Easement

CT-100

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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)

__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	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	X 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

DATE
1979

__FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Maryland Historical Trust

CITY, TOWN
Annapolis

STATE
Maryland

DESCRIPTION

CT-100

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X_UNALTERED	X_ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__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 20/10 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.

(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			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
X 1800–1899	X commerce	___ exploration settlement	___ philosophy	X transportation
X 1900–	___ communications	___ industry	___ politics government	___ other (specify)
		___ invention		

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

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

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

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 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

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

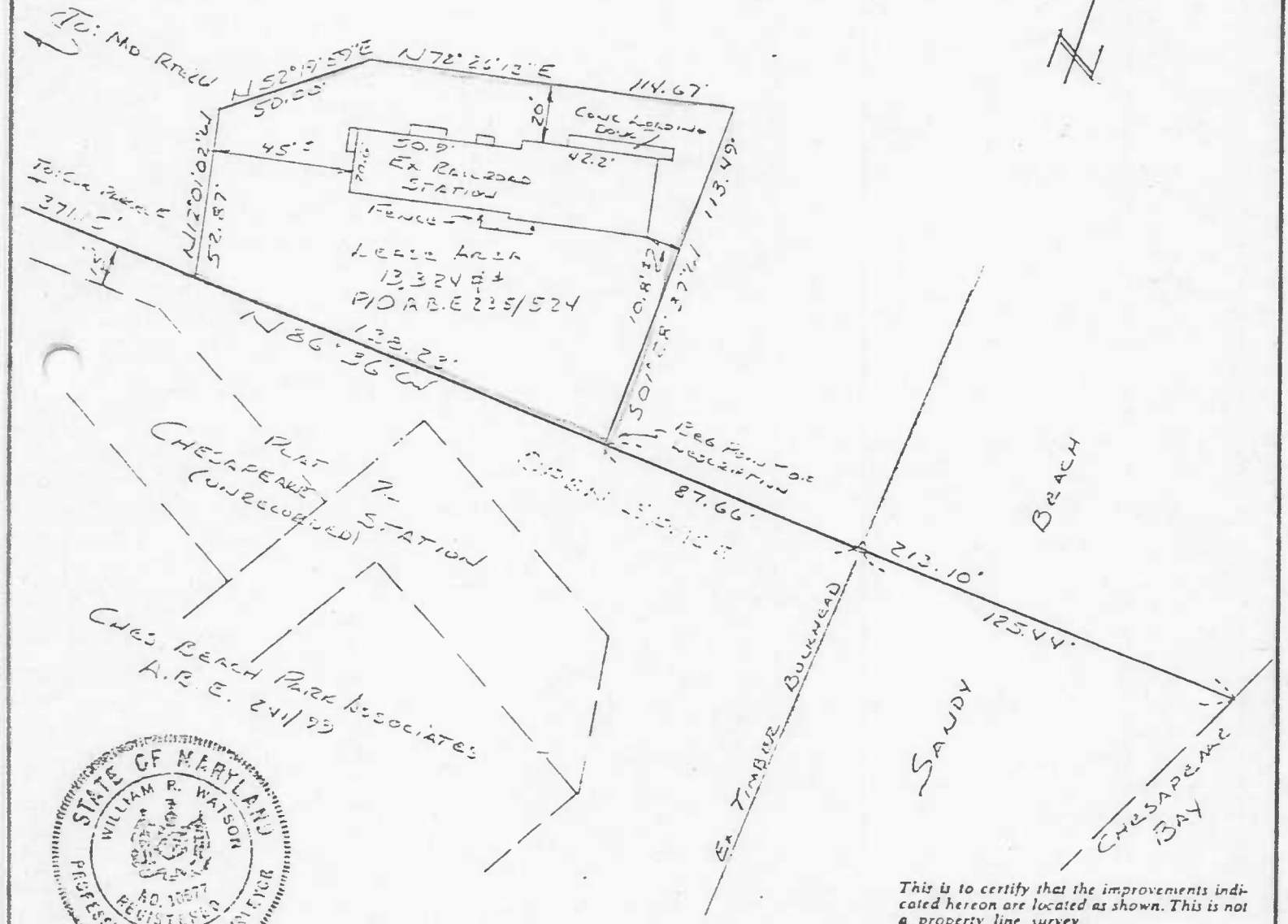
Attest: date

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/VD)



STATE OF MARYLAND
WILLIAM R. WATSON
No. 10577
REGISTERED
PROFESSIONAL LAND SURVEYOR

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 OUTLINE	J. R. McCRONE, JR., INC.	DRAWN BY
PART OF THE PROPERTY OF	REGISTERED PROFESSIONAL ENGINEERS AND SURVEYORS	SCALE 1" = 50'
ROD & REEL INC.	ANNAPOLIS, MARYLAND	DATE 5/1/79
3RD DISTRICT - CALVERT COUNTY, MD	PRINCE FREDERICK CHESTERTOWN	JOB NO. C-6997
FOR: ROD & REEL INC	TRAPPE LEONARDTOWN BOWIE	FOLDER CHESPEAKE STATION

SUBDIVISION PLAT RECORDED IN PLAT BOOK ABE PAGE VD

Easement

MARYLAND HISTORICAL TRUST

CT-1 RECEIVED

AUG 01 1979

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

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	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	X OTHER: storage

4 OWNER OF PROPERTY

NAME

Donovan Brothers (Rod 'N Reel Restaurant)

Telephone #:

STREET & NUMBER

CITY, TOWN

Chesapeake Beach

___ VICINITY OF

STATE MD , 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
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__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. we

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 transon 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 transon. 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			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	X COMMERCE/trans.	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__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.

CONTINUE ON SEPARATE SHEET IF NECESSARY

CT-100

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 5acres

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"

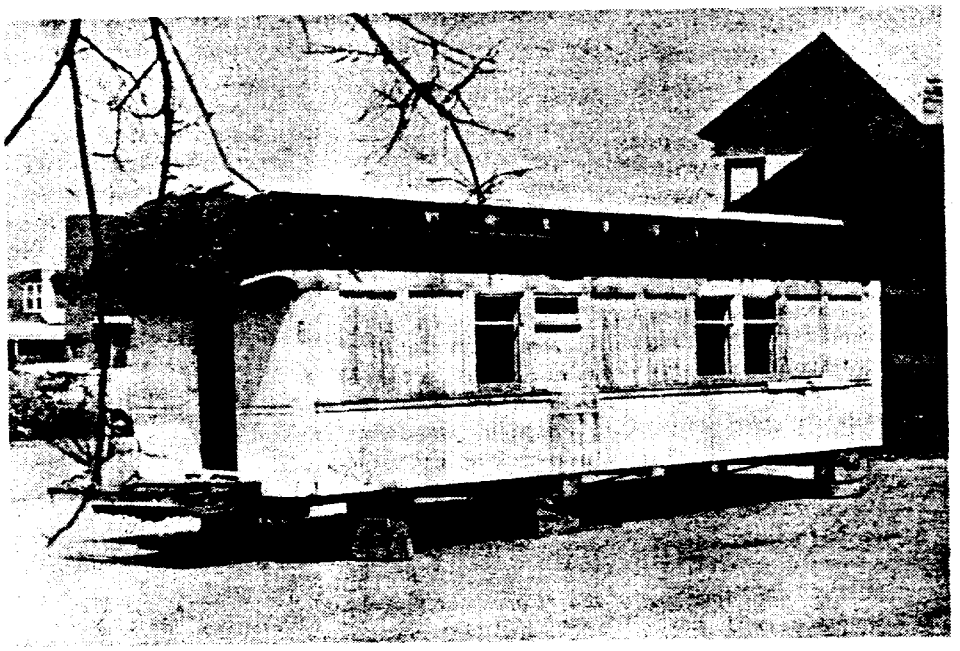
This car is one of 32 passenger coaches purchased between June 1, 1899, and December 1, 1903, from the St. Charles Car Company of St. Charles, Missouri. The Calvert County Historical Society moved the car from the Chesapeake Beach Railroad Engine House in Prince George's County to the Chesapeake Beach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

CT-100

Calvert Independent, April 27?



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.

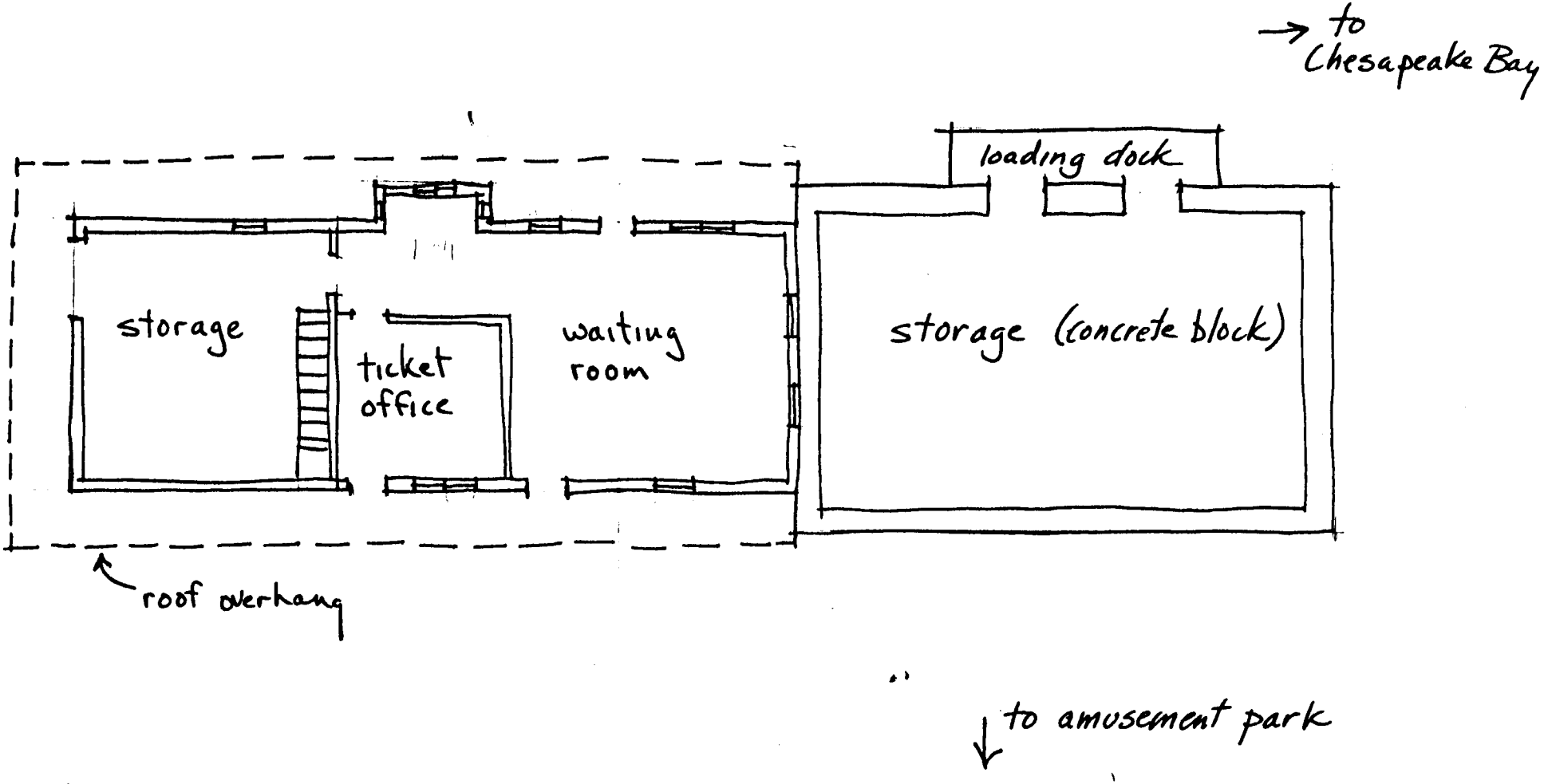
But underneath this derelict facade glimpses can be seen of what Delores was. To the people of Chesapeake Beach, the Calvert Historical Society and to Fred and Gerald Donovan (owners of the Rod 'n' Reel), these glimpses of the past work like a mirror on the future.

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.

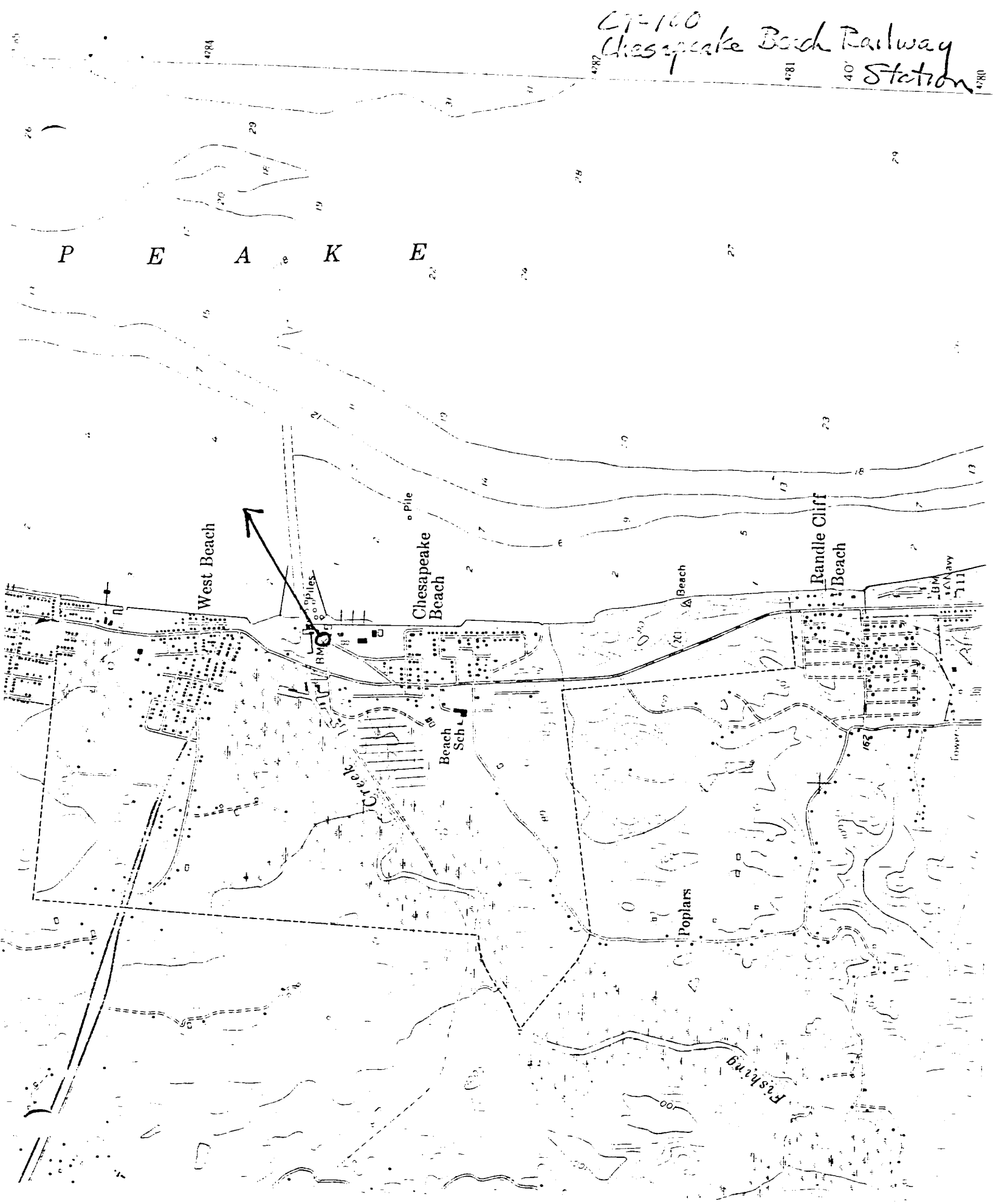
The Washington and Chesapeake Railway Company received a charter from the state in 1891 to operate a standard gauge railroad from the eastern boundary of Washington through Prince George's, Anne Arundel and Calvert counties to the site of the present town of Chesapeake Beach.

(See Delores Pg. 21)

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



CT-100
Chesapeake Beach Railway Station



Easement

Chesapeake Beach Railway Station (CT-100) **Built 1898**
8005 Bayside Road, Chesapeake Beach
Calvert County, Maryland
Open to the public

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 x 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	
___ district	___ public	x occupied	___ agriculture	x museum
x building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	x both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	x yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	___ 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 x 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
x excellent	deteriorated	unaltered	x original site
good	ruins	x altered	moved date of move
fair	unexposed		

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			
____ prehistoric	____ archeology-prehistoric	____ community planning	____ landscape architecture	____ religion
____ 1400-1499	____ archeology-historic	____ conservation	____ law	____ science
____ 1500-1599	____ agriculture	____ economics	____ literature	____ sculpture
____ 1600-1699	x architecture	____ education	____ military	____ social/ humanitarian
____ 1700-1799	____ art	____ engineering	____ music	____ theater
____ 1800-1899	____ commerce	____ exploration/settlement	____ philosophy	x transportation
x 1900-	____ communications	____ industry	____ politics/government	x other (recreation)
		____ invention		

Specific dates: 1898 **Builder/Architect**

Check: Applicable Criteria: x A ____ B x C ____ D

and/or

Applicable Exception: ____ A ____ B ____ C ____ D ____ E ____ F ____ G

Level of Significance: x national x state x 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.

9. Major Bibliographical References

Survey No CT-100

1. Site files at Chesapeake Beach Railway Museum, Chesapeake Beach, Maryland
2. National Register of Historic Places Inventory--nomination form., 1979. Prepared by Merry Stinson, on file at the Maryland Historical Trust.
3. *North Beach, Maryland: A Determination of Eligibility, 1998*. Prepared by Sherri Marsh for Calvert County Historic Preservation Commission.
4. Land Records of Calvert County. Calvert County Courthouse, Prince Frederick, MD.

10. Geographical Data

Acreage of nominated property see note below

Quadrangle name North Beach

Quadrangle scale 1: 24,000

UTM References Do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

The property owner and the Maryland Historical Trust are currently negotiating a new easement boundary for the property.

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	Sherri M. Marsh		
organization	Retrospect Cultural Resource Services	date	3/17/2000
street & number	1106 Bay Ridge Avenue		
city or town	Annapolis	state	Maryland 21403

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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

(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 placed, 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 reveled 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

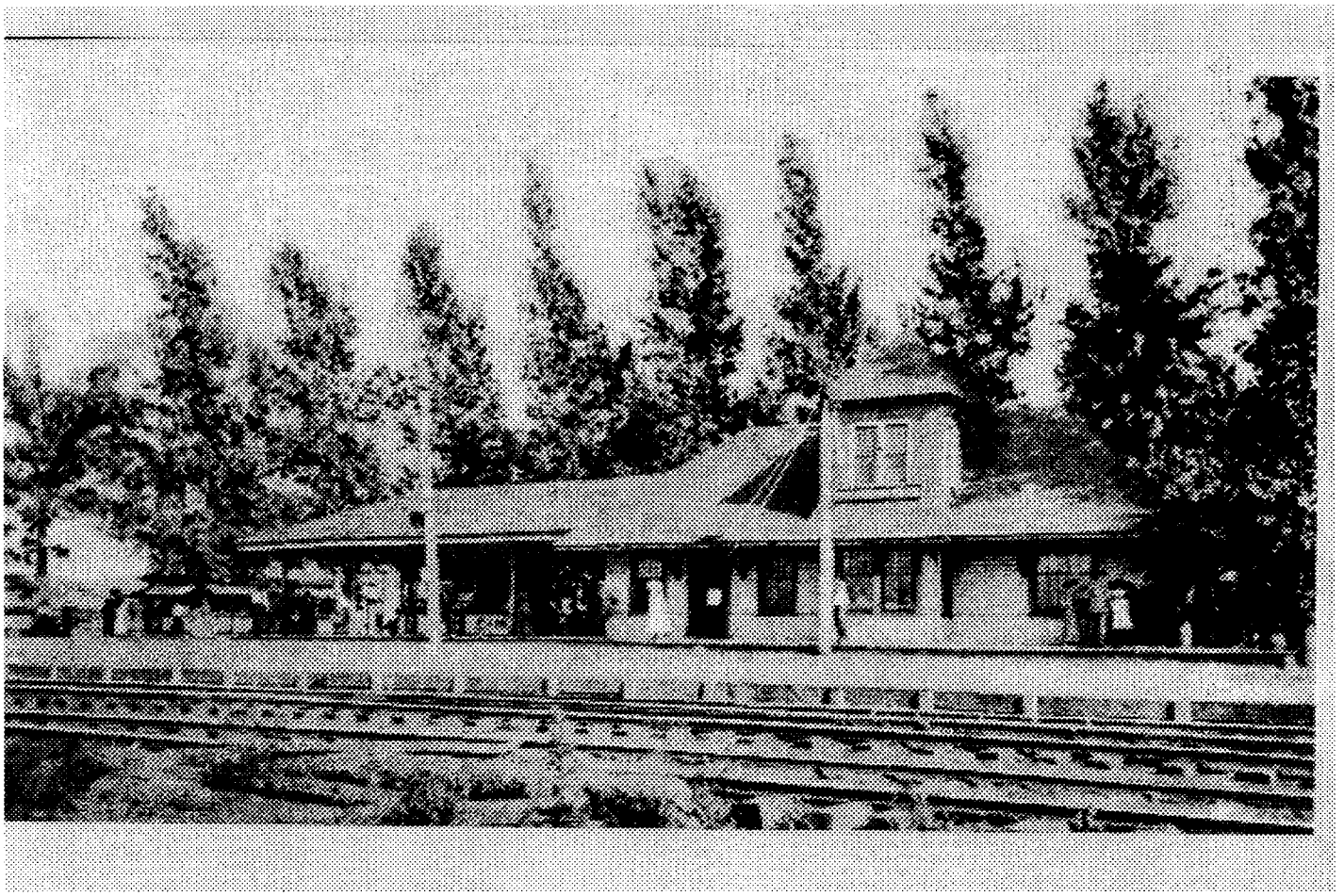
I. Geographic Organization: Western Shore

II. Chronological/Development Periods: Industrial/Urban Dominance (1870-1930)

III. Prehistoric Period Themes: N/A

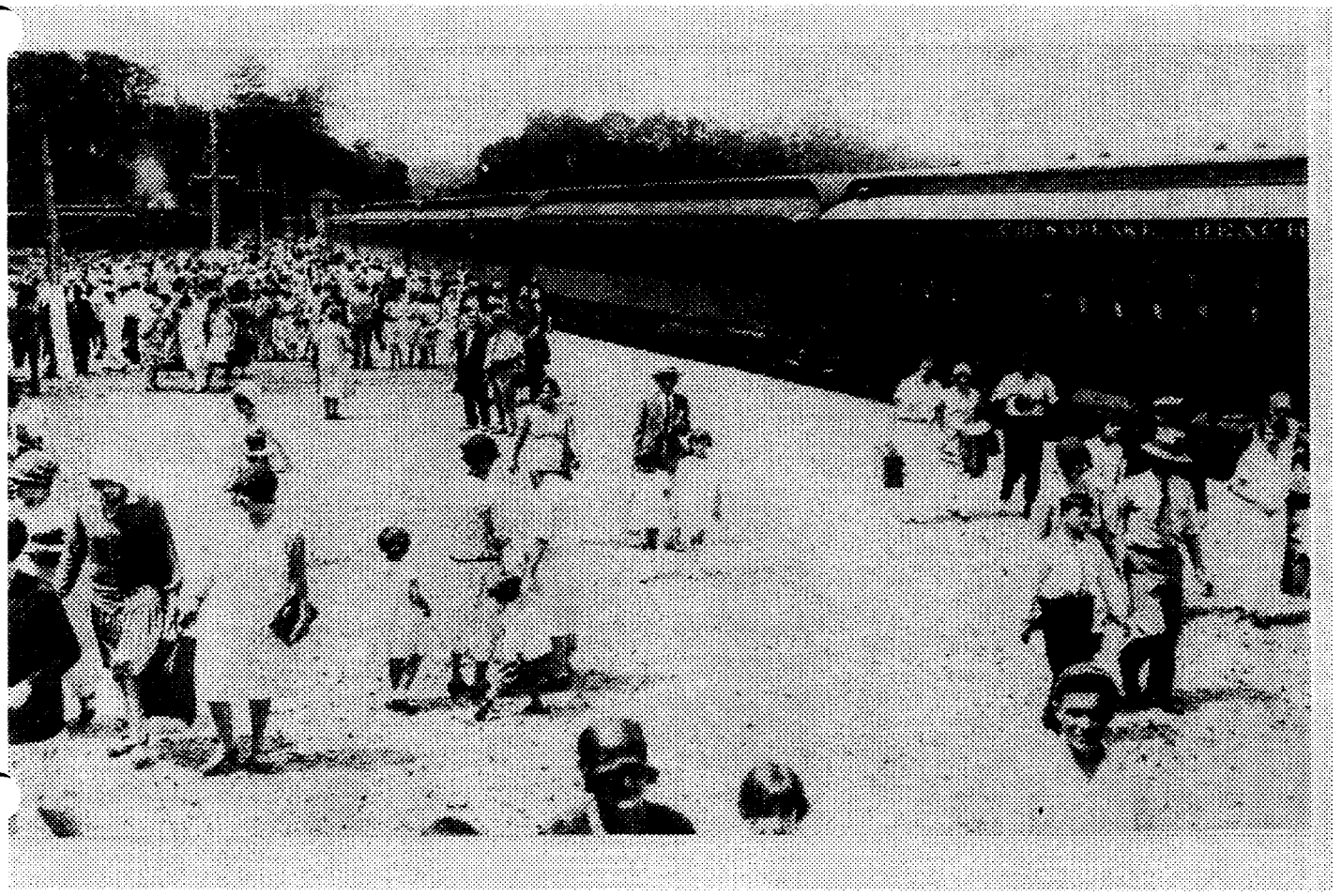
IV. Historic Period Themes: Architecture
Economic
Social
Transportation

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, circal 1900-1910.

Chesapeake Beach Railway Station in the 1920s.

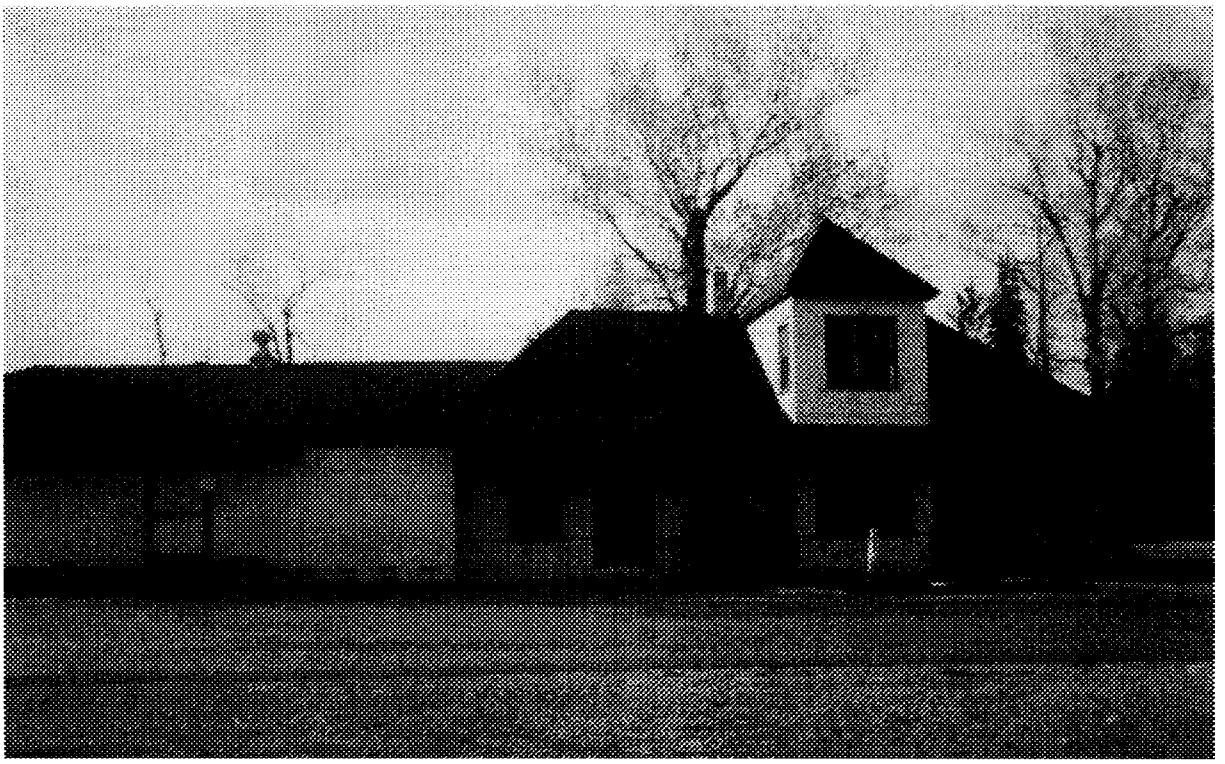


Arriving at Chesapeake Beach, circa 1925.

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.

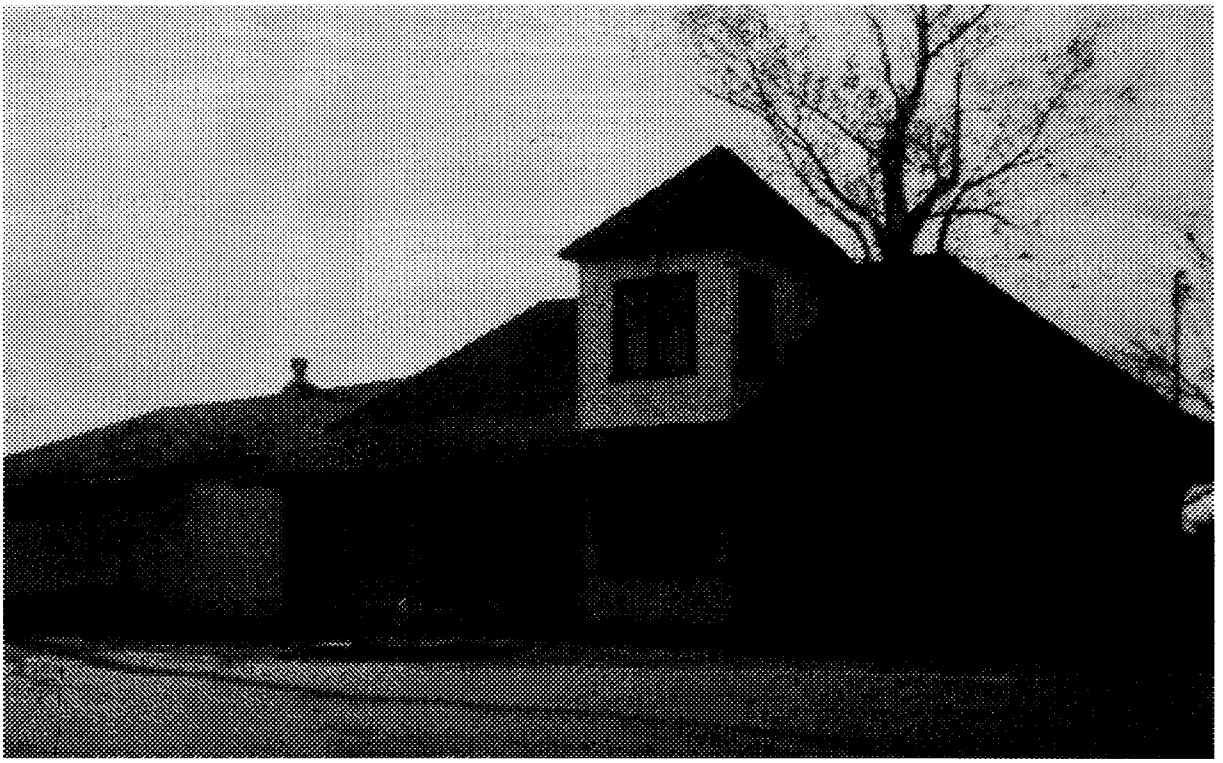


Above and Below: Cheapeake Beach Railroad Station, circa 1980, prior to restoration.

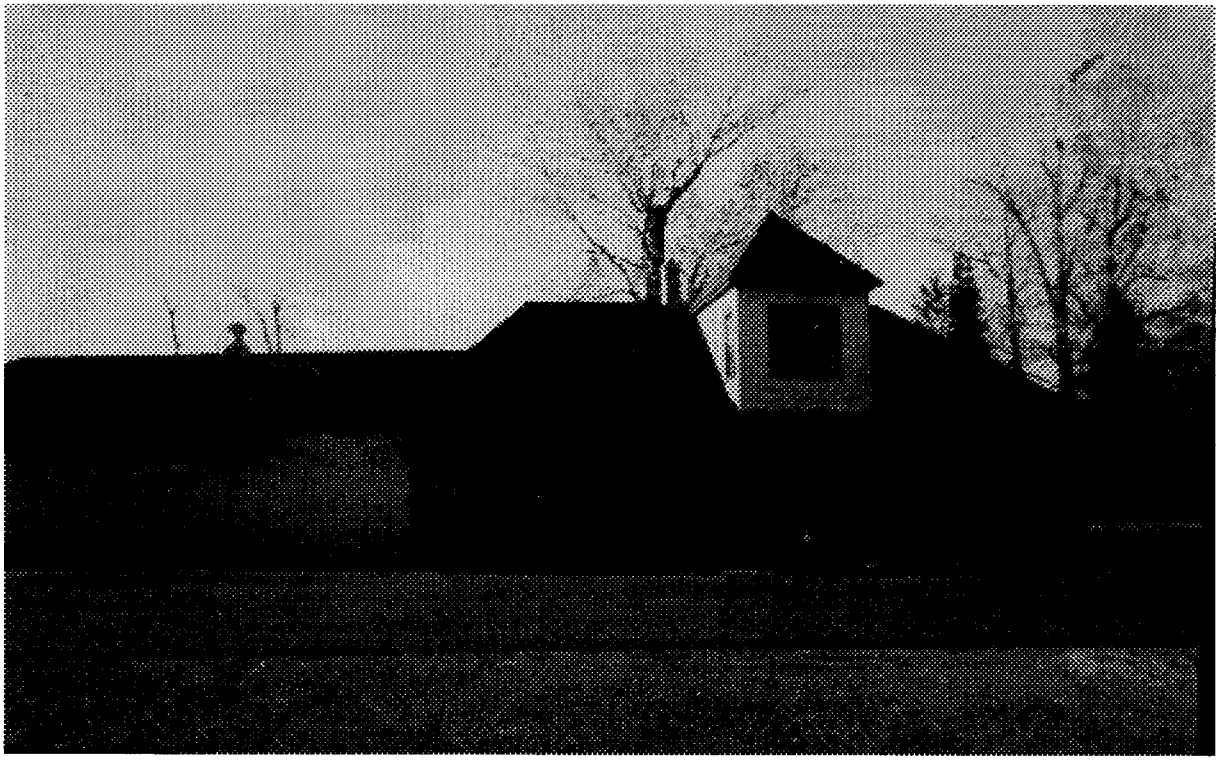
Continuation Sheet

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.



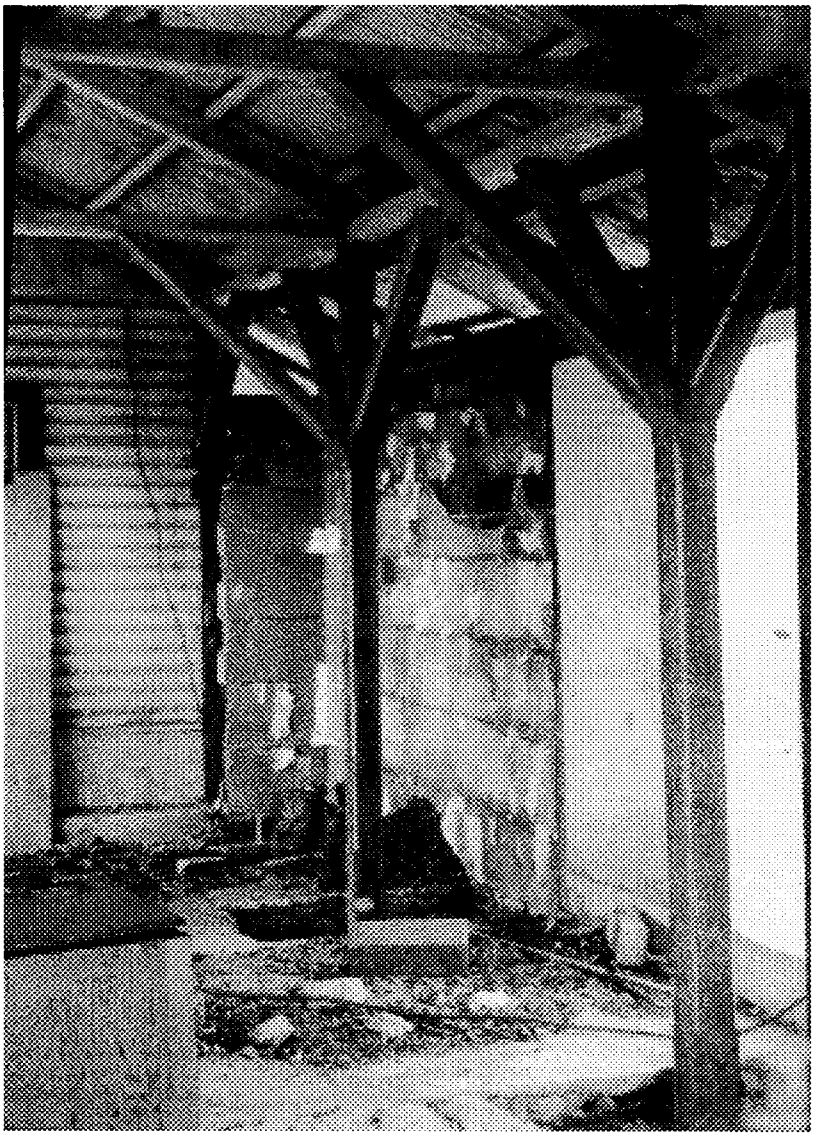
Above and Below: Chesapeake Beach Railraod Station, circa 1980, prior to restoration.



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.

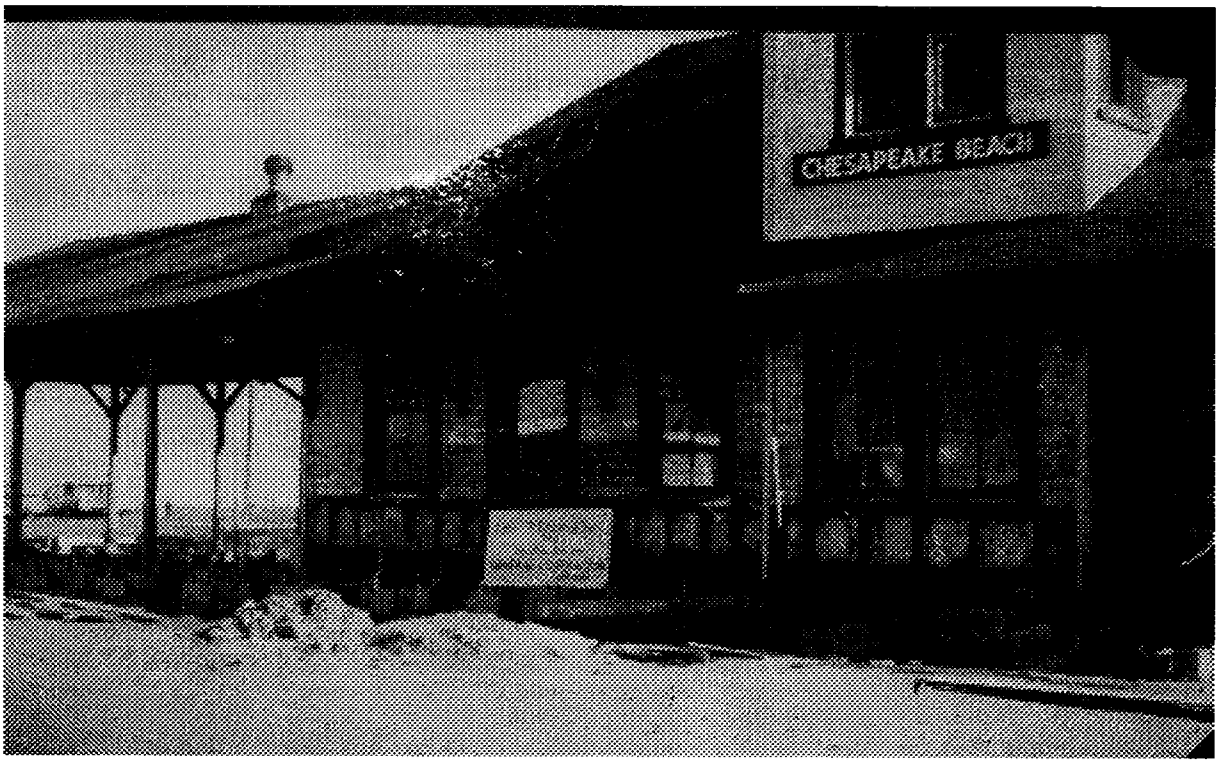
Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.

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

Continuation Sheet

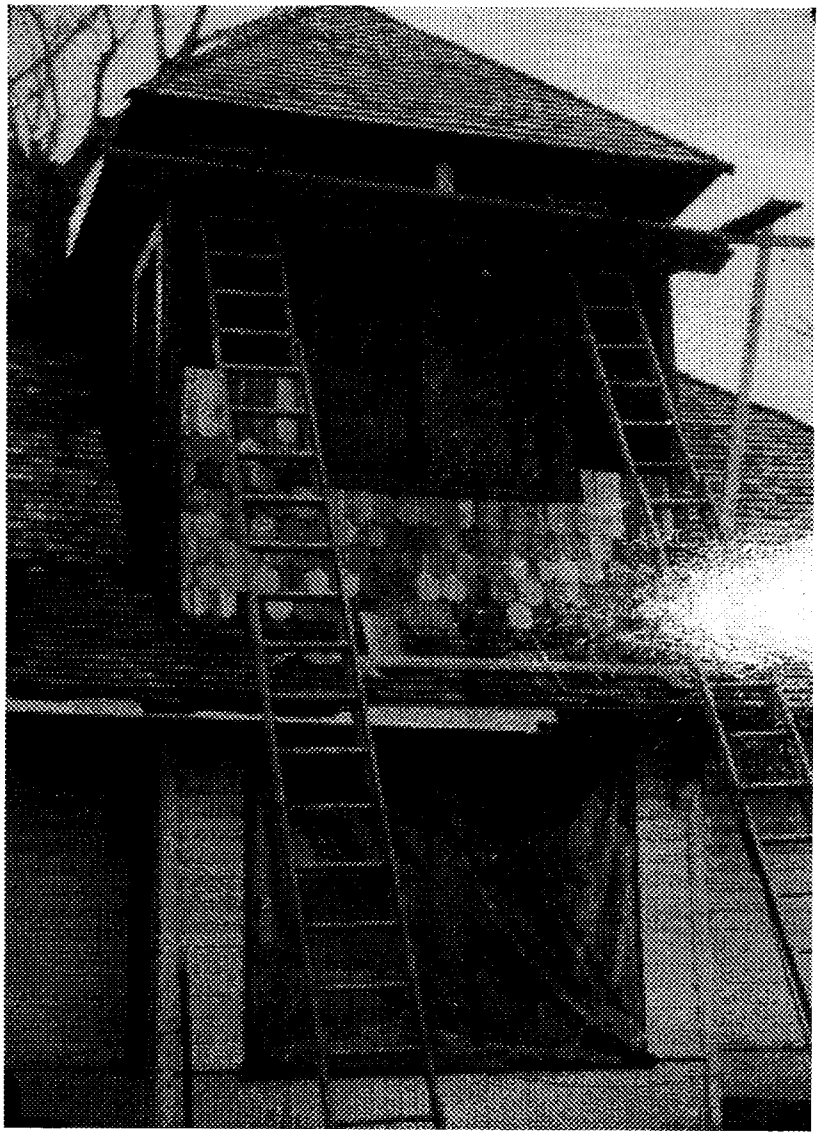
Survey No. CT-100

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.

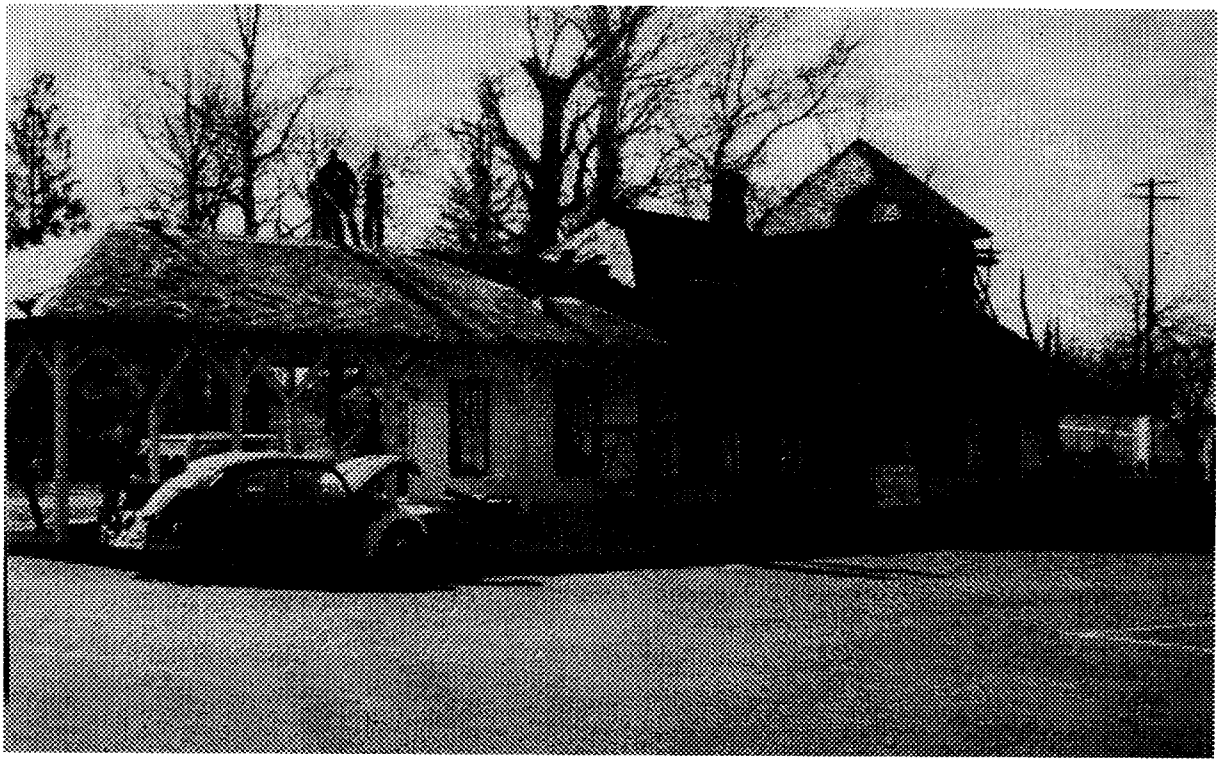


Above: North-side tower showing replaced exterior wainscot, and fish scale shingles on tower.

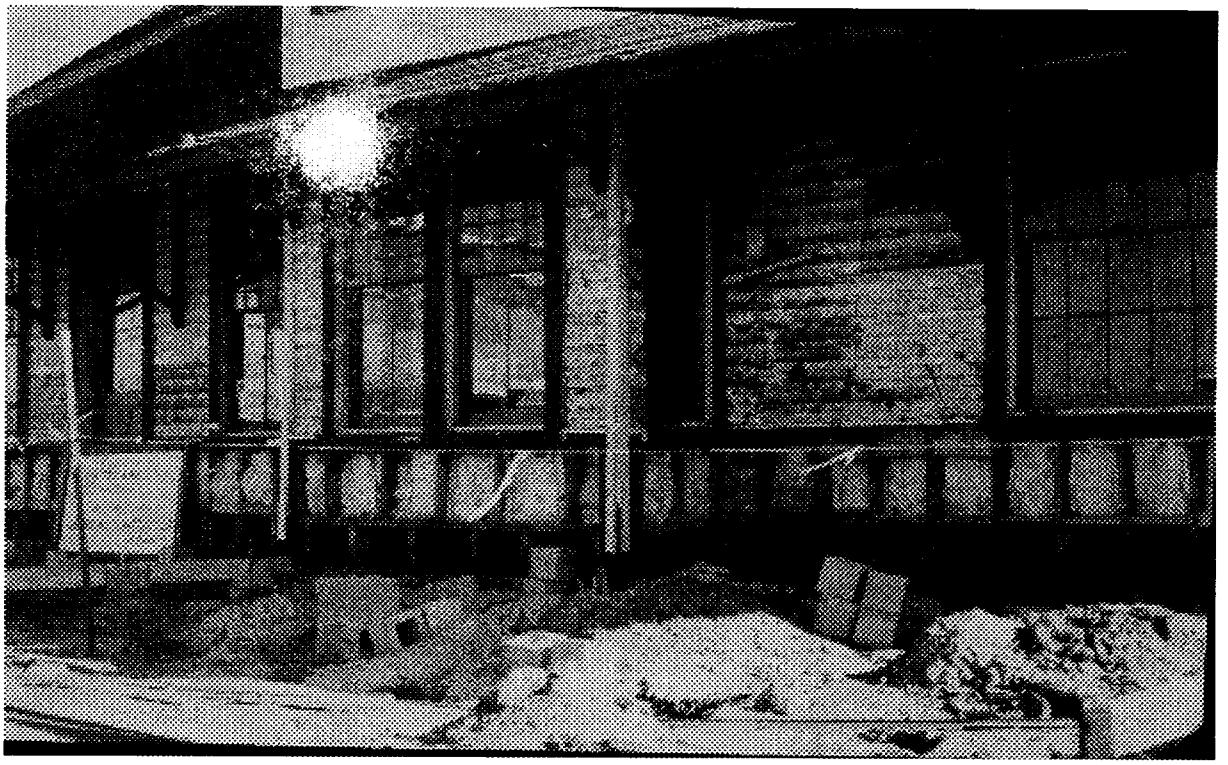
Continuation Sheet

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

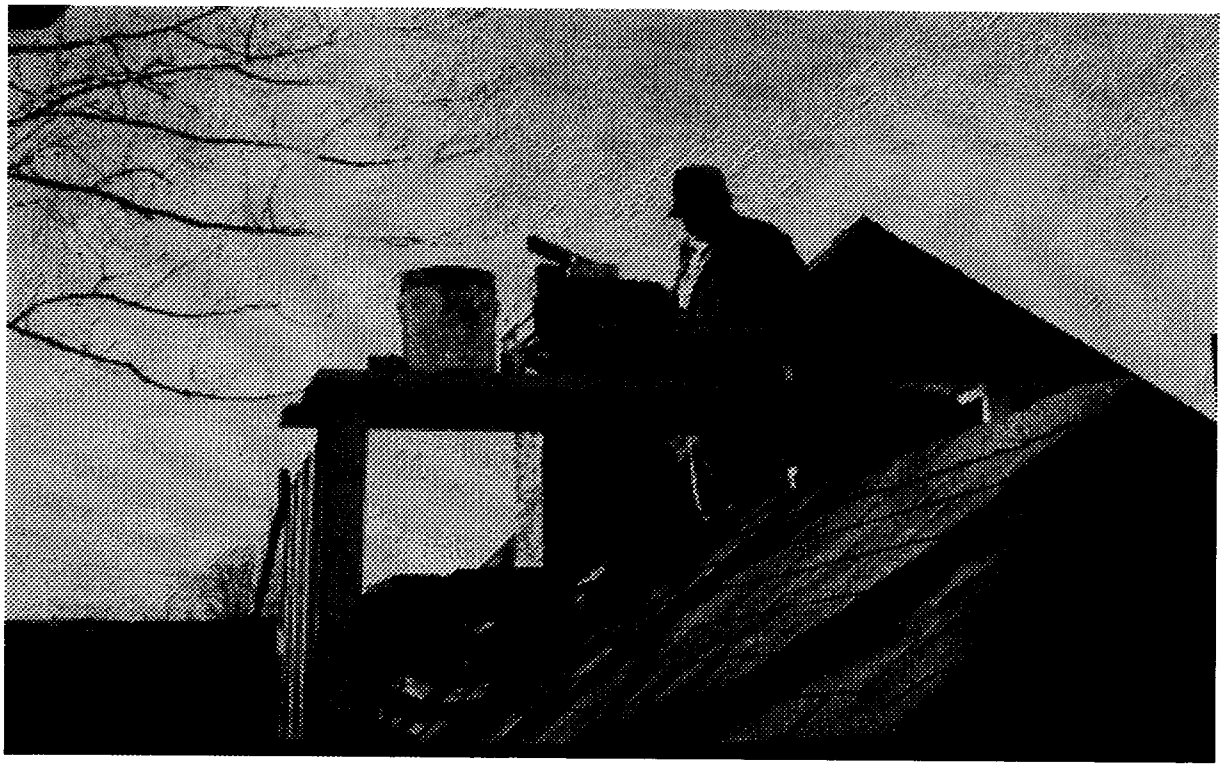
Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.

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

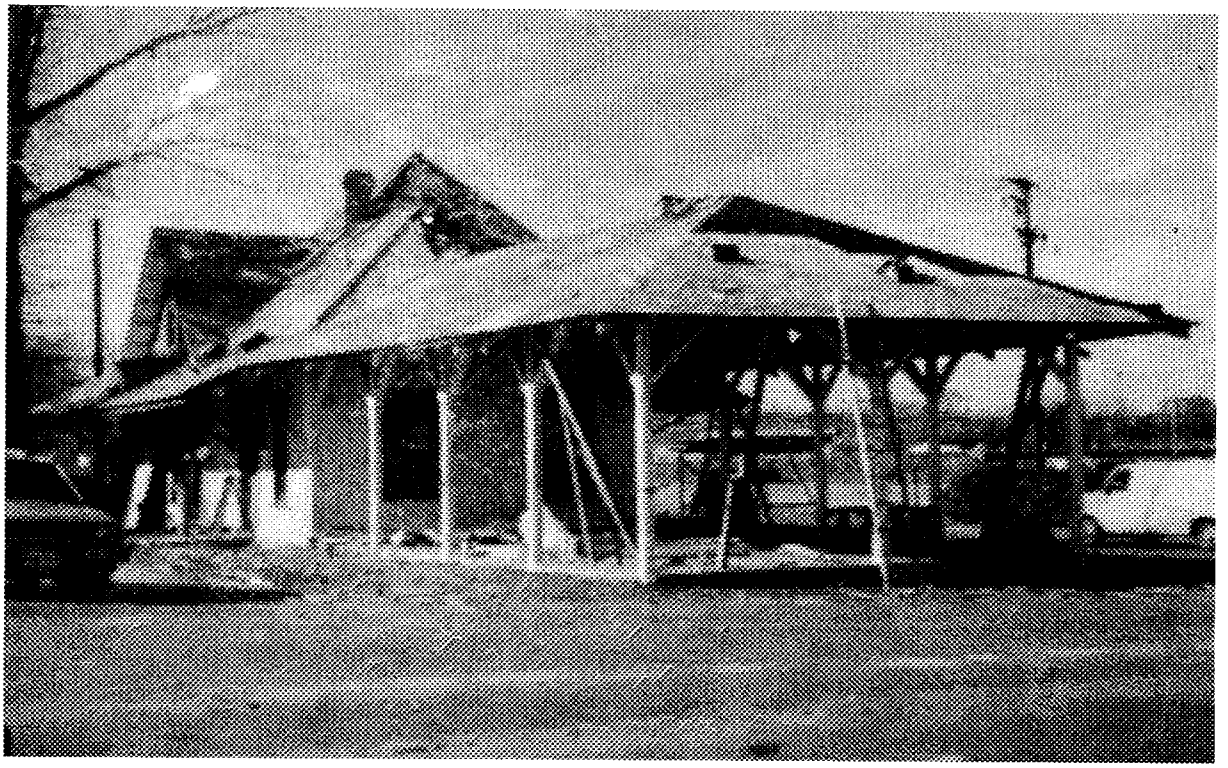
Continuation Sheet

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.



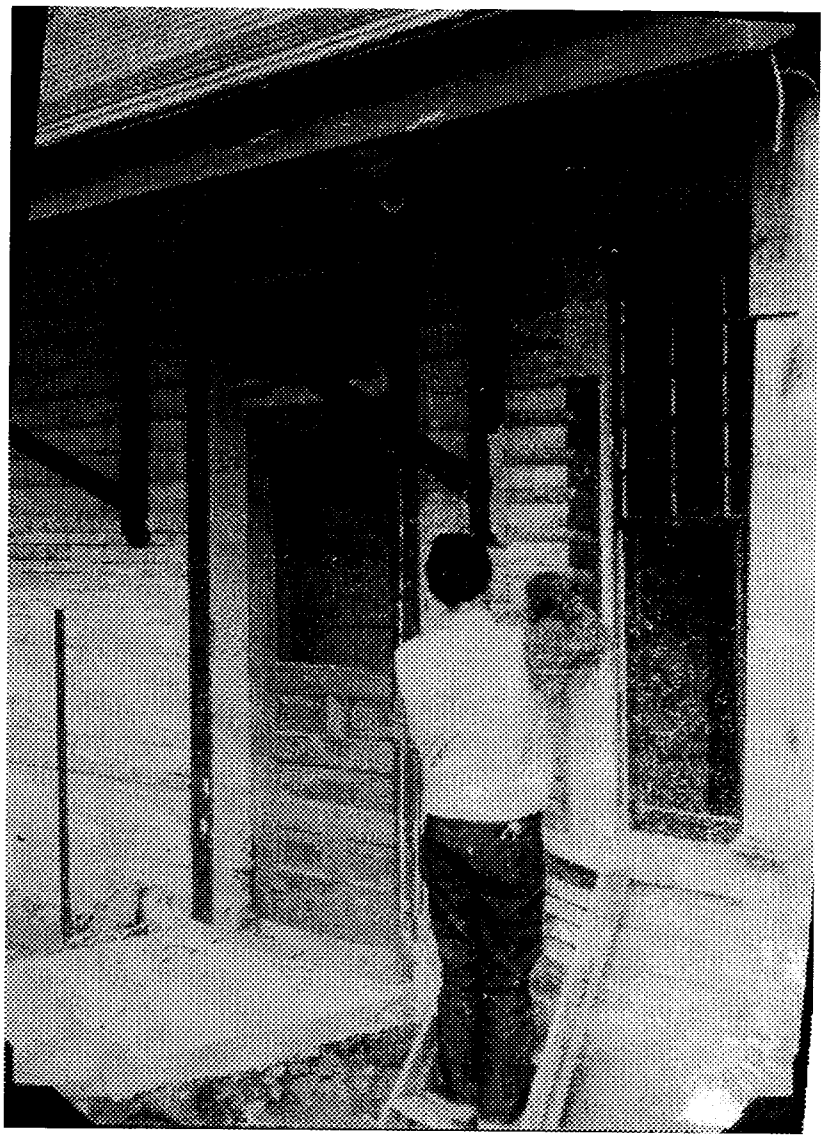
Photographs taken during the restoration of the Chesapeake Beach Railway Station in the early 1980s. Date and photographer unknown. Originals are in the collection of the Chesapeake Beach Railway Museum.

Above: Restoring dentilated trim over north entrance.

Continuation Sheet

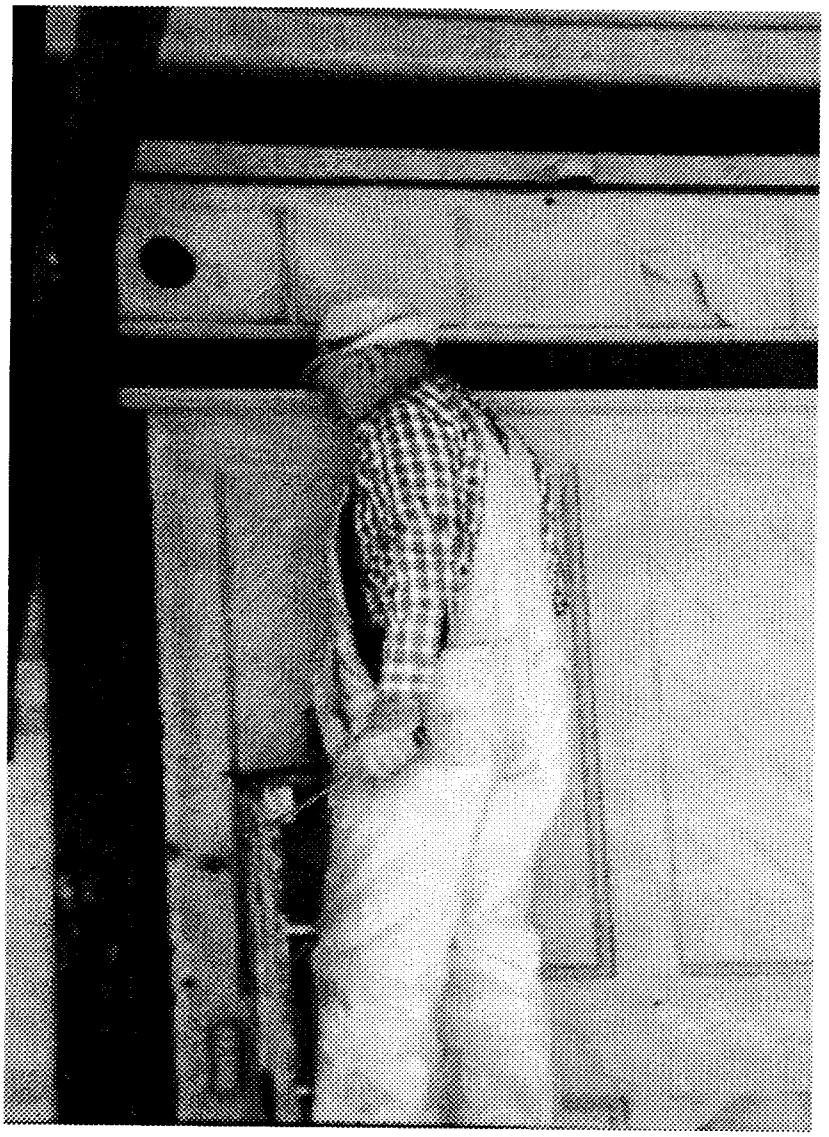
Survey No. CT-100

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.

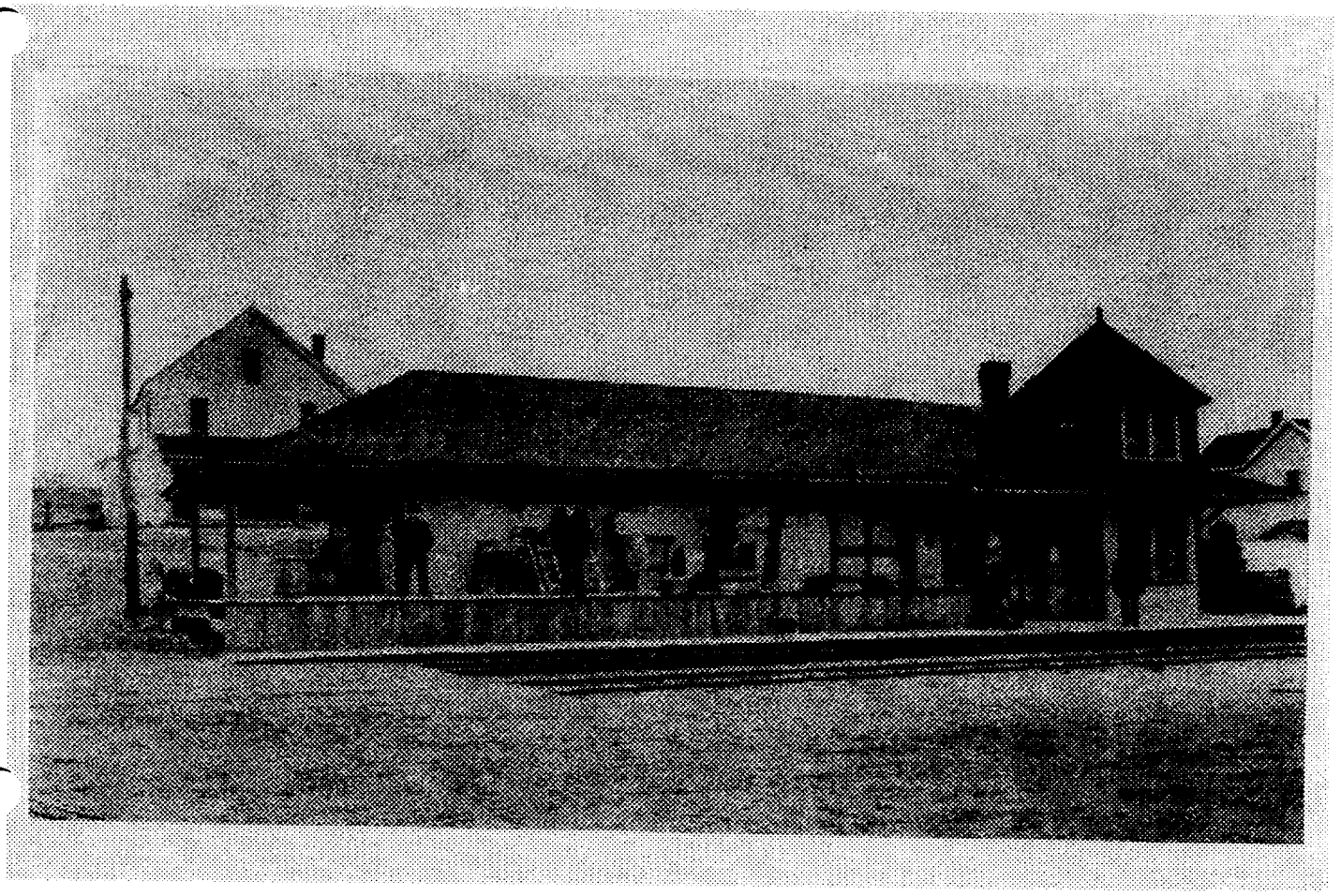


Above: Exterior restoration in progress.

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.



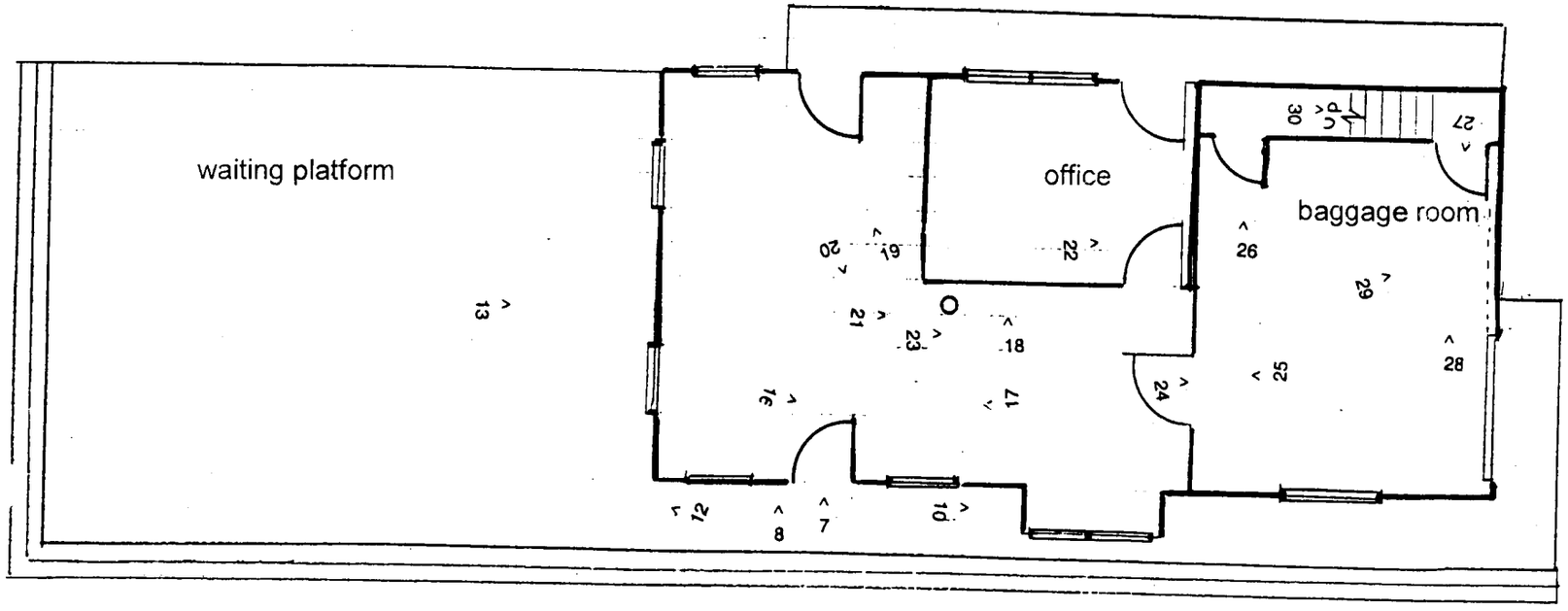
Chesapeake Beach Railroad Station in Owing, Maryland, 1920s. Note similarity to Chesapeake Station.

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.

SOUTH



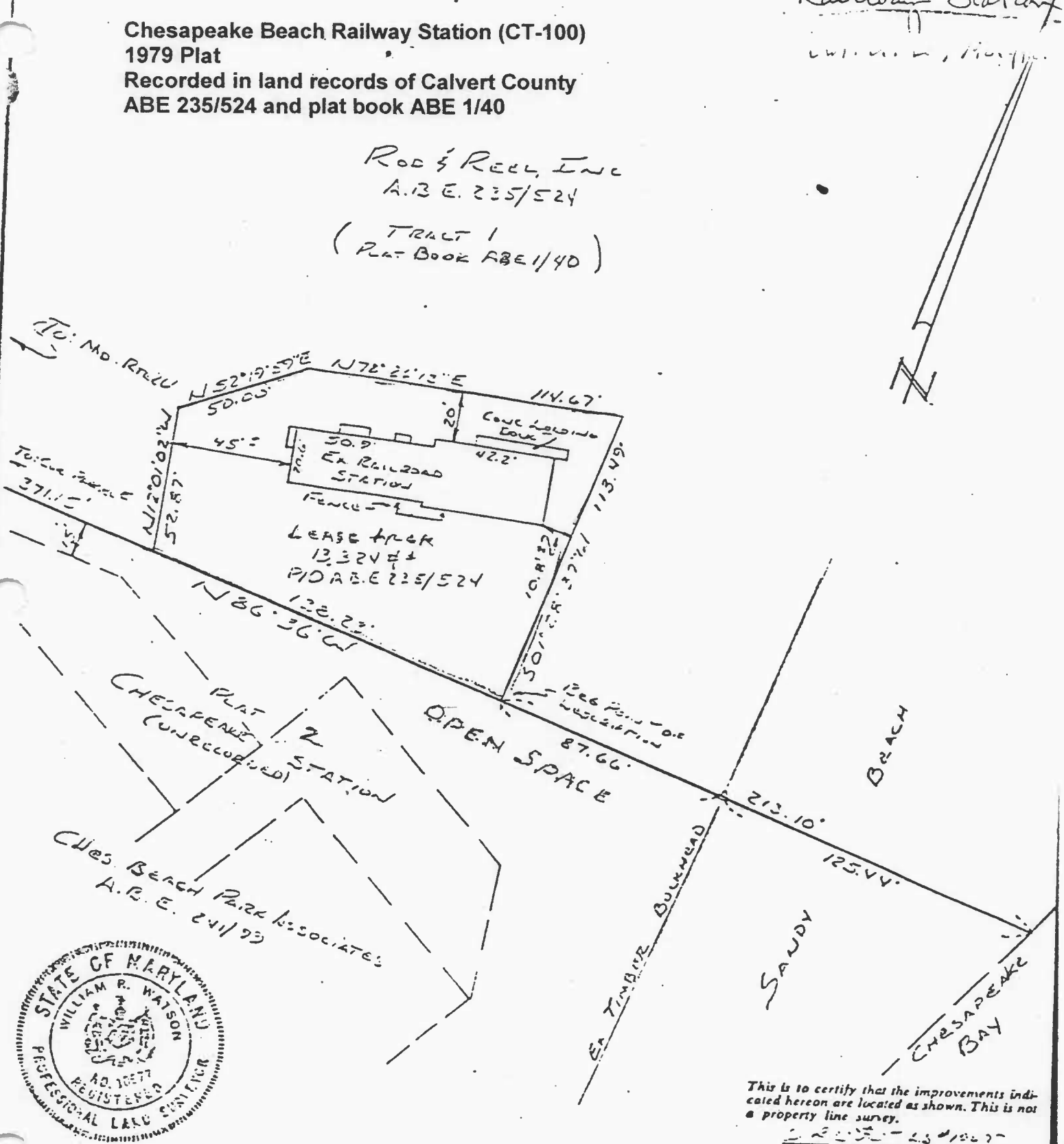
NORTH

building measures 93' x 25'

(drawing not to scale)

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



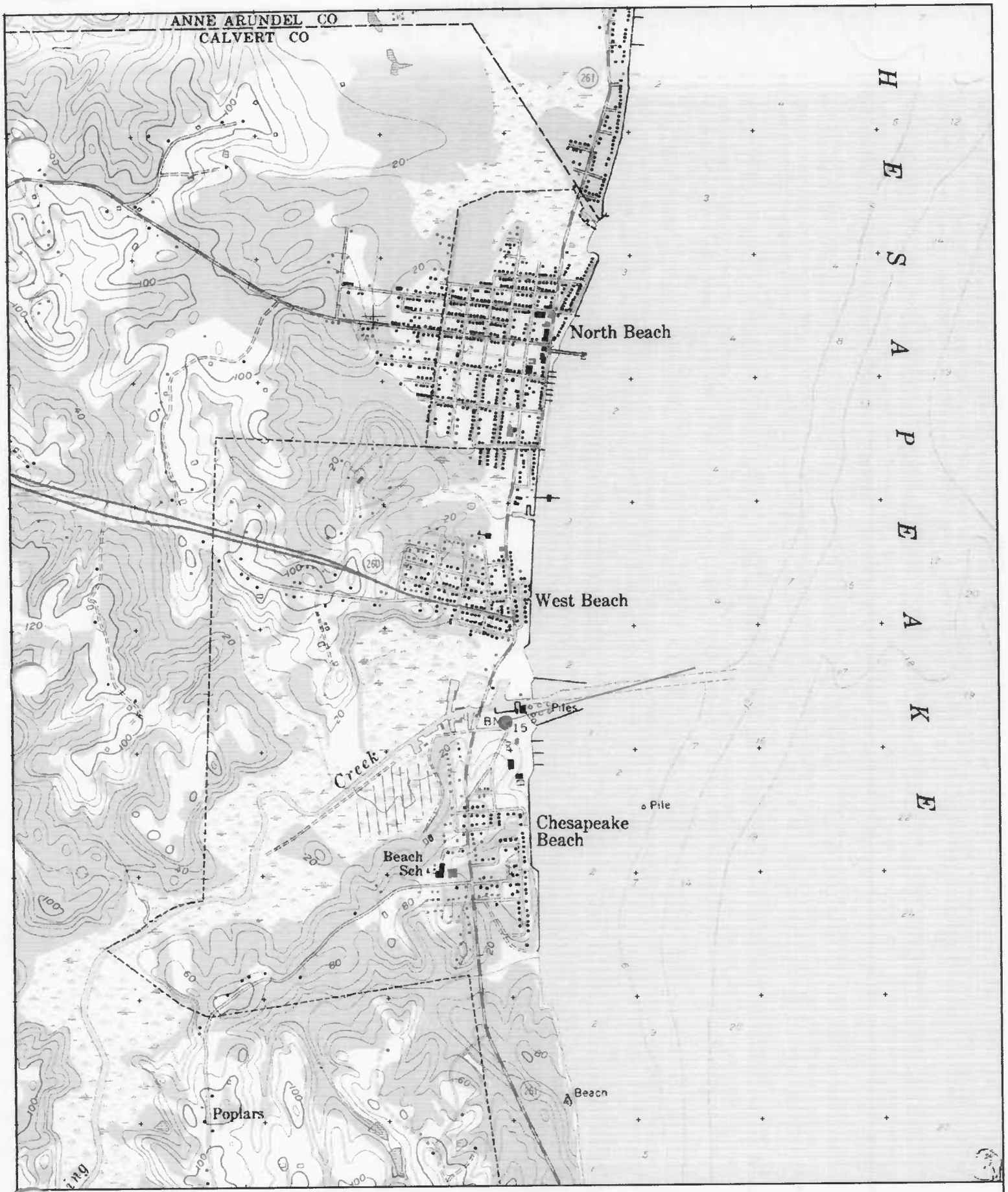
This is to certify that the improvements indicated hereon are located as shown. This is not a property line survey.

Registered Surveyor

PLAT SHOWING - LEASE OUTLINE
PLAT 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 L.K.T.D.I
SCALE 1"=50'
DATE 5/1/79
JOB NO. C-6997



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


STOP
1
MILE


CHESAPEAKE BEACH

381-467 <No. 1> 98.12.30 21:58


CHESAPEAKE
BEACH
RAILWAY
MUSEUM


CHESAPEAKE
BEACH
RAILWAY
MUSEUM


CHESAPEAKE BEACH

31-467 (No. 16) 98.12.30 22:14


TRAIN SCHEDULE
NO. ARRIVE DEPART
2 6:40 AM
1 10:30 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

11 4 22

1-467 (No. 17) 98.12.30 22:14

-467 (No. 9) 98.12.30 22:03


FARES
ILWAY
USEUM
WILL BE


VERONA


RAILROAD CROSSING
STOP
LOOK AND LISTEN


FARES
ILWAY
USEUM
WILL BE
OPEN
TODAY
P.M. TO
4 P.M.
Welcome


OFFICES
EAST WASHINGTON
RAILWAY CO.
Ford


EXPRESS AGENCY
ATED
XEROX
Paper

XEROX


FedEx

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

55 d