Easement

FHD-30

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

B & O RAILROAD STATION

2 LOCATION

STREET & NUMBER

100 S. Market Street

CITY, TOWN

Frederick ___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Frederick

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
___DISTRICT	X PUBLIC	X OCCUPIED	___AGRICULTURE	___MUSEUM
X BUILDING(S)	___PRIVATE	___UNOCCUPIED	___COMMERCIAL	___PARK
___STRUCTURE	___BOTH	___WORK IN PROGRESS	___EDUCATIONAL	___PRIVATE RESIDENCE
___SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	___ENTERTAINMENT	___RELIGIOUS
___OBJECT	___IN PROCESS	X YES: RESTRICTED	X GOVERNMENT	___SCIENTIFIC
	___BEING CONSIDERED	___YES: UNRESTRICTED	___INDUSTRIAL	X TRANSPORTATION
		___NO	___MILITARY	___OTHER:

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

STATE, zip code

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC. Frederick County Courthouse

STREET & NUMBER

N. Court Street

CITY, TOWN

STATE

Frederick, Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___FEDERAL ___STATE ___COUNTY ___LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

FHD-30

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

This right angle shaped corner building is composed of a one bay square three story tower with a low pyramid roof, joined by a two story, two bay square section on S. Market Street and by a three bay wide, two bay deep, two story section on E. All Saints St. This section has a seven bay long, two bay deep extension along the street. All brickwork is stuccoed. The entrances to the former ticket office, waiting room, and baggage room of the station are on E. All Saints St. which was trackside. The large single or double doors at pavement level are glass paned with high three and four pane transoms with dentil trimmed transom bars. Tower windows on the second and third floors are in pairs of round arched 6/4 panes with plain architrave and wood sills with bracket rim. First floor windows of both sections are of 6/2 panes with flat brick arches and granite sills. There is a first floor brick bay window for the train dispatcher. Second floor windows of both sections are of Federal period 6/6 panes with molded lintels and wood sills. Each side section has a metal moderate slope "A" frame roof, while the East extension "A" frame roof is shingled. The cornice treatment of the rooflines vary. The tower is ornamented by a bracketed molded cornice with round pendants at each corner. The Market Street roofline is ended by a simple molded cornice with small cast iron lion heads jutting from each end. The All Saints Street side is of the overhanging molded type supported by cyma curved modillions. The gable end of this section is trimmed by a molded box cornice with returns. The rear rooflines are supported by two string Federal style brick cornices. The tower is trimmed by a belt course running across below the windows. The original weathervane from this tower in the design of a "Camelback type" locomotive is now on display at the B & O Museum in Baltimore, Maryland*. A replica of this should be placed on the tower again. A covered station platform extends about fourteen bays, is of beam construction with a slight slope metal "A" frame roof and supported by ornamental cast iron poles on the trackside. Paving for this area is of dark red small bricks. A heavy duty scales area formerly adjoined this platform behind the baggage room. According to early photos, the All Saints Street wing had no extension or covered platform by 1862.

*"Camel" Locomotives were designed for stability, introduced in 1848, and 100 of them were produced during the next twelve years. They were 4/6 or 10 wheelers.

CONTINUE ON SEPARATE SHEET IF NECESSARY

FHD-30

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	X ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION	
_1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)	
Land acquired 1854		_INVENTION			
Started 9/11/1854					

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Frederick B & O stations date from 1831 when the "Old Main Line" was constructed to this city, the Western terminus of the railroad. Horse cars were then used and steam locomotives were introduced the following year. This oldest stone station building, used both for freight and passengers, was located a block to the East and was demolished in 1911.

The present passenger station located at All Saints and Market Streets was constructed in 1854. It became a very busy depot with many trains arriving each day and dispatching weekly excursions. There were also daily school trains to bring the outlying county children to the City.

On October 4, 1862, President Abraham Lincoln arrived from Sharpsburg, Maryland via an ambulance wagon after visiting the Army of the Potomac following the battle of Antietam. Three thousand local citizens greeted him as he boarded the train to return to Washington. Upon request, he made an impromptu speech from the rear platform to the "soldiers and good citizens of Frederick." A Civil War placque on the tower attests to this fact.

Justice Roger Brooke Taney's funeral train, supplied by President Lincoln, arrived at this station on October 15, 1864.

Many other notables, such as Oliver Wendell Holmes and General Grant, used this station for visits to Frederick.

From the diary of Jacob Engelbrecht: Sept. 13, 1864 - "Railroad Station House - the B & O Railroad purchased last winter from the heirs of Philip Haller, the lot on the S.E. corner of Market and All Saints St. and intend building a railroad station house - they commenced digging the foundation last monday (Sept. 11th). Mr. George A. Cole is the undertaker" (builder)

The original bell of 1835 used for the arrival and departure of trains is now on display at the Roundhouse Museum, Baltimore.

CONTINUE ON SEPARATE SHEET IF NECESSARY

FHD-30

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

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 *DOUGLAS M. GREENE*
ARCHITECTURAL HISTORIAN

ORGANIZATION *HISTORICAL DISTRICT COMMISSION*
CITY of FREDERICK MD. 21701

DATE JULY 1974

STREET & NUMBER

TELEPHONE

CITY OR TOWN

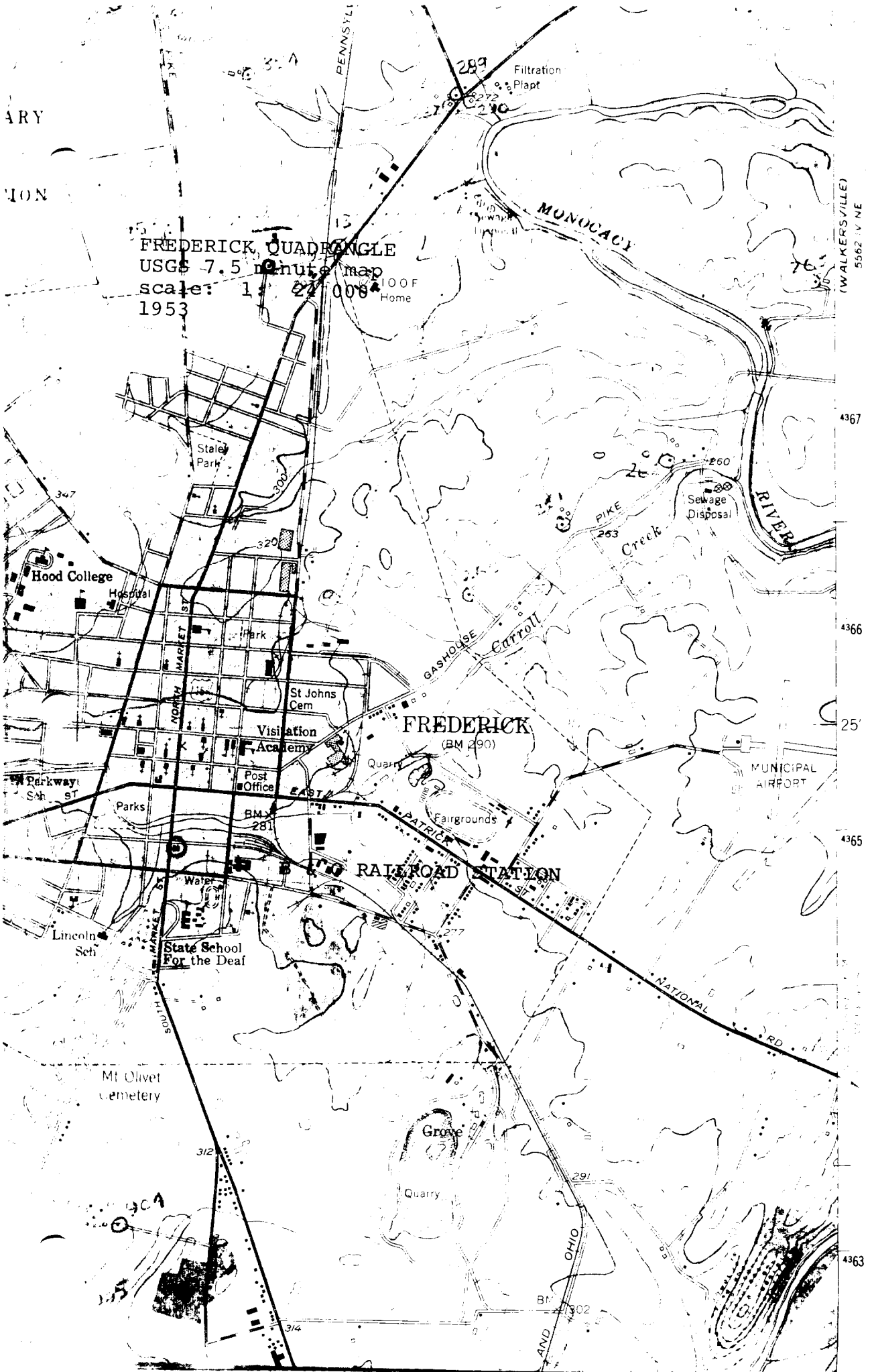
STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

FHD-30


FREDERICK QUADRANGLE
USGS 7.5 minute map
scale: 1: 24 000
1953
Filtration Plant
MONOCACY
RIVER
(WALKERSVILLE)
5562 V NE
Home
Staley Park
Hood College
Hospital
Park
NORTH MARKET ST
St Johns Cem
Visitation Academy
FREDERICK
(BM 290)
Quarry
Post Office
EAST PATRICK ST
Parks
Parkway Sch
BM 281
Fairgrounds
RAILROAD STATION
Water
Lincoln Sch
State School For the Deaf
SOUTH MARKET ST
Mt Olivet Cemetery
Grove
Quarry
GASHOUSE
Carroll
Creek
PIKE
Sewage Disposal
MUNICIPAL AIRPORT
NATIONAL RD
OHIO AND
BM 302
4367
4366
4365
4363
25'

FARM MARKET
OPTIMIST PARK
BUS TERMINAL

FREDERICK B&O RAILROAD STATION
Project #24-76-00400-00

FHD-30

Pre-restoration

ONE WAY
BOSTERMAN

FHD-30
B&O Railroad Station
Frederick

2

FHD-30
B&O Railroad station
Frederick

Post-restoration

FHD-3c
B&O Railroad station
Frederick

Pre-restoration

4

11

FHD-30

B&O Railroad Station

Frederick

Post [illegible]

B&O STATION

VISITOR
INFORMATION

F+HD-30
B&O Railroad station
Frederick

Post restoration