G-IV-C-164

Swanton Baltimore and Ohio Railroad Station
Swanton
Private ca.1900

The Swanton Baltimore and Ohio Railroad Station is a frame, one story, hip-roofed building on a concrete foundation. Its simple four bay by one bay rectangular plan is distinguished by deep overhanging eaves and varied types of ornamental siding.

This station is significant architecturally as an intact example of an early twentieth century Baltimore and Ohio Railroad company-built station. It gains additional significance due to its importance to the lumber industry and to the transportation needs of the local population.

G-IV-C-164

MARYLAND HISTORICAL TRUST

MAGI #1209414719
NR

# INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

## 1 NAME

HISTORIC
Swanton Baltimore and Ohio Railroad Station

AND/OR COMMON
Swanton B & O. Railroad Station

## 2 LOCATION

STREET & NUMBER
Swanton Hill Rd., N side, E of intersection with railroad tracks.

CITY, TOWN
Swanton

___ VICINITY OF

CONGRESSIONAL DISTRICT
6th

STATE
Maryland

COUNTY
Garrett County

## 3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|---|---|---|---|
| __DISTRICT | __PUBLIC | __OCCUPIED | __AGRICULTURE | __MUSEUM |
| X BUILDING(S) | X PRIVATE | X 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 | __TRANSPORTATION |
| | | __NO | __MILITARY | X OTHER: NONE |

## 4 OWNER OF PROPERTY

NAME
Chessie System

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Garrett County Courthouse

Liber #:
Folio #:

STREET & NUMBER
Third and Alder Streets

CITY, TOWN
Oakland

STATE
Maryland 21550

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

G-IV-C-164

# 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 Swanton Baltimore and Ohio Railroad Station is a frame, one story, hip-roofed building on a concrete foundation. Its simple four bay by one bay rectangular plan is distingished by deep overhanging eaves and varied types of ornamental siding.

The station is located approximately ten feet from the southeast side of the railroad tracks which pass through the eastern end of Swanton, a small town consisting of about twenty-five late nineteenth century to mid-twentieth century buildings. This section of track is part of the Seventeen Mile Grade that stretches from Piedmont, WV. to Altamont, MD. along the ridge of Backbone Mountain.

The facade of the building (north elevation) is four bays long. The two center bays are 4/4 sash windows with plain board surrounds. The westernmost of these two windows is incorporated into a one bay projection, the only irregularity on the simple rectangular form of the building. The western end of the facade is pierced by a set of double doors each door having two recessed panels that are filled with diagonally set boards. The two doors, side by side, create a chevron pattern. A single five-panel door (three horizontal panels over two vertical panels) occupies the easternmost bay of the facade. Both doorways are topped by transom lights that have been boarded over. The single door was most likely used for passenger service while the set of double doors was used for freight storage. The east endwall is pierced by a window which is now boarded over; the west endwall is unfenestrated. The rear elevation has three openings which have also been boarded over. The center and eastern bays are the size of the window openings while the western bay is window height but is as wide as the set of double doors.

The upper two thirds of the exterior walls are covered with a variation of German siding. The boards are standard width but the beveled edge which is characteristic of German siding is filled with a large bead molding. The treatment of the lower third of the building resembles wainscoting in its use of board and batten siding outlined by a molded "chair rail" and a plain "baseboard". The "chair rail" passes just below the level of the windows, doubling its use as a sill at those points.

The tar paper-covered hipped roof has a concrete capped brick chimney situated on the ridgeline. The eaves project a couple of feet beyond the walls and are supported by large, chamfered brackets with decoratively trimmed ends.

The building is no longer used by the railroad company, but it stands in good repair.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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# 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 |
| __1800-1899 | __COMMERCE | __EXPLORATION/SETTLEMENT | __PHILOSOPHY | X TRANSPORTATION |
| X 1900- | __COMMUNICATIONS | X INDUSTRY | __POLITICS/GOVERNMENT | __OTHER (SPECIFY) |
| | | __INVENTION | | |

SPECIFIC DATES ca. 1900 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Swanton Baltimore & Ohio Railroad Station is significant architecturally as an intact example of an early twentieth century Baltimore and Ohio Railroad company-built station. It gains additional significance due to its importance to the local lumber industry and to the transportation needs of the local population.

From 1870 to 1896 the Baltimore & Ohio Railroad Company hired the architects Baldwin and Pennington to build its railroad stations. After the employ of Baldwin and Pennington ceased, the B & O Company began to supply railroad stations on its own. The Swanton Baltimore & Ohio Railroad Station is thought to be an example of this later period of company-built stations.[1] It is the only example of a B & O Company-built station in Garrett County that is extant.

In the early twentieth century Swanton was designated as one of six lumber shipping points along the B & O Railroad in Garrett County.[2] The Meadow Mountain Lumber Company, which harvested much timber north of Swanton, laid over twenty-five miles of narrow gauge rail lines for its own use through the mountains, one branch terminating near Swanton.[3] Lumber companies all along Backbone Mountain and to the north depended on the B & O line for transportation of their goods beyond their own narrow gauge lines. A lumber yard was located right in Swanton across the tracks from the railroad station.[4]

At the turn of the twentieth century, many residents of Swanton worked for the lumber companies, for the railroad, and for the papermill in Luke, Maryland. The lumber companies and the railroad workers depended directly on the railroad, with their activities centered at the railroad station, for the success of their livelihood. Those who worked at the papermill used the rail line to commute to Luke, ten miles east. Passenger service formed a large part of the business at the Swanton Station, however, it as well as freight service was cut back drastically in the 1950's.[5]

CONTINUE ON SEPARATE SHEET IF NECESSARY

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## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

1
Carlos P. Avery. "Baldwin and Pennington, Architects of the B & O Railroad", presentation given at the 11th Annual Conference of the Maryland Historical Trust, Annapolis, Maryland, November 7, 1981.

CONTINUE ON SEPARATE SHEET IF NECESSARY (see separate page)

## 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
Valerie Cesna, Historic Sites Surveyor

ORGANIZATION
Maryland Historical Trust/Bureau of Mines

DATE
October 1981

STREET & NUMBER
Shaw House, 21 State Circle

TELEPHONE
(301) 269-2438

CITY OR TOWN
Annapolis

STATE
Maryland 21401

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

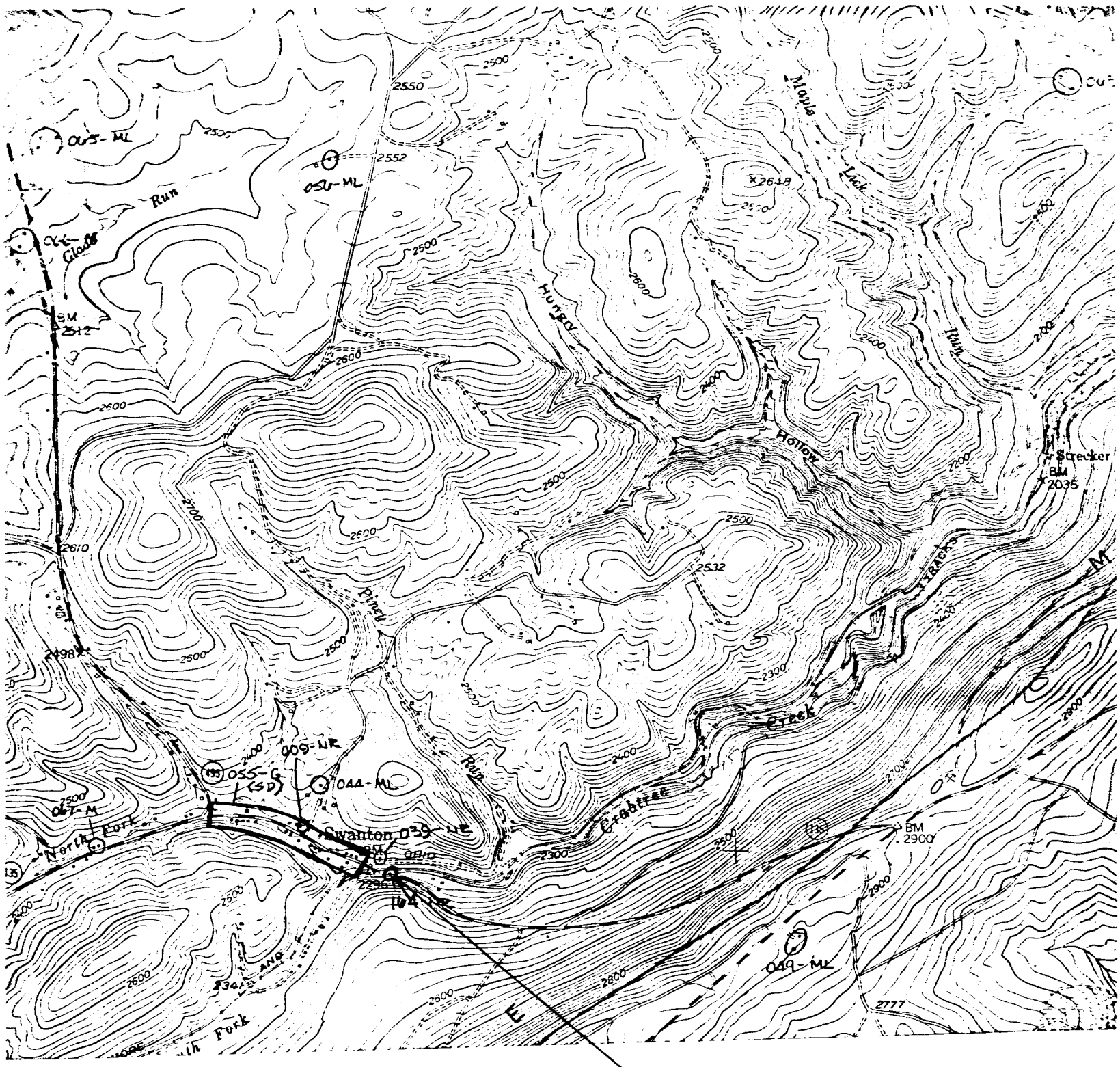
Swanton Baltimore & Ohio Railroad Station
(Continued #9 - Bibliography)

2
Stephen Schlosnagle. Garrett County, A History of Maryland's Tableland. (Parsons, West Virginia: McClain Printing Company, 1978), p. 265.

3
Schlosnagle, p. 271

4
Garrett County Courthouse, Plat Book 1, folio 95, undated plat of the town of Swanton.

5
Interview with Mr. John Rhodes, retired B & O track foreman at Swanton, January 29, 1981.




Kitzmiller, MD-WV
USGS 7.5 Minute Series
Scale 1:24,000
1948; photorevised 1974

G-IV-C-164
Swanton Baltimore and Ohio
Railroad Station
Swanton Hill Road, N side, east
of intersection with railroad tracks

[illegible] CO 1964
[illegible] [illegible] [illegible]
[illegible]
VALLEY [illegible]
[illegible] [illegible] [illegible]
[illegible]