

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #82B-21 Building Date: ca. 1897-98

Building Name: Chesapeake Beach Railway Waiting House

Location: 16800 Mt. Calvert Road, Upper Marlboro, Maryland 20772

Private/Dog House/Occupied/Deteriorated/Restricted

Description:

The Chesapeake Beach Railway Waiting House is situated at the base of a hill to the south of Mount Calvert Road, on what was the sixty-six foot right-of-way of the Railway. The building is rectangular in plan, 12 x 18 feet, eight feet high at the eaves, rising higher at the roof ridge. The hipped roof is covered with patterned tin, the siding is asphalt shingle. The north facade is two bays, a square window opening and a small door. The two bay south facade, facing where the tracks once were, also has a square window opening and a door. The windows and doors have plain wood surrounds. The east and west facades have no openings. There are wide overhanging eaves with exposed rafter ends. The siding beneath the asphalt shingle is wide, rough, vertical siding. The interior has a dirt floor and a corrugated metal ceiling. It is divided into an east and west room. The east room has white painted vertical board paneling. The building is deteriorated and is being used as a dog house.

Significance:

The Chesapeake Beach Railway Waiting House was built to shelter passengers waiting for the train between Chesapeake Beach and Washington, D.C. The Railway was to be a money making venture, carrying Washingtonians to a resort to be developed on the Chesapeake Bay. The railroad operated from 1897 through 1934 serving as Prince George's and Calvert counties' only direct rail line to the Capital. The waiting house is the last structure constructed by the locally significant railroad in Prince George's County. It is located on the Mount Calvert estate, site of Charles Town, the first County seat. The sixty-six foot right-of-way was gained in 1891 but track not laid until 1897. The waiting house was probably built at that time. The Mount Calvert stop was at milepost 17.5 on the rail line and is described as having a turnout with room for thirteen cars. The stop is one-half mile from where the railroad crossed the Patuxent River. The railroad failed in 1934 and the tracks were removed in 1935. The right-of-way is now overgrown and there is no sign that tracks once ran past the structure. The waiting house is a vernacular structure with few design details indicating its use as a passenger depot. The overhanging eaves and exposed rafter ends are characteristics of such architecture. The high hipped roof and interior wood panelling lend importance to what is otherwise a plain, multipurpose structure.

Acreage: 36 acres

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Chesapeake Beach Railway Waiting House

and/or common Chesapeake Beach Railway Waiting House

2. Location

street & number 16800 Mt. Calvert Rd. not for publication

city, town Upper Marlboro vicinity of congressional district 4

state Maryland county Prince George's

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"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: dog house

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

name David Brown, Jr.

street & number 16800 Mt. Calvert Rd. telephone no.:

city, town Upper Marlboro state and zip code Md.

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 4117

street & number Main Street folio 486

city, town Upper Marlboro state Md.

6. Representation in Existing Historical Surveys

title Historic Sites and District Plan

date 1981 federal state county local

depository for survey records History Division M-NCPPC

city, town Riverdale state Md.

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<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 of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The Chesapeake Beach Railway Waiting House is situated at the base of a hill to the south of Mount Calvert Road, on what was the sixty-six foot right-of-way of the Railway across the Mount Calvert estate.

The building is rectangular in plan and measures 12 x 18 feet. It is a low one-story structure, measuring eight feet high at the eaves, rising higher at the roof ridge. It has a hipped roof covered with patterned tin and is sided with asphalt shingle.

The north facade is two bays, the first a square window opening, the second a small door with four lights in the upper half.

The south facade faces where the railroad tracks once were. It also is two bays, the first a square window opening, the second a door. The window and doors have plain wood surrounds.

The east and west facades have no openings. There are wide overhanging eaves with exposed rafter ends. The siding beneath the asphalt shingle was wide, rough, vertical siding.

The interior of the building has a dirt floor and a corrugated metal ceiling. It is divided into two rooms; the east room has white painted vertical board paneling.

The building is in deteriorating condition and is being used as a dog house.

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 type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input 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 (specify) local history

Specific dates 1898 **Builder/Architect**

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

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

#8.

The Chesapeake Beach Railway Waiting House is a vernacular, utilitarian structure built to shelter passengers waiting for the train between Chesapeake Beach and Washington, D.C. The Chesapeake Beach Railway was to be a money making venture, carrying Washingtonians east to a resort to be developed on the Chesapeake Bay. The railroad operated from 1897 through 1934¹ and was not a financial success. It served as Prince George's and Calvert Counties' only direct rail line to the Capital. The waiting house is the last surviving structure built by the locally significant railroad in Prince George's County.

The waiting house is located on the Mount Calvert estate, site of the 1657 Mount Calvert Manor land patent and of Charles Town, the first County seat.² The sixty-six foot right-of-way across the property was gained in 1891 but track not actually laid until 1897.³ The waiting house was probably built by the railroad at that time. The Mount Calvert stop was at milepost 17.5 on the rail line. It is described as having a turnout with enough room for thirteen cars.⁴ The stop is less than one-half mile from where the railroad crossed the Patuxent River.

The railroad failed in 1934 due to loss of ridership to the family automobile. The tracks were removed in 1935.⁵ The right-of-way has become overgrown and at this time there is no visible indication that a rail line once ran past the waiting house.

The waiting house is a simple vernacular structure with a few architectural details indicating its use as a railway passenger depot. The overhanging eaves and exposed rafter ends are characteristics of railroad architecture. The high hipped roof and interior wood panelling are details which lend architectural interest to what is otherwise a plain structure. It is significant as the last remaining structure of the Railway in Prince George's County.

9. Major Bibliographical References

Survey No. ^{PG-}82B-21

See Footnotes, #8

10. Geographical Data

Acreege of nominated property 66.94 acres

Quadrangle name Bristol G

Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Marina King, Architectural Historian

organization Historic Preservation Commission date August 1985

street & number 14745 Govenor Oden Bowie Drive telephone 952-3521

city or town Upper Marlboro state Md.

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

#8. Continued

Notes

1 Otto Mears Goes East, the Chesapeake Beach Railway, Ames W. Williams, Meridian Sun Press, Alexandria, Virginia, 1976. ppg. 190.

2 Prince George's Heritage, Louis Joyner Hienton, The Maryland Historical Society, 1972. pg. 12.

3 Williams, op. cit., pg. 25.

4 Williams, op. cit., pg. 96.

5 Williams, op. cit., pg. 195.

Chain of Title

Chesapeake Beach Railway Waiting House
P.G. #82B-21

4117:486
28 Aug. 1972
Deed

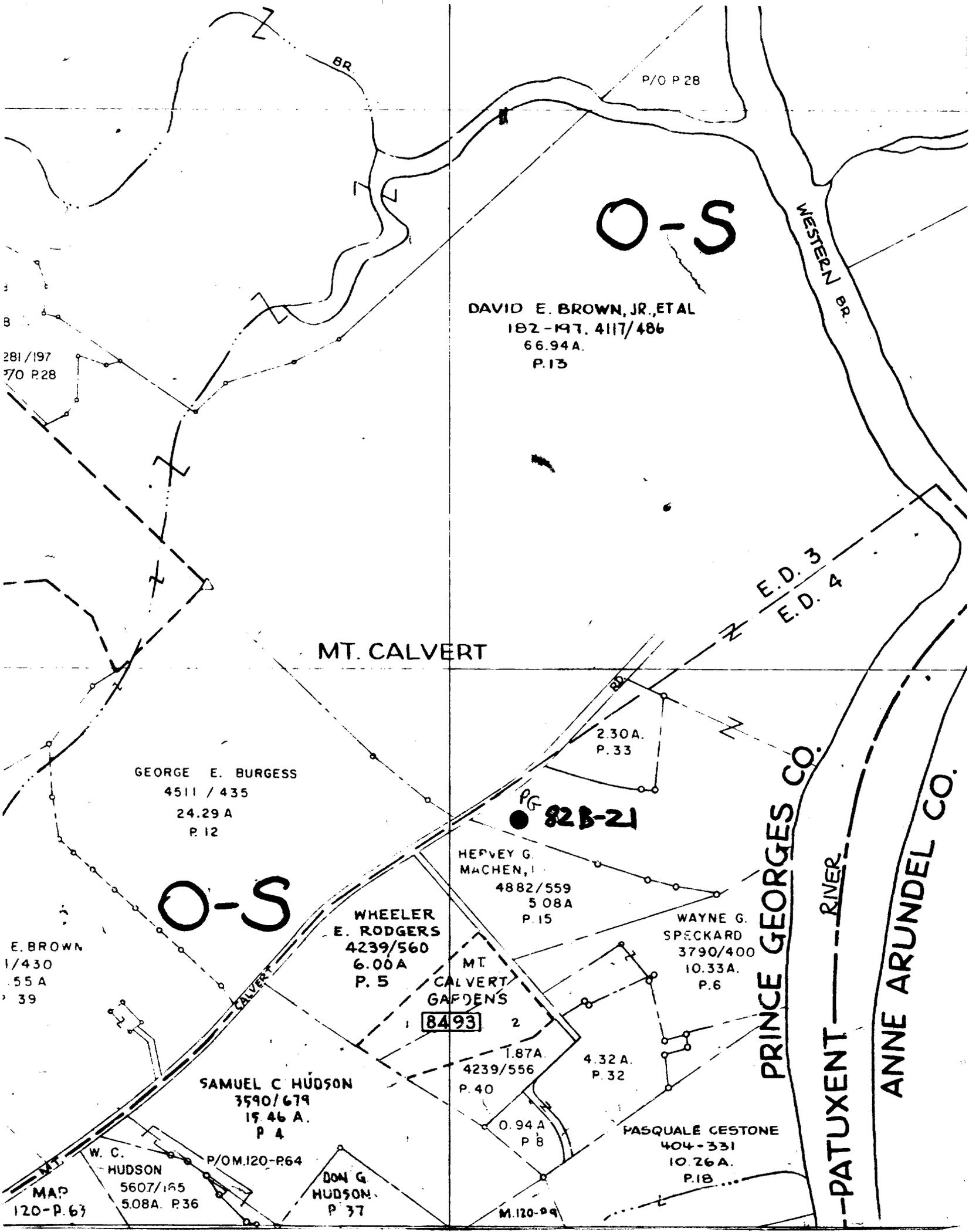
Alberta S. Brown to David E. Brown, Jr. for \$10.00 grantors conveys that property obtain through the Will of David E. Brown, Sr., being 69.24 acres of Mt. Calvert. Recorded G.S.McG. 7:786.

182:197
4 Aug. 1922
Deed

Alem K. Marr to David E. Brown. For \$10.00 grantor conveys that parcel obtained from Harriet Marr 15 Nov. 1886, JWB 8:361 - a part of Mt. Calvert, 335 acres, same land conveyed to Harriet Marr by Charles Clagett, Trustee 10 April 1880, WAJ 1:320.

JWB 21:6
31 Dec. 1891
Indenture

James C. Marr and Sarah E. Marr to Washington and Chesapeake Bay Railroad Company. For \$1 grantors convey a strip of land 66 feet wide and such additional width as needed in construction and use of the railroad on condition that railroad erects and keeps in repair a fence on both sides of said railroad.



O-S

DAVID E. BROWN, JR., ETAL
182-197, 4117/486
66.94A.
P.13

281/197
70 P.28

P/O P.28

WESTERN BR.

MT. CALVERT

E.D. 3
E.D. 4

GEORGE E. BURGESS
4511 / 435
24.29 A
P.12

230A.
P.33

PG ● 82B-21

HEPVEY G. MACHEN, I
4882/559
5 08A
P.15

O-S

WHEELER E. RODGERS
4239/560
6.00A
P.5

WAYNE G. SPECKARD
3790/400
10.33A.
P.6

MT. CALVERT GARDENS
8493

SAMUEL C HUDSON
3590/679
15.46 A.
P.4

1.87A
4239/556
P.40

4.32 A.
P.32

E. BROWN
1/430
55A
39

0.94 A
P.8

PASQUALE CESTONE
404-331
10.26A.
P.18

PRINCE GEORGES CO.

PATUXENT RIVER

ANNE ARUNDEL CO.

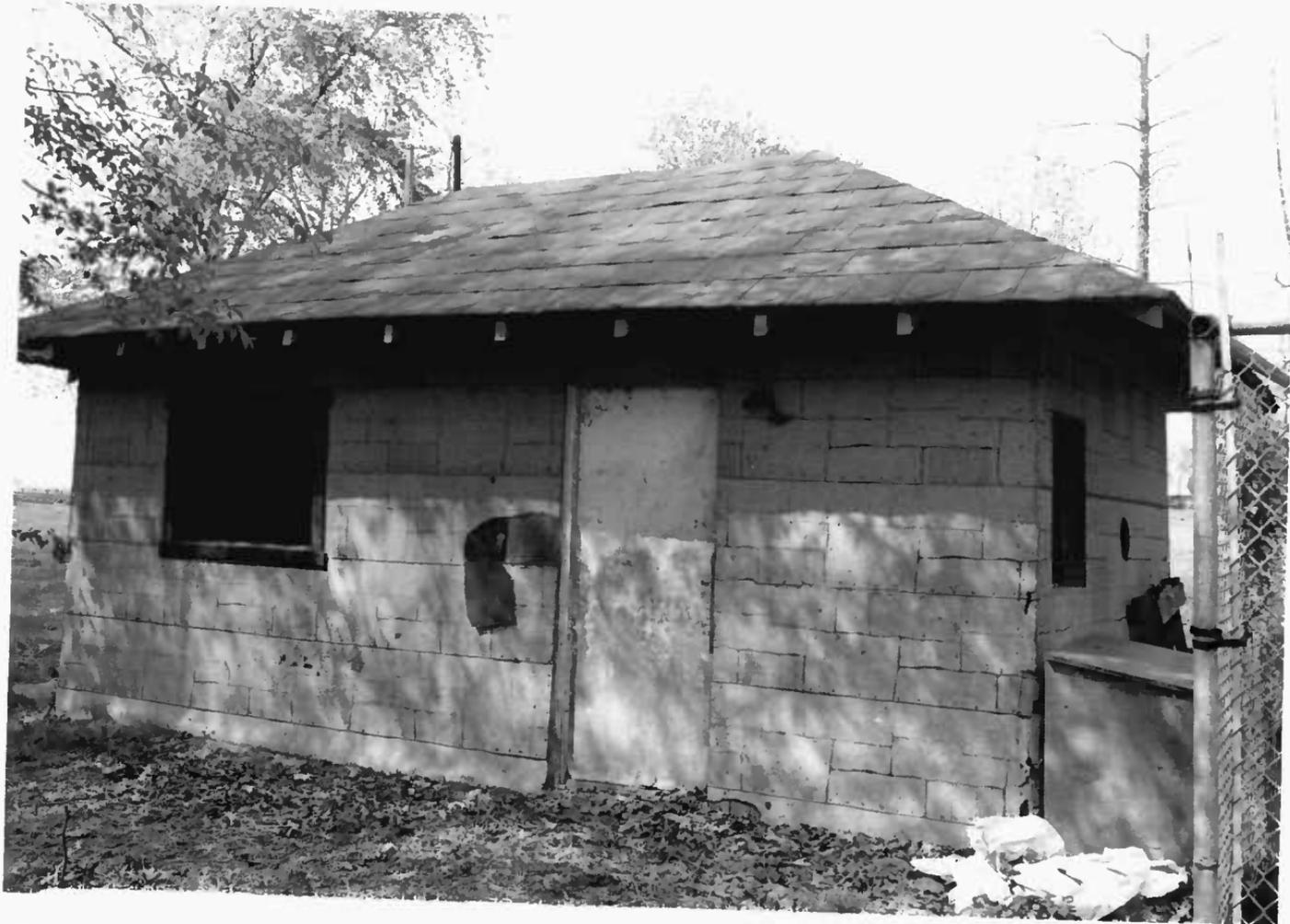
W. C. HUDSON
5607/165
5.08A. P.36

DOM G. HUDSON
P.37

P/OM.120-R64

M.120-P9

MAP
120-P.63



P.G. #82 B-21

Chesapeake Beach Railway Waiting House
Prince George's County, MD.

Marina King

June 1985

Southeast elevation

Neg: Md. Hist. Trust, Annapolis, MD.