delores are incomplete as to any proposal for restoration.

**as a contributing element (EJ Saxe)*

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/
<input type="checkbox"/> 1700-1799	<input 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 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 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

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

Acreeage of nominated property .38 acre **ACREAGE NOT VERIFIED**
 Quadrangle name North Beach Quadrangle Quadrangle scale 1:24000

UMT References

UTM NOT VERIFIED

A

1	8	3	6	6	5	6	0	4	2	8	3	2	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 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

11. Form Prepared By

name/title Merry Stinson, Architectural Historian
 organization Historic Sites Survey, Calvert County date June 1979
 street & 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

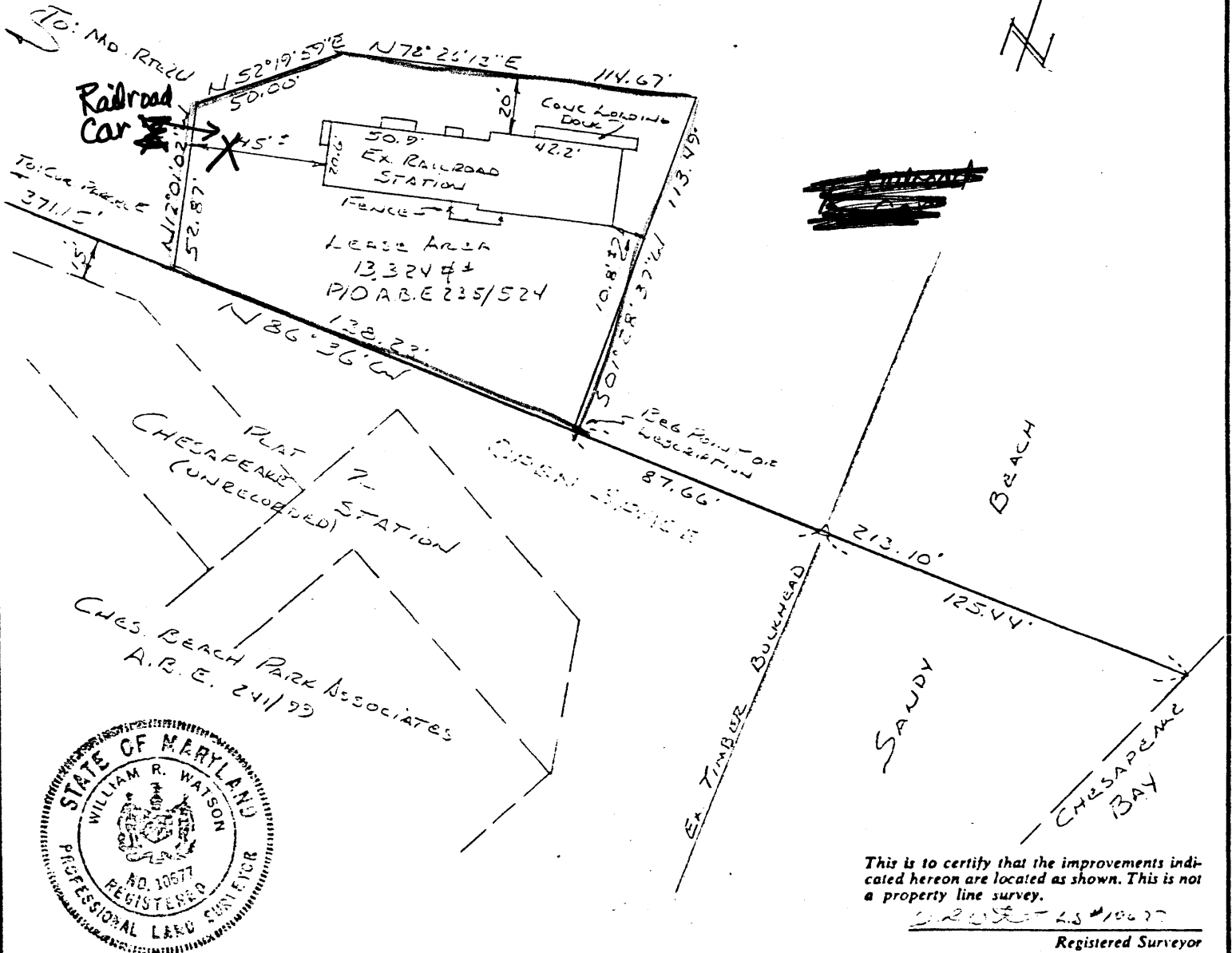
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage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

State Historic Preservation Officer signature *J. Little* 6-6-80
 title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u><i>Ben W. Boyd</i></u>	date <u>9-11-80</u>
Keeper of the National Register	
Attest: <u><i>Emma Jane Saxe</i></u>	date <u>9-8-80</u>
Chief of Registration <u><i>Regional Coordinator</i></u>	

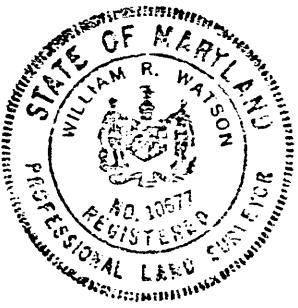
CT-100
 Chesapeake Beach
 Railway Station
 Calvert Co., Maryland
 1" = 50'

ROD & REEL, INC.
 A.B.E. 235/524
 (TRACT 1
 PLAT BOOK ABE1/40)



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

W. R. Watson
 Registered Surveyor



PLAT SHOWING - LEASE OUTLINE
 PART OF THE PROPERTY 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 *Watson*
 SCALE 1" = 50'
 DATE 5/1/79
 JOB NO. C-6997
 FOLDER CHESAPEAKE
 STATION