

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR OFFICIAL USE ONLY
RECEIVED
DATE ENTERED

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Gaithersburg B & O Railroad Station and Freight Shed

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Avenue and East Diamond Ave.

Southeast of intersection of Summit

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Gaithersburg

VICINITY OF

Eighth

STATE

CODE

COUNTY

CODE

Maryland

024

Montgomery

031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: Chamber of Commerce

4 OWNER OF PROPERTY

NAME

Chessie System, c/o Mr. H. T. Watkins, President

STREET & NUMBER

2 North Charles Street

CITY, TOWN

STATE

Baltimore,

VICINITY OF

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN

STATE

Rockville,

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M: 21-151

CONDITIO..		CHECK ON	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED shed	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD station	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Gaithersburg B & O Railroad Station and freight shed are located southeast of the intersection of Summit and East Diamond Avenues in Gaithersburg, Montgomery County, Maryland.

A one-story, brick structure, the station is approximately 65 feet by 20 feet, with a gable roof. Basically six bays long by one room deep, it consists of the five-bay original station, a one-bay addition used for storage at the east end and several small appendages on the rear (north). The station was built in 1884 and the east end shed added in the same style in 1905. The small additions on the rear contain bathrooms and a storage area and may also date from the upgrading of the line in 1905-1907.

In the center bay of the south facade of the original, five-bay portion is a projecting tower, flanked on either side by a door topped with a twelve-light transom. The western door is the original, five-panel one; the eastern door is a flat, modern replacement. In the outermost bay at each end is a tall window with fixed upper sash over a moveable lower sash of four lights. The fixed sash has a row of small, square panes surrounding a large square pane. The eight-panel door in the south facade of the storage shed matches the five-panel door, but is wider. It has an eighteen-light transom, two rows of nine lights.

The walls of the six-bay structure were laid in running bond with a belt course at the level of the window sills and another one at the top of the windows just below the lintels. The former consists of a row of reeded, molded brick with a plain row above and below and the latter of two rows of plain bricks between two rows of reeded brick. A row of corbelling four bricks deep was laid at the top of the wall of the gable ends just under the cornice and around the tower at the same height. Above this on the tower is a brick panel set two headers into the surface of the building. A segmental arch consisting of a row of stretchers then a row of headers is over the wide door to the eastern storage area. The windows have stone sills and segmental arches with a row of stretchers topped by a row of plain headers alternating with headers decorated with terracotta blocks.

The gable roof of the station was covered until recently with slate shingles. This has now been replaced with asphalt shingles of the same color. The roof has a shallow pitch that hangs over the platform on the south facade providing shelter for the passengers. This overhang is supported by brackets with turned supports and balusters. The eaves have small, carved brackets, and the exposed rafter ends are carved.

The gable roof of the projecting tower is at right angles to the main roof. Very steeply pitched, it overhangs the tower slightly on the south where it is supported by two large, carved brackets. It also extends to the

See Continuation Sheet #1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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Gaithersburg B & O Railroad Station and Freight Shed
Montgomery County,

CONTINUATION SHEET Maryland

ITEM NUMBER 7 PAGE 1

DESCRIPTION (continued)

north just to the other side of the peak of the main roof. A chimney rises from the east slope of the tower roof, at the peak of the main roof. Also laid in running bond, it has a high, corbelled cap.

In both the east and west ends of the station are groups of three narrow windows almost identical to the two narrow windows in the tower. They have a fifteen-light fixed sash above two lights placed vertically in the lower sash. The windows are separated by a row of 1 1/2 bricks, resembling pilasters because the upper belt course was also laid into these narrow strips. The three windows on the east end share a long stone lintel, though each has a separate stone sill. The three windows on the west end are inset into the wall and have a single stone sill and lintel. At each end of the lintel is a stone keystone; the segmental arch between these over the windows has the same decorative terracotta blocks described above.

Above the brick corbeling in the gables is a simple wood cornice, above this the gable is covered with butt-end shingles. The roof extends over the ends of the building and is held with large carved brackets. In the peak of the gables, flush with the barge board is a pediment with battens in a checkerboard design. The south gable of the tower roof also has a pediment, here of battens in a herringbone pattern with a small turned finial hung in the center.

On the north facade three small additions have been made directly behind the tower and flanking two bays on the south facade. All other openings on the rear are identical to those directly opposite them on the south facade. The center addition is a one-story and square, with a very flat hipped roof. It has a window on the north with paneled shutters and a double door with four-light transom on the east. The sill-level belt course continues around this addition which is used for storage. On either side of this is a small, shed-roofed addition with horizontal, six-pane window; both of these house bathrooms.

Inside the station there are four main rooms: in the tower is the stationmaster's office, and on either side of this a waiting room, and in the east end is a storage area.

The west waiting room was restored for the Bicentennial and now houses the Gaithersburg Chamber of Commerce. Originally the ladies' waiting room, it had been used for storage since about 1941. The room's tall ceilings are accentuated by a vertical board wainscot on all walls. Two ticket windows open into the office on the east wall of the room.

See Continuation Sheet #2

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Montgomery County

CONTINUATION SHEET Maryland

ITEM NUMBER 7 PAGE 2

DESCRIPTION (Continued)

Scrolled brackets support the sills of these and a painted grill covers each window. The door and window trim consists of reeded, Victorian molding with bull's-eye corner blocks. Benches around the room are wooden with a cast-iron frame. Tin inserts on these read: "B & O RR." All the woodwork, floor and benches were stripped of paint and oil and given a natural wood finish. Also in the room is a pot-bellied stove characteristic of the ear stamped "No. 2 Grafton B & O RR Co." A door to the rear opens into a small bathroom.

The east waiting room is almost identical in furnishings to the west one. It has two ticket windows on the west wall with a doorway between to the stationmaster's/ticket agent's office, and benches around the room like those described above. This room has not been restored and the woodwork and benches are covered with many layers of paint. Immediately behind the waiting room is another bathroom.

The office is a long, narrow room with four ticket windows, one of which is still in use. A wooden desk built into the wall spans the south area in the projecting tower. This room is also covered with many layers of paint. A door at the rear opens into a small storage room.

The east room has interior walls of unfinished brick, and was always intended as a storage area.

About ninety feet to the east of the station is the freight shed or loading dock, a brick structure about 45 feet by 20 feet. Its long (north and south) facades are divided into six panels with a door in the second and fifth bays in both sides. Over each door is a transom topped by a segmental arch. The transom lights are rectangular, about 1 1/2 times the size of the bricks, and are set vertically in a running bond design. The inset panels are corbeled at the top. At either end there is a pair of the panels on either side of a central panel which has a transom with stone sill and segmental arch with decorative blocks over four narrow slits in the wall with corbelling at the top and bottom.

The gable roof of the freight shed has the same shallow pitch as the main roof of the station. The eaves are supported with small brackets on the north side. On the south much larger brackets support both the eaves and an overhang that shelters the platform there. In the peak of the gable at either end are boards placed in herringbone design. They are in very deteriorated condition, as is the wooden platform which surrounds the building on the north, south and west sides.

8 SIGNIFICANCE

M: 21-151

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 checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1884 with additions BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE 1905 & 1907

The Baltimore and Ohio Railroad station and freight shed at Gaithersburg survive as reminders of the importance of the railroad in the emergence and development of the town. They are also one of a series of architecturally fine buildings built by the B & O in the 19th century, a number of which are already listed on the National Register, including two other stations on the Metropolitan Branch, Rockville and Point of Rocks.

The Gaithersburg station was built in 1884, the same year as the Oakland and Laurel B & O stations. E. Francis Baldwin was the architect for the B & O in this period, and he is known to have designed the Laurel station. Stylistic similarities exist between many of the stations built at this time, especially Rockville, Oakland, Laurel, Gaithersburg and Point of Rocks. It is, therefore, a fair assumption that Gaithersburg was designed by Baldwin. The detailed design of the freight shed suggests that it also is architect designed, illustrating the concern of the railroad companies in the 19th century to have stylish buildings. This interest reflects the importance of the railroads in that period, and has been compared to the present position of the airlines, whose airports are often designed by well-known architects of this age.

The Metropolitan Branch of the B & O, completed in 1873, revolutionized transportation in and out of Washington and made a tremendous contribution to the agricultural community by providing inexpensive shipment of produce and supplies. The primary purpose behind its construction, which ran 42.75 miles and cost three million dollars, was to save travel time between Washington and the west. Initially little thought was given to the impact the coming of the railroad might have on the rural areas of Montgomery County it would traverse, but the opening of the Metropolitan Branch impacted the economy of the entire county. Market gardening, fruit growing and wine production became successful businesses while the level of importing and exporting increased significantly. The railroad provided markets and also afforded farmers access to lime from Frederick which transformed Montgomery County into one of the most productive agricultural areas in Maryland. Suburban subdivisions began to appear along the line during the 1880s.

Initially towns along the Metropolitan Branch developed as summer resorts, since the relatively slow growth of Washington could not support extensive suburban development. By the 1880s the railroad had generated a suburban

See Continuation Sheet #3

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Montgomery County,

CONTINUATION SHEET Maryland

ITEM NUMBER 8

PAGE 3

SIGNIFICANCE (continued)

real estate boom, although land closer to the City had more interest. In general land values appeared to be governed by productivity of the soil and proximity of the railroad. Dairy farming also became important, particularly along the length of the Metropolitan Branch.

As soon as the track being laid from Washington reached Gaithersburg, in September 1872, a station was established there. This is believed to have been a structure designed primarily to accommodate freight rather than passengers, as at this point the railroad provided only paved platforms or lightly constructed waiting sheds for passengers. The crossing guard had a waiting shed near the tracks in Gaithersburg for many years.

The last rail of the Metropolitan Branch of the B & O was laid at Gaithersburg at 1 P.M. on February 8, 1873. At the time William Talbott, B & O agent, and his assistant, William A. Gloyd, began to book freight traffic, although the line wasn't ballasted even as far as Rockville. Activity quickly diminished but resumed again in April 1873 on the eve of the line's completion. Anticipating increasing business from the railroad, a hotel opened in 1881 near the station area to accommodate traveling businessmen.

A permanent station was not built at Gaithersburg until eleven years after the completion of the railroad line due to uncertainties about the role of the City in the B & O system. Its completion in 1884 shifted the center of Gaithersburg from Frederick Avenue to the intersection of Diamond and Summit Avenues. By 1900 a small commercial center had begun to emerge in this area with the establishment of such services as a general store and the post office. Businesses in the new downtown included feed and fertilizer stores (Gaithersburg is the home of Southern States), a flour mill, a grain warehouse, a blacksmith, barber, livery stables and a bank. It should be noted that the coming of the railroad helped to determine the town's name. Prior to the B & O listing of the station as Gaithersburg, it had been known as Forest Oak and High Point.

In 1905 an addition was made to the railroad station at the cost of \$824.40. It is highly probably that the second tracking of the railroad at Gaithersburg took place at this time. During this period, railroad technology was improving so rapidly that constant upgrading of equipment was necessary. The weight of the rails was continually increased to

See Continuation Sheet #4

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Gaithersburg B & O Railroad Station and Freight Shed
Montgomery County,

CONTINUATION SHEET Maryland

ITEM NUMBER 8

PAGE 4

SIGNIFICANCE (continued)

to accommodate heavier trains. The second tracking of the rails between Gaithersburg and Germantown took place in 1906-1907 at a cost of over \$250,000.

During the early part of the 20th century, the commercial center near the railroad continued to develop. Several fires which had raged out of control in the area prompted the establishment of the Gaithersburg-Washington Grove Volunteer Fire Department in 1927. In the years immediately following World War I, Gaithersburg became a trade center for agricultural equipment and farm machinery.

The influence of the railroad declined as the county made greater efforts to construct hard roads in the 1920s, and the coming of the automobile encouraged suburban development outside of the railroad line. The center of population in the county gradually shifted south as development in areas such as Bethesda and Wheaton far outstripped growth in northern Montgomery County.

During the 40s and 50s, passenger rail service declined considerably although the station continued in use. In 1950 a centennial commemorating the founding of Gaithersburg was celebrated at the station site.

In 1976 during the City's Bicentennial celebration, the train station became a focal point for activities to commemorate the 200th birthday of the United States. The City's Bicentennial Committee, along with numerous volunteers in the community, participated in the restoration of the ladies waiting room and other work on the building. Once restored, the room became the headquarters for the Bicentennial Committee for the duration of the festivities. The Committee sold various Bicentennial memorabilia at the station during the year. Through the efforts of local merchants, the interior was temporarily furnished in antiques of the period. The station also appeared on coins issued by the City to commemorate the American Revolution Bicentennial.

Today the building is used as an office for the station master and a waiting area for passengers. The portion of the building restored by the Gaithersburg Bicentennial Committee is currently an office for the Chamber of Commerce.

The Chessie System still runs a commuter train between Washington D.C. and Point of Rocks, Maryland, which is heavily patronized. Amtrak passenger trains also service the station, as do freight trains which pass through the City.

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NATIONAL PARK SERVICE

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Gaithersburg B & O Railroad Station and Freight Shed
Montgomery County,

CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 5

MAJOR BIBLIOGRAPHICAL REFERENCES

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

M: 21-151

SEE CONTINUATION SHEET #5

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1,2454 acres

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

njm

NAME / TITLE

Jennifer Russel, Planner; Pamela James, National Register Coordinator

ORGANIZATION

DATE

City of Gaithersburg; Maryland Historical Trust August 15, 1977

STREET & NUMBER

TELEPHONE

31 South Summit Avenue; 21 State Circle (301) 948-3220; 269-2438

CITY OR TOWN

STATE

Gaithersburg; Annapolis, Maryland

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 B9-665), 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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

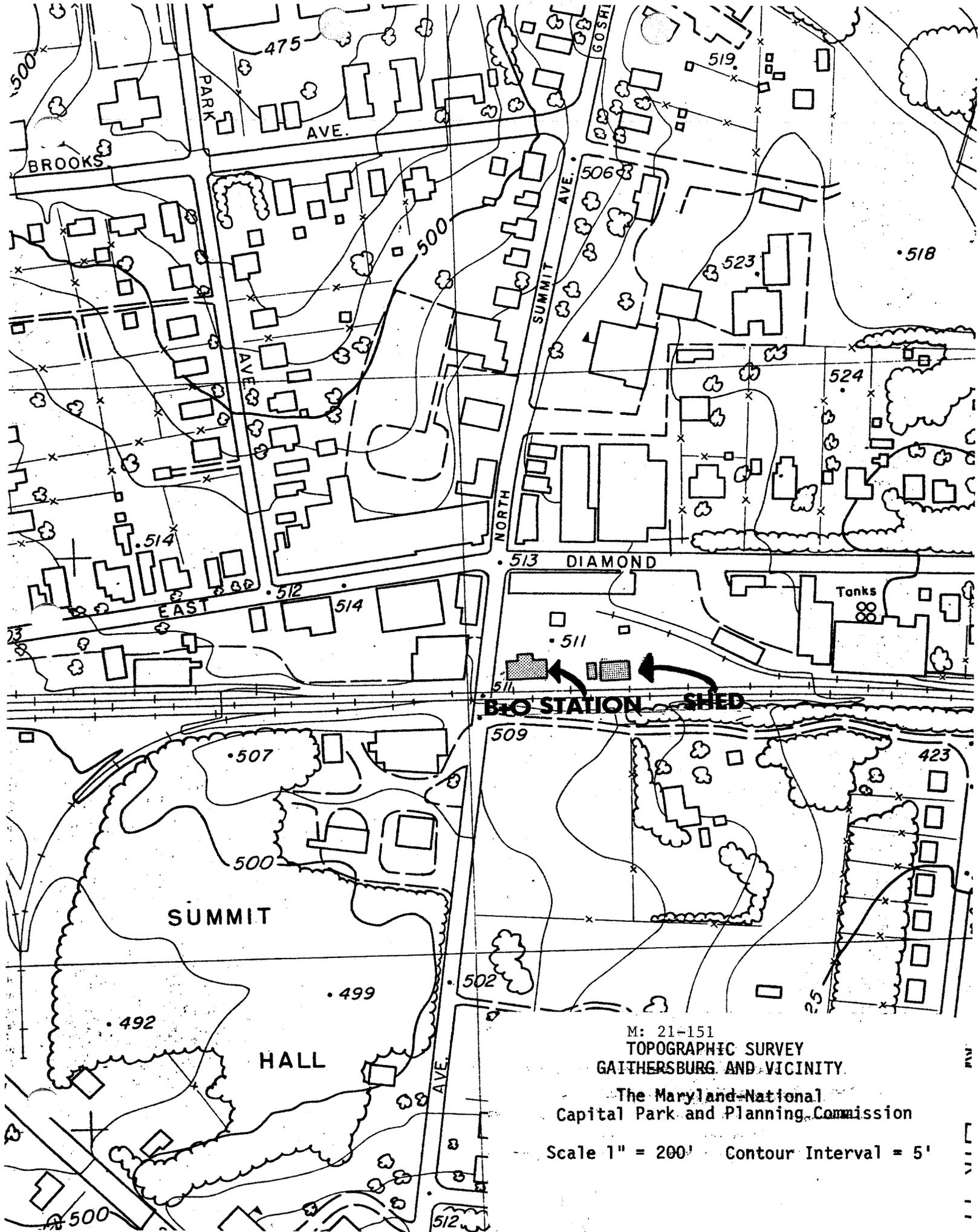
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

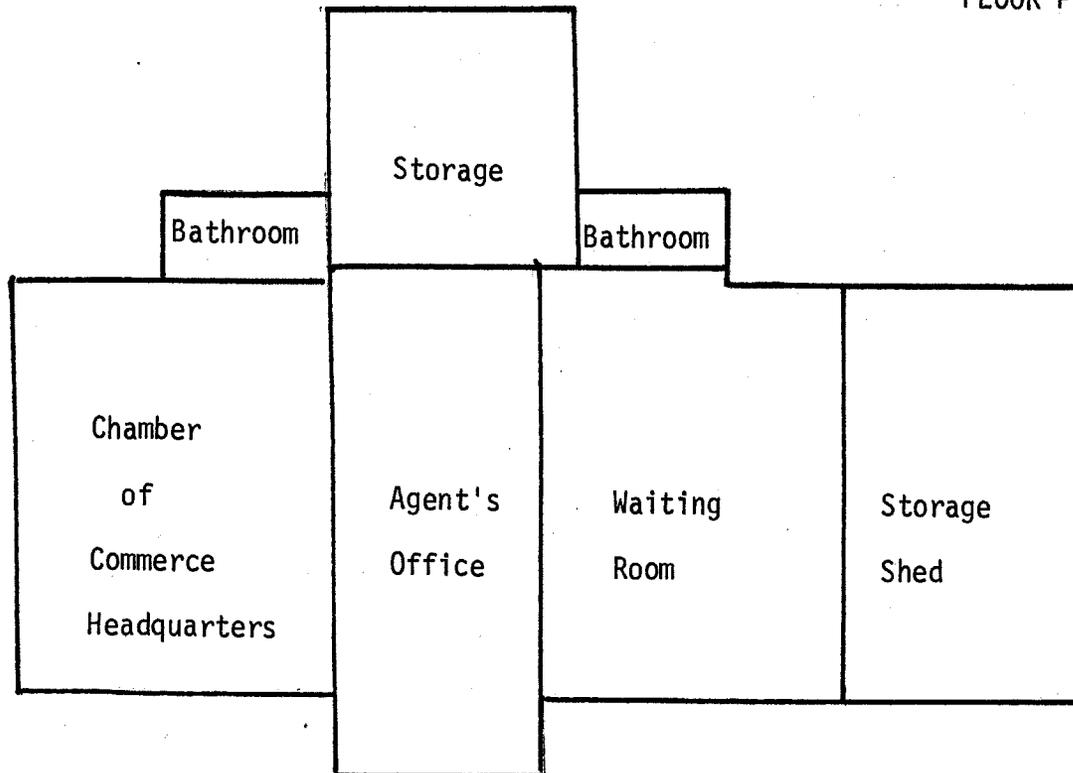


M: 21-151
TOPOGRAPHIC SURVEY
GAITHERSBURG AND VICINITY
The Maryland-National
Capital Park and Planning Commission
Scale 1" = 200' Contour Interval = 5'

M: 21-151
B & O Railroad Station

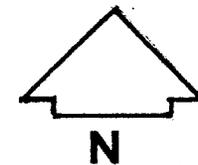
Gaithersburg, Maryland

FLOOR PLAN



FRONT

Scale: 1" = 10'





Gaithersburg Quad

Railroad Station and Freight Shed

307 308 12'30" 310

(ROCKVILLE) 5562 II SW

SCALE 1:24000

ROCKVILLE 3.5 MI. WASHINGTON, D. C. (WHITE HOUSE) 20 MI.

plotter 1944
k 1945

datum
ite system
id tick

MN
GN

1 1/2" = 133 MILS
1" = 25 MILS

0 1000 2000 3000 4000 5000 6000

1 2 3 4 5 6 7 8 9 10

CONTour INTERVAL 20 FEET

ACHS SUMMARY FORM

M: 21-151

1. Name Gaithersburg B & O Railroad Station and Freight Shed
 2. Planning Area/Site Number 21/2 3. MNCPPC Atlas Reference
 Map 15 Coordinate A-2
 4. Address Summit Avenue, Gaithersburg

5. Classification Summary

Category Buildings
 Ownership Private
 Public Acquisition --
 Status Occupied
 Accessible Yes; restricted
 Present use Commercial; transportation; office
 Previous Survey Recording Federal x State County Local

(Title and date: National Register of Historic Places, 1978)

6. Date 1884 7. Original Owner Baltimore & Ohio Railroad Company

8. Apparent Condition

- a. good c. original site
 b. altered

9. Description: The Station is a one-story brick structure, 21'7" wide by 56'3" long, with a rectangular bay breaking the south facade facing the tracks. It has a gable roof. There is a tower on the south facade. The gable end has a large arch, and the corbelled gable has fishscale shingles. The building was modified in 1905-07 from its original symmetrical plan to add a storage wing on the east side, extending the previous length of the building by about 12'. About 90' east is a small freight house, which has panels separating its facades (some doors, some brick infill). Openings are segmentally arched, eaves bracketed, & exposed rafter ends carbed. The platform side has a canopy supported by arched brackets.

10. Significance: The Gaithersburg Station is the oldest commercial building now standing in the town. It also notable because it represents the transformation of the town from a small and backward community into the commercial center of the central and northern part of Montgomery County. With the coming of the railroad in 1873, agriculture underwent a fundamental change, and Gaithersburg was well placed to profit from the economic expansion generated. Hotels, a large grain mill, service trades, and a bank sprang up in the new commercial section immediately surrounding the rail station. The station also provided the town's only means of rapid communication with the outside world -- first by telegraph and then the first telephone switchboard in Montgomery County.

The Station and freight shed were designed by E.F. Baldwin, who was the architect for the Railroad. The present depot building is the second to serve Gaithersburg, the first (opened 1873) being located across the street.

11. Date researched and researcher Jennifer Russel/William Hutchinson 1977-8
 12. Compiler Maude Taylor/ Eileen McGuckian 13. Date Compiled December 1978 14. Designation Approval
 15. Acreage 1.2454 acres (54,252 square feet)

MARYLAND HISTORICAL TRUST

M: 21/151
MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Gaithersburg Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER Summit Avenue

CITY, TOWN Gaithersburg

___ VICINITY OF

CONGRESSIONAL DISTRICT 8th

STATE Maryland

COUNTY Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" 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 checked="" 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 checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> OTHER: Chamber

4 OWNER OF PROPERTY

NAME Baltimore + Ohio Railroad (Chessie System) Telephone #: (301) 237-3754
of Commerce

STREET & NUMBER 2 North Charles Street

CITY, TOWN Baltimore

___ VICINITY OF

STATE, zip code Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, MONTGOMERY COUNTY COURT HOUSE
REGISTRY OF DEEDS, ETC. Montgomery County Court House

Liber #: EBP 31
Folio #: 410

STREET & NUMBER

CITY, TOWN Rockville

STATE Maryland 20850

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
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Gaithersburg rail station is a one-story brick structure, basically 21 feet 7 inches wide by 56 feet 3 inches long, with a rectangular bay breaking the south façade facing the tracks. It has a gable roof.

Originally symmetrical in plan and with a slate roof, the building was modified about 1905-07 to add a storage wing on the east side, extending the previous length of the building by about 12 feet. In 1927, rest rooms were added at the back of each of the waiting rooms, and another storage room was constructed at the back of the agents' office in the center of the building. 1/

On the south façade the roof is interrupted by a tower with an A roof. The brick is laid up in running bond with a moulded brick string course at the window sills and architrave levels. The tower has a semicircular headed window, above which is a corbelled table with an inset tablet. The eaves are bracketed and the exposed rafter ends carved; the gable has herringbone battens. The platform canopy is supported by turned brackets.

The gable end has a large, segmental arch with three windows set back from the wall surface. The gable, which is corbelled out from the wall surface, has fish-scale shingles.

The windows have multi-paned upper sash and two- or four-light lower sash. Additions have been made on the rear façade to accommodate the rest rooms and storage space previously mentioned. 2/

The doors that go to the toilets were originally exits from the two waiting rooms to the rear of the building. There was a large window in the rear of the central office. The architect's drawings of the original plan show the central addition to the rear added in pencil, but not the baggage room on the east side of the building. This suggests that the storage room may have been built before the baggage room. 3/

An entrance on the west side opens onto a restored room, originally the ladies' waiting room. There are two ticket windows, with scrolled brackets, on one wall, and a pot-bellied stove in the center of the room. A wooden bench on a wrought-iron frame stands along the east wall. On the other side of the stationmaster's bay is another room almost identical to the first, but unrestored. Originally the men's waiting room, it now serves today's passengers. One of the two original ticket windows is still in use. There are several old-fashioned wooden benches for waiting passengers. A door in the west wall leads to the long, narrow agent's office in the center of the building. 4/

About 90 feet to the east of the station house is a small freight house which also dates from the 1880s. Its façades are separated into panels, some of which are doors and some of which have inset brick infilling. The openings are segmentally arched. The eaves are bracketed, and the exposed rafter ends carved. The platform façade has a canopy supported by arched brackets. 5/

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 checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1884; modified 1907 BUILDER/ARCHITECT E. F. Baldwin

STATEMENT OF SIGNIFICANCE

The Gaithersburg railway station is the oldest commercial building now standing in Gaithersburg. 1/ It is notable for several reasons besides its early date.

The coming of the railroad in 1873 transformed the economy of central Montgomery County generally, and its impact was nowhere greater than in Gaithersburg. Agriculture underwent a striking and fundamental change, and Gaithersburg was well placed to profit from the economic expansion generated by this modernization. As a consequence this small and heretofore backward community soon became the commercial center of the central and northern part of the county. Hotels, a large grain mill, service trades and even a bank sprang up in the new commercial section immediately surrounding the rail station. 2/

The rail station also provided the town's only means of rapid communication with the outside world -- first by its telegraph, which served the public as well as the railroad until 1893, 3/ and in 1894-95 by housing the switchboard of the independent Montgomery County Telephone Company, the first to serve county residents. 4/

The present depot building is the second to serve Gaithersburg. The first one, opened by B + O agent Walter Talbott in 1873, was located on the west side of Summit Avenue, across the street from the present station. It was purchased from its original owner in 1874 5/ and became the nucleus of the milling and grain storage facilities that were later incorporated into the Gaithersburg Milling and Manufacturing Co., long the town's most important industry. 6/

The present site was purchased by the B+O from William Rich Hutton and his wife, Mary Augusta Hutton, in December 1883. 7/ Architect for the station was E. F. Baldwin, for many years chief architect for the B+O Railroad. He also designed the freight house which stands a short distance to the east of the station. 8/

Mr. Baldwin was a notable architect of the day. He designed many of the stations along the B+O Metropolitan Branch, including those at Rockville and Point of Rocks, and some of the buildings at Catholic University. 9/

In 1976, during Gaithersburg's celebration of the nation's bicentennial, the station became a focal point for commemorative activities. The city's Bicentennial Committee, along with numerous volunteers, restored the western waiting room and furnished it temporarily with antiques of the period. A likeness of the station also appeared on coins issued by the city to commemorate the American Revolution. 10/

The station was nominated in 1977 for the National Register of Historic Places. 11/

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:21-151

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached sheets.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.2454 acres (54,252 square feet)

VERBAL BOUNDARY DESCRIPTION

The site occupies a roughly rectangular strip of land approximately 300 feet long and 150 feet wide on the east side of Summit Avenue, between the railroad tracks and the parking lot on the southeast corner of Summit and East Diamond Avenues.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE William E. Hutchinson

ORGANIZATION Sugarloaf Regional Trails

DATE 18 December 1978

STREET & NUMBER Box 87, Stronghold

TELEPHONE 926-4510

CITY OR TOWN Dickerson

STATE Maryland

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

Section 7

Footnotes:

1/ Dimensions and many architectural details from Carlos P. Avery, letters and interviews, 1978. Other architectural descriptions from Jennifer Russel, "Gaithersburg B+O Railroad Station and Freight Shed," Maryland Historical Trust inventory form, Aug. 15, 1977.

2/ Russel, op. cit.

3/ Letter, Carlos P. Avery, Sept. 12, 1978.

4/ William E. Hutchinson, "Gaithersburg and the Railroad," draft chapter in Gaithersburg centennial history (in press, 1978).

5/ Russel, op. cit.

Section 8

Footnotes:

1/ Of buildings of all descriptions now (1978) standing in Gaithersburg, only Ascension Chapel (1882) is older than the rail station. The bank building dates from 1891.

2/ Hutchinson, op. cit.

3/ Montgomery County Sentinel, May 2, 1884, and Jan. 13, 1893.

4/ Hutchinson, op. cit.; also Minutes of Gaithersburg Town Council, vol. 1 page 146 (April 17, 1894) and 149 (May 31, 1894); Montgomery County Sentinel, April 27 and May 11, 1894.

5/ Montgomery County land records, Liber EBP 12 folio 306, Aug. 1, 1874.

6/ Hutchinson, op. cit.; Montgomery County Sentinel, Feb. 23, 1877; land records, EBP 17/313, Jan. 23, 1878; J. Thomas Scharf, Western Maryland, 786.

7/ Land records, EBP 31/410, Dec. 28, 1883.

8/ Carlos P. Avery, unpublished MS. on E. F. Baldwin and station houses along the Metropolitan Branch, B + O Railroad.

9/ ibid.

10/ Russel, op. cit.

11/ Letter, Pamela James, Maryland Historical Trust, to H. T. Watkins, president, Chessie System, Oct. 24, 1977.

Section 9: Major Bibliographical References

Carlos P. Avery, letters and interviews, 1978.

--- unpublished MS. on E. F. Baldwin and the station houses along the Metropolitan Branch, B+O Railroad (1978).

William E. Hutchinson, "Gaithersburg and the Railroad," draft of a chapter prepared for the centennial history of Gaithersburg (in press December 1978).

Jennifer Russel, Maryland Historical Trust nomination form, "Gaithersburg B+O Railroad Station and Freight Shed," Aug. 15, 1977.

B+O Railroad, annual reports, passim.

Montgomery County land records, esp.

EBP 12/306 (Aug. 1, 1874)

EBP 17/313 (Jan. 23, 1878)

EBP 31/410 (Dec. 28, 1883)

Montgomery County Sentinel, 1877-1960

J. Thomas Scharf, History of Western Maryland (Philadelphia, 1882).

APPENDIX

Plats and drawings (from Russel, op. cit.):

A -- Floor plan, Gaithersburg Station

B -- Maryland-National Capital Park and Planning Commission, Topographical Survey, Gaithersburg and Vicinity, 1:7200 (n. d.)

C -- Topographical Survey, Gaithersburg Station and freight house, 1:240 (n. d., no source)

WEHutchinson

18 Dec 1978

Easement

M: 21-151



MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Gaithersburg B & O Railroad Station and Freight Shed

AND/OR COMMON

2 LOCATION

STREET & NUMBER

#5 S. Summit Ave.

Southeast of intersection of Summit Avenue and East Diamond Avenue

CITY, TOWN

Gaithersburg

— VICINITY OF

CONGRESSIONAL DISTRICT

8

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES RESTRICTED
- YES UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER Chamber of Commerce

4 OWNER OF PROPERTY

NAME

Chessie System

Telephone #: (301) 237-3754

STREET & NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

— VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Montgomery County Court House

Liber #: E.P.B. 31

Folio #: 410

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

M:21-151

7 DESCRIPTION

CONDITION		CHECK ONE		CHECK ONE	
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED (shed)	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE	<input type="checkbox"/> MOVED	DATE _____
<input checked="" type="checkbox"/> GOOD (station)	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED			
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED				

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located at the southeast intersection of Summit and East Diamond Avenues, the building is a one-story brick structure, approximately 65' x 20' with a rectangular bay in front, a gable roof, and various additions in back. On the south facade, the roof is interrupted by a tower with an A-roof. The brick is laid up in running bond with a moulded brick string course at the window sills and architrave levels. The tower has a semi-circular headed window, above which is a corbelled table with an inset tablet. The eaves are bracketed and the exposed rafter ends carved; the gable has herring-bone battens. The platform canopy is supported by turned brackets.

The gable end has a large, segmental arch with three windows set back from the wall surface. The gable, which is corbelled out from the wall surface, has fish scale shingles.

The windows have multi-paned upper sash and two or four light lower sash. Additions have been made on the rear and east facades.

The first entrance to the building is at its westernmost side. This door opens onto the restored room which is currently being utilized as headquarters for the Gaithersburg Chamber of Commerce. This room was originally used as the ladies waiting room. However, for 35 years prior to the restoration the room was used only for storage. The room's tall ceilings are accentuated by a vertical board wainscott surrounding the entire room. These 1' x 4' waist-high boards have been restored to their original wood finish. The original wood floor has also been restored. There are two train era ticket windows which extend out from the wall on the right side of the room as one enters. Scrolled brackets support the ledge of the ticket windows. A painted grill covers the window itself. Large victorian hardwood trim of a reeded variety dominates along the windows and doors. Bull's-eye corner blocks are visible at the corner of each molding. The large windows in the room are characterized by a fretwork type of victorian window sash with a fixed pane just below the ceiling of 12 small square panes. In the center of the room is a pot-bellied stove characteristic of the era, stamped "No. 2 Crafton B & O RR Co". On the east wall of this room is a wooden bench on a wrought iron frame. A tin insert on the bench is stamped "B & O RR". A door to the rear opens onto a small bathroom.

The next entrance to the west opens into a room which is now used as a waiting room and was formerly the men's waiting room. It has many features which are identical to the aforementioned room, however, no restoration has taken place.

(Continued on separate sheet)

M:21-151

7 DESCRIPTION (Continued)

The room has wooden floors and high ceilings with wainscoting lining the interior walls. All the wood has been painted over in white. Reeded trim along the windows and doors is visible as are bull's-eye corner blocks. There are 2 original ticket windows, one of which is still in use on the west wall. The room boasts 3 double wooden benches (painted white) which are approximately 8' long and 1 wooden bench 6' long. These benches which have the stamp tin insert "B & O RR" are located along the room's eastern wall. Windows in the room which face the front of the station have a fixed sash with 12 small panes. The rear window in the room has a fixed pane surrounded by 16 small panes which are also fixed. There is a break on the room's west wall which forms an entrance to a smaller room currently used as the agent's office. This long and narrow room has 4 ticket windows, 2 of which are still in use. A wooden desk built into the wall spans the front interior wall under a row of 4 windows. Immediately behind the waiting room is a small bathroom and a small storage area.

The easternmost room of the station is currently devoted to storage. The interior walls are unfinished brick with 3 windows on the far side of the room each with fixed panes on the upper sash. The room has 2 large painted wooden doors providing access from the front and back of the room.

To the east is a small warehouse or loading dock structure. Its facades are separated into panels, some of which are doors and some of which have inset brick infilling. The openings are segmentally arched. The eaves are bracketed, and the exposed rafter ends carved. The platform facade has a canopy supported by arched brackets.

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 checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1884 with additions 1905 & 1907 BUILDER/ARCHITECT Built by B & O

STATEMENT OF SIGNIFICANCE

The station represents the importance of the railroad's role in the emergence of Gaithersburg as a depot for movement of both freight and passengers. The Metropolitan Branch of the B & O Railroad, which was completed in 1873, revolutionized transportation in and out of Washington and made a tremendous contribution to the agricultural community by providing inexpensive shipment of produce and supplies. The primary purpose behind the construction of the Metropolitan Branch, which ran 42 3/4 miles and cost \$3 million, was to save travel time between Washington and the west. Initially, little thought was given to the impact the coming of the railroad might have on the rural areas it would traverse. This branch of the railroad marked the beginning of a new era of prosperity for Montgomery County as suburban subdivisions began to appear along the B & O line during the 1880's. The station at Gaithersburg was not built for 11 years after completion of the line due to uncertainties about the role of the City in the B & O system. It is believed that some sort of previous structure was in existence designed primarily to accommodate freight rather than passengers. The crossing guard for the railroad had a waiting shed near the tracks for many years. The railroad provided only paved platforms or lightly constructed waiting sheds to accommodate passengers.

As soon as the track was laid from Washington to Gaithersburg, a station was established in September 1872 in Gaithersburg. Anticipating the coming of the railroad, a hotel opened in 1881 near the station area to accommodate traveling businessmen. The last rail of the Metropolitan Branch of the B & O was laid at Gaithersburg at 1 p.m. on February 8, 1873. At the time, William Talbott, B & O agent and his assistant William A. Gloyd booked freight traffic although the line wasn't ballasted even as far as Rockville. Activity quickly diminished but resumed again in April 1873 on the eve of the line's completion.

Long before the construction of the Metropolitan Branch of the B & O, the railroad had contemplated Gaithersburg as the connecting point for a branch line which would link the Metropolitan Branch with the Washington Branch at either Laurel or Hanover, just short of Elkridge. This project would have shortened the distance from Baltimore to the west by 20 miles. Many feasibility

(Continued on separate sheet)

8 SIGNIFICANCE (Continued)

Second supplemental sheet

During the early part of the 20th Century, the commercial center near the railroad in Gaithersburg continued to develop. Several fires which had raged out of control in the area prompted the establishment of the Gaithersburg-Washington Grove Volunteer Fire Department in 1927. In the years immediately following World War I, Gaithersburg became a trade center for agricultural equipment and farm machinery.

The influence of the railroad declined as the County made greater efforts to construct hard roads in the 1920's. The coming of the automobile encouraged suburban development outside of the railroad line. The center of population in the County gradually shifted south as development in areas such as Bethesda and Wheaton far outstripped growth in northern Montgomery County.

During the 40's and 50's, passenger rail service declined considerably although the station continued in use.

In 1976, during the City's Bicentennial celebration, the train station became a focal point for activities to commemorate our nation's 200th birthday celebration. The City's Bicentennial Committee, along with numerous volunteers in the Community, participated in the restoration of the building. Once restored, the station became the headquarters for the Bicentennial Committee for the duration of the festivities. The Committee sold various Bicentennial memorabilia which were available at the station during the year. Through the efforts of local merchants, the interior was furnished temporarily in antiques of the period. The station's likeness also appeared on coins issued by the City to commemorate the American Revolution Bicentennial.

Today the building is used as an office for the Station Master and a waiting area for passengers. The portion of the building restored by the Gaithersburg Bicentennial Committee is currently being used as an office for the Chamber of Commerce.

As a point of information, it should be noted that both the Rockville and Point of Rocks Railroad Stations on the Metropolitan Branch of the B & O have been recognized as historically significant and are included on the National Register of Historic Places.

The Chessie System still runs a commuter train between Washington D. C. and Point of Rocks, Maryland which is heavily patronized. Amtrak passenger trains also service the station as do freight trains which pass through the City.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Gay, Grace C., "A Study of Some of the Historical-Geographical Aspect of Gaithersburg Maryland, July 1974.
Owens, Christopher, Nomination form prepared by Park Historical, M-NCPPC, July, 1974
Sugarloaf Regional Trails, The Rail Trail
MacMaster, Richard K., and Hiebert, Ray Eldon, A Grateful Remembrance the Story Of Montgomery County, Maryland, Rockville, 1976. (Continued on separate sheet)
CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.2454 acres
54,252 square feet

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
Maryland	Montgomery
STATE	COUNTY

11 FORM PREPARED BY

Using Information gathered by William E. Hutchinson, Christopher Owens and Michael Dwyer

NAME / TITLE	DATE
Jennifer Russel, Planner	August 15, 1977
ORGANIZATION	TELEPHONE
City of Gaithersburg	948-3220
STREET & NUMBER	STATE
31 South Summit Avenue	Maryland
CITY OR TOWN	
Gaithersburg,	

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

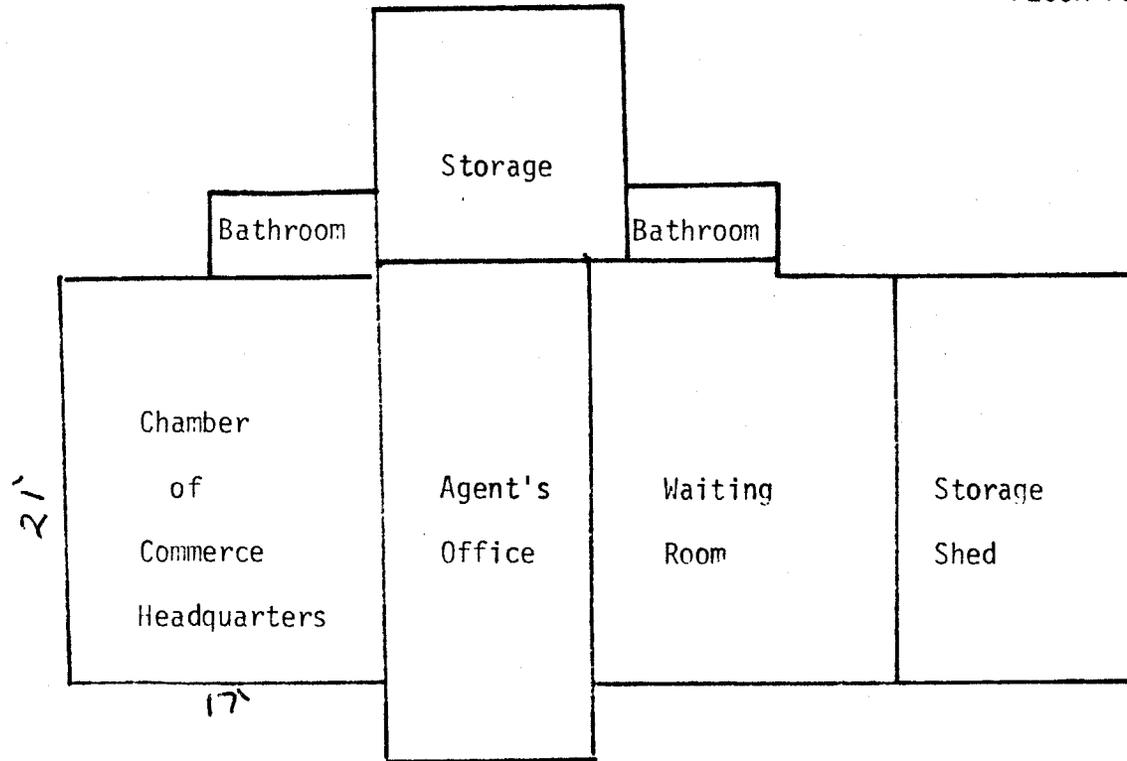
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9 MAJOR BIBLIOGRAPHICAL REFERENCES (Continued)

Baltimore and Ohio Railroad Company Annual Reports, 1856-1907. especially helpful were the years 1884 (No.58) and 1905-1907 (No. 79-81).
Montgomery County Sentinel. September 27, 1872, October 18, 1872, January 17, 1873, February 14 and 28, 1873, May 2 and 9, 1873, July 1873, and March 6, 1874.
American Railroad Journal. Vol. 41 (September 19, 1868).

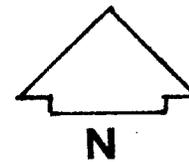
M:21-151

B & O Railroad Station
Gaithersburg, Maryland
FLOOR PLAN



FRONT

Scale: 1" = 10'



M: 21-151

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM for the NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Gaithersburg Station: B&O RR

2. LOCATION

STREET AND NUMBER: Summit and East Diamond Aves.
~~South Frederick Avenue (Rte. 355)~~

CITY OR TOWN: Gaithersburg

STATE: Maryland COUNTY: Montgomery

3. CLASSIFICATION

CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input checked="" type="checkbox"/> Building	<input type="checkbox"/> Public	Public Acquisition:	<input checked="" type="checkbox"/> Occupied	Yes:
<input type="checkbox"/> Site	<input type="checkbox"/> Structure	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Unoccupied	<input type="checkbox"/> Restricted
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> Being Considered	<input type="checkbox"/> Preservation work in progress	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unrestricted

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____

4. OWNER OF PROPERTY

OWNER'S NAME: Baltimore & Ohio Railroad

STREET AND NUMBER:

CITY OR TOWN: Baltimore STATE: Maryland

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Rockville STATE: Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: None

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

M:21-151

7. DESCRIPTION

CONDITION

		(Check One)				
<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed	
(Check One)			(Check One)			
<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site			

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The building is a one story, brick structure with a gable roof. On the platform (south) facade, the roof is interrupted by a tower with an A-roof. The brick is laid up in running bond with a moulded brick string course at the window sills and architrave levels. The tower has a semi-circular headed window, above which is a corbelled table with an inset tablet. The eaves are bracketed and the exposed rafter ends carved; the gable has herring-bone battens. The platform canopy is supported by turned brackets.

The gable end has a large, segmental arch with three windows set back from the wall surface. The gable, which is corbelled out from the wall surface, has fishscale shingles.

The windows have multi-paned upper sash and two or four light lower sash.

On the rear and east facades, additions have been made.

To the east is a small warehouse or loading dock structure. Its facades are separated into panels, some of which are doors and some of which have inset brick infilling. The openings are segmentally arched. The eaves are bracketed, and the exposed rafter ends carved. The platform facade has a canopy supported by arched brackets.

SEE INSTRUCTIONS

SIGNIFICANCE			
PERIOD (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known)			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____
STATEMENT OF SIGNIFICANCE			

SEE INSTRUCTIONS

M:21-151

9 MAJOR BIBLIOGRAPHICAL REFERENCES

[Empty space for Major Bibliographical References]

10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

[Empty space for Acreage Justification]

SEE INSTRUCTIONS

11 FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION: M-NCPPC

DATE: 24 July 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN: Silver Spring

STATE: Maryland

12 State Liaison Officer Review: (Office Use Only)

Significance of this property is:
National State Local

Signature _____

BLACK AND WHITE PHOTOGRAPHS - GAITHERSBURG B & O STATION

- 1) Front View - B & O Station, Gaithersburg
- 2) Front View - B & O Station, Gaithersburg
- 3) Train Station - West Side of Building
- 4) Train Station - West Side of Building
- 5) Train Station - East Side of Building
- 6) Train Station - Front View
- 7) Train Station - Front View - Door to Storage of Main Building
- 8) Train Station - Rear View
- 9) Train Station - Rear and East Side
- 10) Freight Shed - Front and Side View
- 11) Freight Shed - Rear View
- 12) Freight Shed - Side View
- 13) Train Station - Interior - Chamber of Commerce Headquarters
- 14) Train Station - Interior - Chamber of Commerce Headquarters
- 15) Train Station - Interior - Chamber of Commerce Headquarters
- 16) Train Station - Interior - Chamber of Commerce Headquarters
- 17) Train Station - Interior - Chamber of Commerce Headquarters
- 18) Train Station - Interior - Waiting Room
- 19) Train Station - Interior - Waiting Room
- 20) Train Station - Interior - Agent's Office

Easement

EXHIBIT
HDC
#1
7/26/83
HDC

HISTORIC
DESIGNATION
APPLICATION
FORM
City of Gaithersburg, Maryland

OFFICIAL USE ONLY

Historic Designation
Application No. - HD #3

Filed March 23, 1983

Sign Posted September 9, 1983

Ad Published September 7, 1983

P.C. Referral Date September 14, 1983

HDC Public Hearing September 26, 1983

HDC Decision/Date Approved 11/21/83

Resolution No. _____

APPLICATION IS HEREBY MADE BY:

The City of Gaithersburg

FOR DESIGNATION OF THE PROPERTY DESCRIBED BELOW AS A:

- HISTORIC SITE
- HISTORIC RESOURCE
- HISTORIC DISTRICT

1 NAME OF PROPERTY
 Historic Gaithersburg B & O Railroad Station and Freight Shed (M: 21-151)
 And/Or Common

2 LOCATION
 Address Southeast of Intersection of Summit Avenue and Diamond Avenue

PLEASE FURNISH THE FOLLOWING INFORMATION ABOUT THE PROPERTY(IES) PROPOSED FOR DESIGNATION:

DISTRICT	SUBDIVISION	NAME CODE	LOT/BLOCK	ACRES/FEET	SUBDIVISION TRACT NAME
9			Liber E.P.B. 31 Folio 410	1.2454 acres 54,252 sq. ft.	
9					
9					
9					

Continue on separate sheet.

3

CLASSIFICATION
(Circle one in each column)

M:21-151

OWNERSHIP

STATUS

PRESENT USE

Public

Occupied

Agriculture

Military

Commercial

Private

Unoccupied

Educational

Park

Government

Both

Work in progress

Entertainment

Industrial

Transportation

Public Acquisition in Process

Assessible
Yes: Restricted

Residence

Museum

Scientific

Being Considered

Yes: Unrestricted

Other: _____

No

4

OWNER OF PROPERTY

Name: Chessie System

Telephone No. (301) 237-3754

2 North Charles Street

Street & Number

Baltimore

Maryland

21201

City, Town

State

Zip

5

LOCATION OF LEGAL DESCRIPTION

Courthouse, Registry of Deeds, etc.

Liber #: E.P.B. 31

Folio #: 410

Montgomery County Courthouse

Street & Number

Rockville

Maryland

20850

City, Town

State

Zip

6

IS PROPERTY CURRENTLY ON NATIONAL OR STATE REGISTER? If so, complete.

Title

Date

Federal

State

County

Local

Depository for
Survey Records

City, Town

State

Zip

7

DESCRIPTION

Physical Condition (circle one)

Excellent

Fair

- Station

Ruins

Unaltered

Original Site

Good

Deteriorated

- Freight Shed

Altered

Moved

Describe the present and original (if known) exterior physical appearance.

M: 21-151

Located at the southeast intersection of Summit and East Diamond Avenues, the building is a one-story brick structure, approximately 65' x 20' with a rectangular bay in front, a gable roof, and various additions in back. On the south facade, the roof is interrupted by a tower with an A-roof. The brick is laid up in running bond with a moulded brick string course at the window sills and architrave levels. The tower has a semi-circular headed window, above which is a corbelled table with an inset tablet. The eaves are bracketed and the exposed rafter ends carved; the gable has herring-bone battens. The platform canopy is supported by turned brackets.

The gable end has a large, segmental arch with three windows set back from the wall surface. The gable, which is corbelled out from the wall surface, has fish scale shingles.

The windows have multi-paned upper sash and two or four light lower sash. Additions have been made on the rear and east facades.

The first entrance to the building is at its westernmost side. This door opens onto the restored room which is currently being utilized as headquarters for the Gaithersburg Chamber of Commerce. This room was originally used as the ladies waiting room. However, for 35 years prior to the restoration the room was used for storage. The room's tall ceilings are accentuated by a vertical board wainscott surrounding the entire room. These 1' x 4' waist-high boards have been restored to their original wood finish. The original wood floor has also been restored. There are two train era ticket windows which extend out from the wall on the right side of the room as one enters. Scrolled brackets support the ledge of the ticket windows. A painted grill covers the window itself. Large victorian hardwood trim of a reeded variety dominates along the windows and doors. Bull's-eye corner blocks are visible at the corner of each molding. The large windows in the room are characterized by a fretwork type of victorian window sash with a fixed pane just below the ceiling of 12 small square panes. In the center of the room is a pot-bellied stove characteristic of the era stamped "No. 2 Crafton B & O RR Co". On the east wall of this room is a wooden bench on a wrought iron frame. A tin insert on the bench is stamped "B & O RR". A door to the rear opens onto a small bathroom.

The next entrance to the west opens into a room which is now used as a waiting room and was formerly the men's waiting room. It has many features which are identical to the aforementioned room; however, no restoration has taken place. The room has wooden floors and high ceilings with wainscoting lining the interior walls. All the wood has been painted over in white. Reeded trim along the windows and doors is visible as are bull's-eye corner blocks. There are two original ticket windows, one of which is still in use on the west wall. The room boasts three double wooden benches (painted white) which are approximately 8' long and one wooden bench 6' long. These benches which have the stamp tin insert "B & O RR" are located along the room's eastern wall. Windows in the room which face the front of the station have a fixed sash with 12 small panes. The rear window in the room has a fixed pane surrounded by 16 small panes which are also fixed. There is a break on the room's west wall which forms an entrance to a smaller room currently used as the agent's office. This long and narrow room has four ticket windows, two of which are still in use. A wooden desk built into the wall spans the front interior wall under a row of four windows. Immediately behind the waiting room is a small bathroom and a small storage area.

The easternmost room of the station is currently devoted to storage. The interior walls are unfinished brick with three windows on the far side of the room each with fixed panes on the upper sash. The room has two large painted wooden doors providing access from the front and back of the room.

To the east is a small warehouse or loading dock structure. Its facades are separated into panels, some of which are doors and some of which have inset brick infilling. The openings are segmentally arched. The eaves are bracketed, and the exposed rafter ends carved. The platform facade has a canopy supported by arched brackets.

SIGNIFICANCE

M: 21-151

Areas of Significance - check and justify below

Period

Prehistoric	Archeology-prehistoric	Community Planning	Landscape	Religion
1400-1499	Archeology-historic	Conservation	Architecture	Science
1500-1599	Agriculture	Economics	Law	Sculpture
1600-1699	<u>Architecture</u>	Education	Literature	Social/Humanitarian
1700-1799	Art	Engineering	Military	Theater
<u>1800-1899</u>	Commerce	Exploration/ Settlement	Music	<u>Transportation</u>
1900-	Communications	Industry	Philosophy	Other (specify)
			Politics/ Government	

Specific Dates	With Additions	Builder/Architect	Built by C & O Railroad
1884	1905 & 1907		

Statement of Significance

The station represents the importance of the railroad's role in the emergence of Gaithersburg as a depot for movement of both freight and passengers. The Metropolitan Branch of the B & O Railroad, which was completed in 1873, revolutionized transportation in and out of Washington and made a tremendous contribution to the agricultural community by providing inexpensive shipment of produce and supplies. The primary purpose behind the construction of the Metropolitan Branch, which ran 42 3/4 miles and cost \$3 million, was to save travel time between Washington and the west. Initially, little thought was given to the impact the coming of the railroad might have on the rural areas it would traverse. This branch of the railroad marked the beginning of a new era of prosperity for Montgomery County as suburban subdivisions began to appear along the B & O line during the 1880's. The station at Gaithersburg was not built for 11 years after completion of the line due to uncertainties about the role of the City in the B & O system. It is believed that some sort of previous structure was in existence designed primarily to accommodate freight rather than passengers. The crossing guard for the railroad had a waiting shed near the tracks for many years. The railroad provided only paved platforms or lightly constructed waiting sheds to accommodate passengers.

As soon as the track was laid from Washington to Gaithersburg, a station was established in September 1872 in Gaithersburg. Anticipating the coming of the railroad, a hotel opened in 1881 near the station area to accommodate traveling businessmen. The last rail of the Metropolitan Branch of the B & O was laid at Gaithersburg at 1 p.m. on February 8, 1873. At the time, William Talbott, B & O agent and his assistant William A. Gloyd booked freight traffic although the line wasn't ballasted even as far as Rockville. Activity quickly diminished but resumed again in April 1873 on the eve of the line's completion.

Long before the construction of the Metropolitan Branch of the B & O, the railroad had contemplated Gaithersburg as the connecting point for a branch line which would link the Metropolitan Branch with the Washington Branch at either Laurel or Hanover, just short of Elkridge. This project would have shortened the distance from Baltimore to the west by 20 miles. Many feasibility studies were conducted and a bill to authorize construction of the line was introduced in Congress in 1874; however, the project was eventually abandoned. Francis Cassatt Clopper, a resident of the Gaithersburg area, was instrumental in laying the groundwork for the construction of the Metropolitan Branch of the B & O. In the 1850's he joined with other businessmen to form the Metropolitan Railroad Company, seeking to construct a railroad across Montgomery County from Georgetown to Frederick to intersect the B & O main line. Efforts to realize this were defeated initially by Baltimore interests; however, the advent of the Civil War made it imperative to have a direct line to the Capital.

(Continued on separate sheet)

Statement of Significance (Continued)

M: 21-151

The opening of the Metropolitan Branch of the B & O impacted the economy of the entire County. Market gardening, fruit growing and wine production became successful businesses while the level of importing and exporting increased significantly. The railroad provided markets and also afforded farmers access to line from Frederick which transformed Montgomery County into one of the most productive areas in Maryland.

The completion of the railroad station shifted the center of Gaithersburg from Frederick Avenue to Diamond and Summit Avenues. By 1900, a small commercial center began to emerge in this area with the establishment of such services as the General store and the Post Office. Businesses in the new downtown included feed and fertilizer stores, a flour mill, a grain warehouse, a blacksmith, barber, livery stables and a bank. At this point the population had reached 547, up from 200 in 1878. It is interesting to note that the coming of the railroad helped determine the town's name, since prior to the B & O's listing of the station as Gaithersburg, it had been known as Forest Oak and High Point.

Initially, towns along the Metropolitan Branch developed as summer resorts since the relatively slow growth of Washington could not support extensive suburban development. By the 1880's, the railroad had impacted the County enough to generate a suburban real estate boom, although land closer to the City generated more interest. In general, land values appeared to be governed by productivity of the soil and proximity of the railroad. Dairy farming also became important particularly along the length of the Metropolitan Branch.

In 1905, an addition was made to the railroad station at the cost of \$824.40. It is highly probably that the second tracking of the railroad at Gaithersburg took place at this time. During this period, railroad technology was improving so rapidly that constant upgrading of equipment was necessary. The weight of the rails was continually increased to accommodate heavier trains. The second tracking of the rails between Gaithersburg and Germantown took place in 1906-1907 at a cost of over \$250,000.

During the early part of the 20th Century, the commercial center near the railroad in Gaithersburg continued to develop. Several fires which had raged out of control in the area prompted the establishment of the Gaithersburg-Washington Grove Volunteer Fire Department in 1927. In the years immediately following World War I, Gaithersburg became a trade center for agricultural equipment and farm machinery.

The influence of the railroad declined as the County made greater efforts to construct hard roads in the 1920's. The coming of the automobile encouraged suburban development outside of the railroad line. The center of population in the County gradually shifted south as development in areas such as Bethesda and Wheaton far outstripped growth in northern Montgomery County.

During the 40's and 50's, passenger rail service declined considerably although the station continued in use.

In 1976, during the City's Bicentennial celebration, the train station became a focal point for activities to commemorate our nation's 200th birthday celebration. The City's Bicentennial Committee, along with numerous volunteers in the Community, participated in the restoration of the building. Once restored, the station became the headquarters for the Bicentennial Committee for the duration of the festivities. The Committee sold various Bicentennial memorabilia which were available at the station during the year. Through the efforts of local merchants, the interior was furnished temporarily in antiques of the period. The station's likeness also appeared on coins issued by the City to commemorate the American Revolution Bicentennial.

(Continued)

Statement of Significance (Continued)

M:2/151

Today the building is used as an office for the Station Master and a waiting area for passengers. The portion of the building restored by the Gaithersburg Vicentennial Committee is currently being used as an office for the Chamber of Commerce.

As a point of information, it should be noted that both the Rockville and Point of Rocks Railroad Stations on the Metropolitan Branch of the B & O have been recognized as historically significant and are included on the National Register of Historic Places.

The Chessie System still runs a commuter train between Washington, D. C. and Point of Rocks, Maryland, which is heavily patronized. Amtrak passenger trains also service the station as do freight trains which pass through the City.

9 SURROUNDING LAND USES

M. 21-151

North Commercial

East Commercial

South Commercial

West Commercial

10 INFORMATION SOURCES

National Register Nomination Form

11 ATTACHMENTS

Exterior Black and White Views

Two (2) Location Maps - scale 1" = 200'

THE B & O TRAIN STATION AND FREIGHT SHED

§ 24-225

Gaithersburg City Code

M:21-151

§



Historic district. A historic resource or group thereof which contributes to the historical, architectural, archaeological or cultural values within the city and which has been so designated by the historic district commission.

Historic district commission, commission. The mayor and city council acting in the capacity of such commission and whose members shall serve terms coextensive with their term of office.

Historic resource. A site or group of sites, buildings, structures or objects, including appurtenances and environmental setting, which is significant in national, state or local history, architecture, archaeology or culture.

Historic site. Any individual historic resource that is significant and contributes to the historical, architectural, archaeological or cultural values within the city and which has been so designated by resolution of the historic district commission.

Permit. A historic area work permit issued by the historic district commission authorizing work on a designated historic site or a historic resource located within the city.

Planning commission. The planning commission for the city. (Ord. No. 0-12-81.)

Sec. 24-225. Designation of historic districts and historic sites; criteria.

(a) The historic district commission on its own motion or by petition of a property owner of record or the planning commission may, after prescribed notice and public hearing, designate by resolution historic districts, historic resources and historic sites in the city, which shall thereafter be subject to the provisions of this article and any rules and regulations promulgated by the commission.

(b) Notice of the public hearing shall be by posting of an appropriate sign on the proposed site and publication in one or more newspapers of general circulation in the city at least once, not less than fifteen days prior to the hearing.

(c) In considering historic resources for designation as historic districts and historic sites, the historic district commission shall apply the following criteria:

(1) Historical and cultural significance. The historic resource:

* a. Has character, interest or value as part of the development, heritage or cultural characteristics of the city, county, state or nation;

- b. Is the site of a significant historic event;
- c. Is identified with a person or a group of persons who influenced society; or
- * d. Exemplifies the cultural, economic, social, political or historic heritage of the city and its communities.

(2) Architectural and design significance. The historic resource:

- * a. Embodies the distinctive characteristics of a type, period or method of construction;
- b. Represents the work of a master;
- c. Possesses high artistic values;
- d. Represents a significant and distinguishable entity whose components may lack individual distinction;
- * e. Represents an established and familiar visual feature of the neighborhood, community or city due to its singular physical characteristic or landscape; or
- * f. Embodies design, setting, materials, workmanship and ambience to the city's sense of time, place and historic development.

(d) Prior to the conduct of a public hearing on the designation of a historic district or historic site and the issuance of a historic area work permit, the planning commission and the city planning department shall investigate, research and submit findings and recommendations to the historic district commission on each request. (Ord. No. 0-12-81.)

Sec. 24-226. Historic preservation advisory committee.

The mayor and council of the city are authorized to create by resolution a historic preservation advisory committee consisting of five members appointed for three-year terms with the initial appointments staggered, so that no more than any two of the appointments shall expire each year. The committee shall have powers, duties and responsibilities as may hereafter be designated by resolution of the mayor and council. (Ord. No. 0-12-81.)

Gen's adaptation

M:21-151

STATEMENT OF SIGNIFICANCE

The Gaithersburg Train Station is significant because:

- 1a) It has character, interest and value as part of the development and heritage of the City.
- 1d) It exemplifies the cultural economics and social heritage of the city.
- 2a) It embodies the distinctive characteristics of a type, period and method of construction.
- 2e) It represents an established and familiar visual feature of the City due to its singular physical characteristic.
- 2f) It embodies design, setting, materials, workmanship and ambience to the City's sense of time, place and historic development.

The Train Station stands as a visual reminder of the successful efforts by two of the county's leading citizens (Gen. William L. Gaither and Francis C. Clopper) to bring growth to the Gaithersburg area by linking Washington to Gaithersburg.

The land was purchased from William R. and Mary A. Hutton for one dollar (\$1.00) and "other valuable consideration" in 1883.

The Station consists of two buildings - the Freight Shed, and the Station House, where tickets were purchased and where men and women had separate waiting rooms.

Architecturally, the Freight House is a one story brick building with a wooden loading dock. The wooden, gabled roof is made of tongue and groove planks and has exposed rafters with decorative support beams resting on large wood brackets. The building is about 21 feet wide by 24 feet long by 14 feet high and is in poor condition today.

The Station House is also of brick construction. The roof and decorative roof brackets are similar to those of the Freight Shed. Probably the most noticeable feature of the Station House is the sharp pitch of the gable roof and the ornate brackets. The Station House has had some restoration work and is in good condition.

This Station House was built in 1884 so it was not the first one in Gaithersburg since the railroad was built during the Civil War.

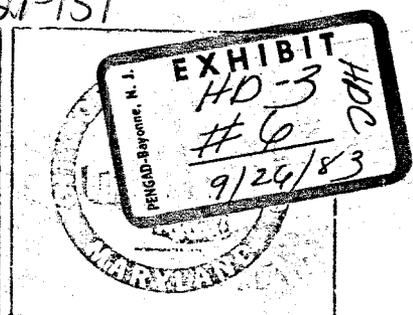
This building is listed with the Maryland Historical Trust.

M:21-157

MAYOR
BRUCE A. GOLDENSOHN

COUNCIL MEMBERS
W. EDWARD BOHRER, JR.
SIDNEY A. KATZ
GERTRUDE M. KILDEE
JULIUS J. FERSENKY
MARY B. WARD

CITY MANAGER
SANFORD W. DAILY



CITY OF GAITHERSBURG

31 SOUTH SUMMIT AVENUE TELEPHONE: 948-3220
GAITHERSBURG, MARYLAND 20877

March 25, 1983

Mr. C. Norman Murphy, Asst. Director
Real Estate & Industrial Development
Chessie System Railroads
100 N. Charles Street
Baltimore, MD 21201

Dear Mr. Murphy:

As you know, the City of Gaithersburg is considering inclusion of your property at 9 S. Summit Avenue under the provisions of the City's Preservation of Historic Resources Ordinance.

Your property has been chosen as one of the first five (5) to be considered for local designation because of its obvious importance, both historically and architecturally, to the heritage of our City.

I have enclosed a copy of the City's Historic Preservation Ordinance. As you will note, the Ordinance only addresses the exterior of your building and is not restrictive in terms of paint color or ordinary maintenance. The Ordinance was designed to bestow honor and importance upon a building rather than to cause hardship of any type.

The procedure for designation is a simple one. A legal advertisement announcing the public hearing will appear in a local newspaper 15 days in advance of the hearing. The property will also be posted with hearing information. At the public hearing, the Mayor and City Council, sitting as the Historic District Commission, will hear testimony concerning the historic importance of your property by the Historic Preservation Advisory Committee. This will also be an opportunity for the property owner and interested parties to testify. After consideration of the public record the Historic District Commission will then make a decision on each application.

If you have any questions concerning the procedure or the Ordinance, please feel free to contact me at 948-3220.

We are proud to have your property as part of our City, and look forward to its inclusion as a local historic site.

Sincerely yours,

Linda Michael
Planning Analyst

LM/pw

C. Norman Murphy
Assistant Director
Real Estate and Industrial Development

March 30, 1983 AA-1

M:21-151

PLANNING COMMISSION

RECEIVED
APR 4 1983
EXHIBIT
HD-3
#7
9/29/83
HDC
PENGAD-Beyonce, R. J.



100 North Ch
Baltimore, Mar

In reply refer to:
File 6436

Ms. Linda Michael
Planning Analyst
City of Gaithersburg
31 South Summit Avenue
Gaithersburg, MD 20877

Dear Ms. Michael:

This will acknowledge receipt of your letter dated March 25 concerning our property at 9 South Summit Avenue in Gaithersburg. I presume that the building in question is our passenger depot.

While your objective is certainly admirable, it has been our practice for quite some time to object to the inclusion of any of our properties on historic registers. Accordingly, this is to register with you our objection to inclusion of our passenger station under the provisions of the Preservation of Historic Resources Ordinance of the City of Gaithersburg.

If, notwithstanding this objection, the City still proceeds with the public hearing referred to in the fourth paragraph of your letter, then I would appreciate your so notifying me. This notification is requested because we will be unaware of the legal advertisement or posting referred to in your letter.

Sincerely,



C. Norman Murphy
Assistant Director
Real Estate and Industrial Development

September 12, 1983 AA-1

M:21-151



RECEIVED
SEP 15 1983
Chessie System
Railroads
GAITHERSBURG, MD

100 North Charles Street
Baltimore, Maryland 21201
301 237 3971

In reply refer to:
WF 2163

Planning Commission
City of Gaithersburg
31 South Summit Avenue
Gaithersburg, MD 20760

Gentlemen:

We note from your published agenda for your next meeting on September 14 at 7:30 p.m., that our train station and freight shed have been recommended for an "Historic Designation Application HD-3."

This is to advise you that The Baltimore and Ohio Railroad Company OBJECTS to such application and designation.

Sincerely,

THE BALTIMORE AND OHIO RAILROAD COMPANY

By



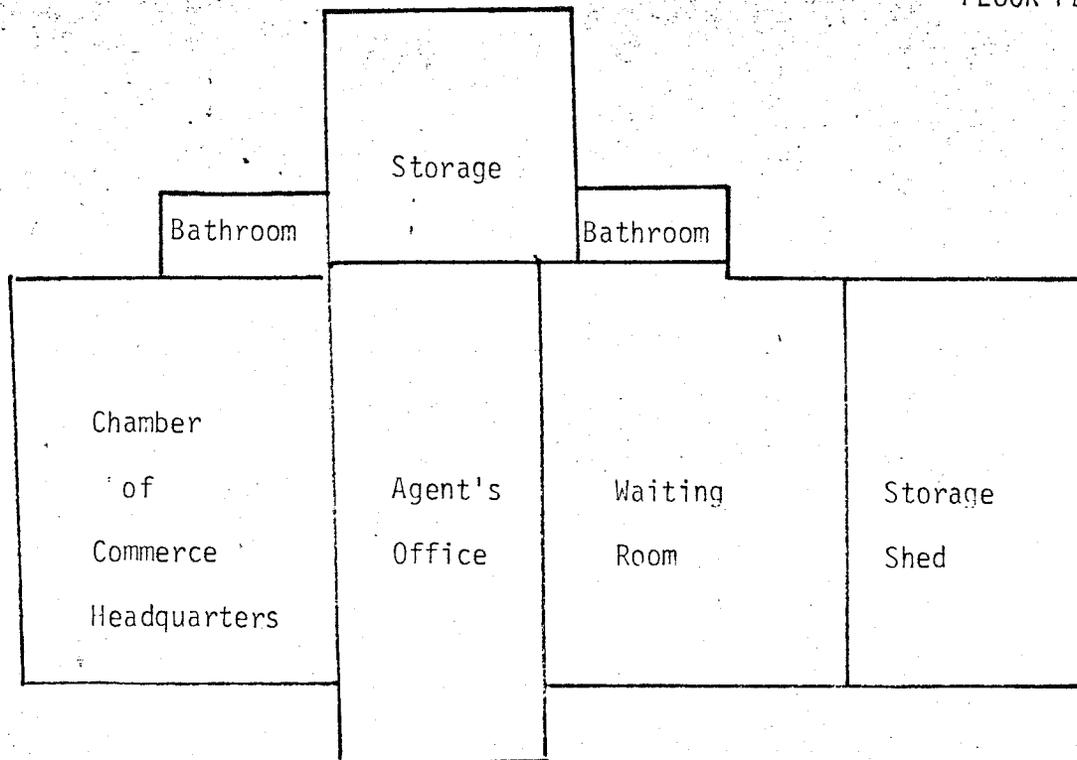
Manager-Real Estate and Industrial Development



The Chessie System Railroads, a unit of CSX Corporation, are the Chesapeake and Ohio Railway, Baltimore and Ohio Railroad, Western Maryland Railway and affiliated lines.

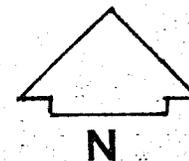
M. 21-151
MAGI# A

B & O Railroad Station
Gaithersburg, Maryland
FLOOR PLAN

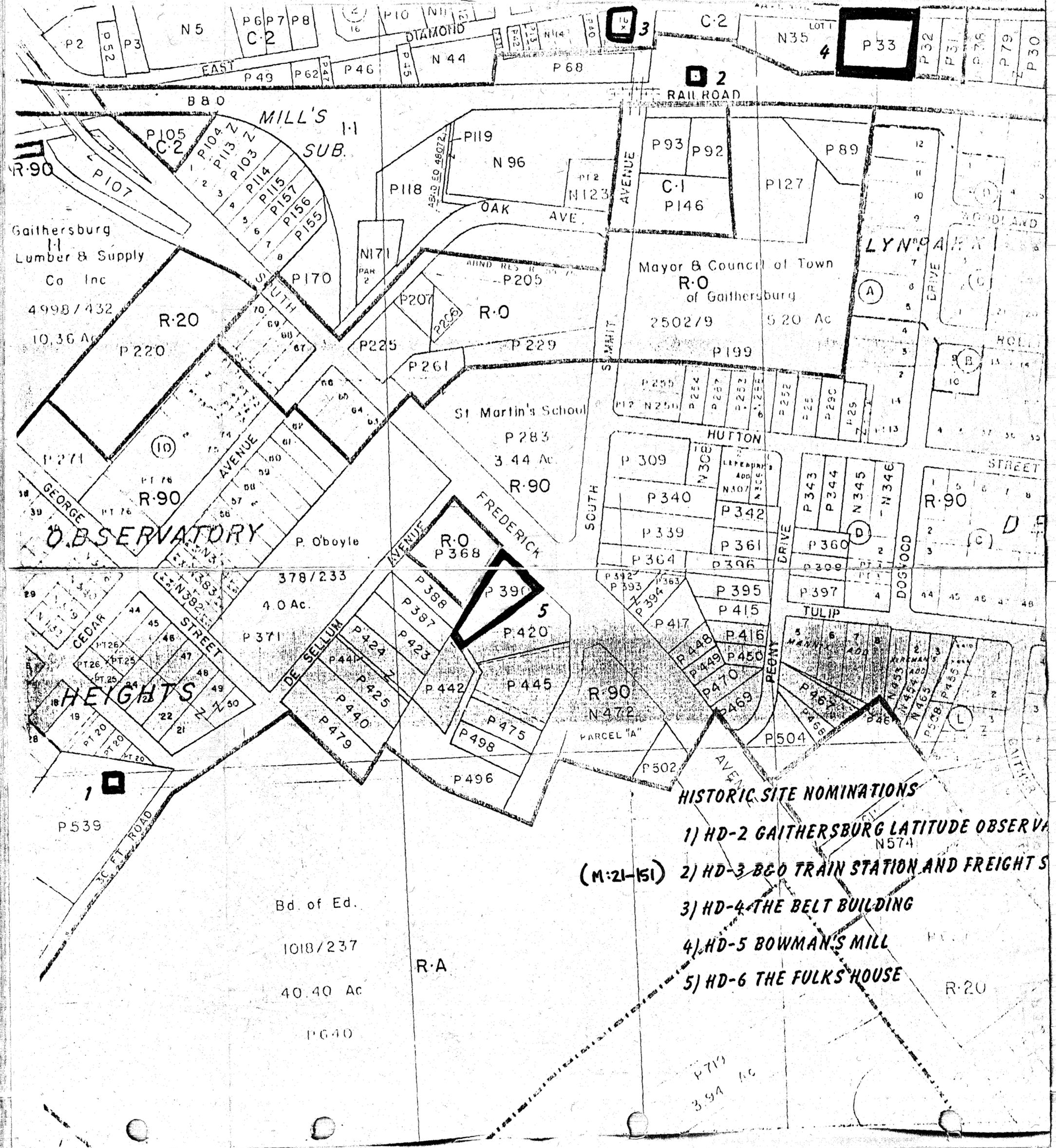
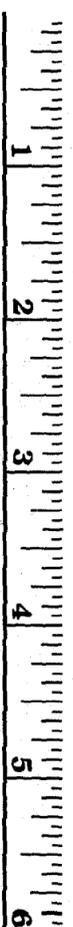


FRONT

Scale: 1" = 10'



Gaithersburg Station



HISTORIC SITE NOMINATIONS

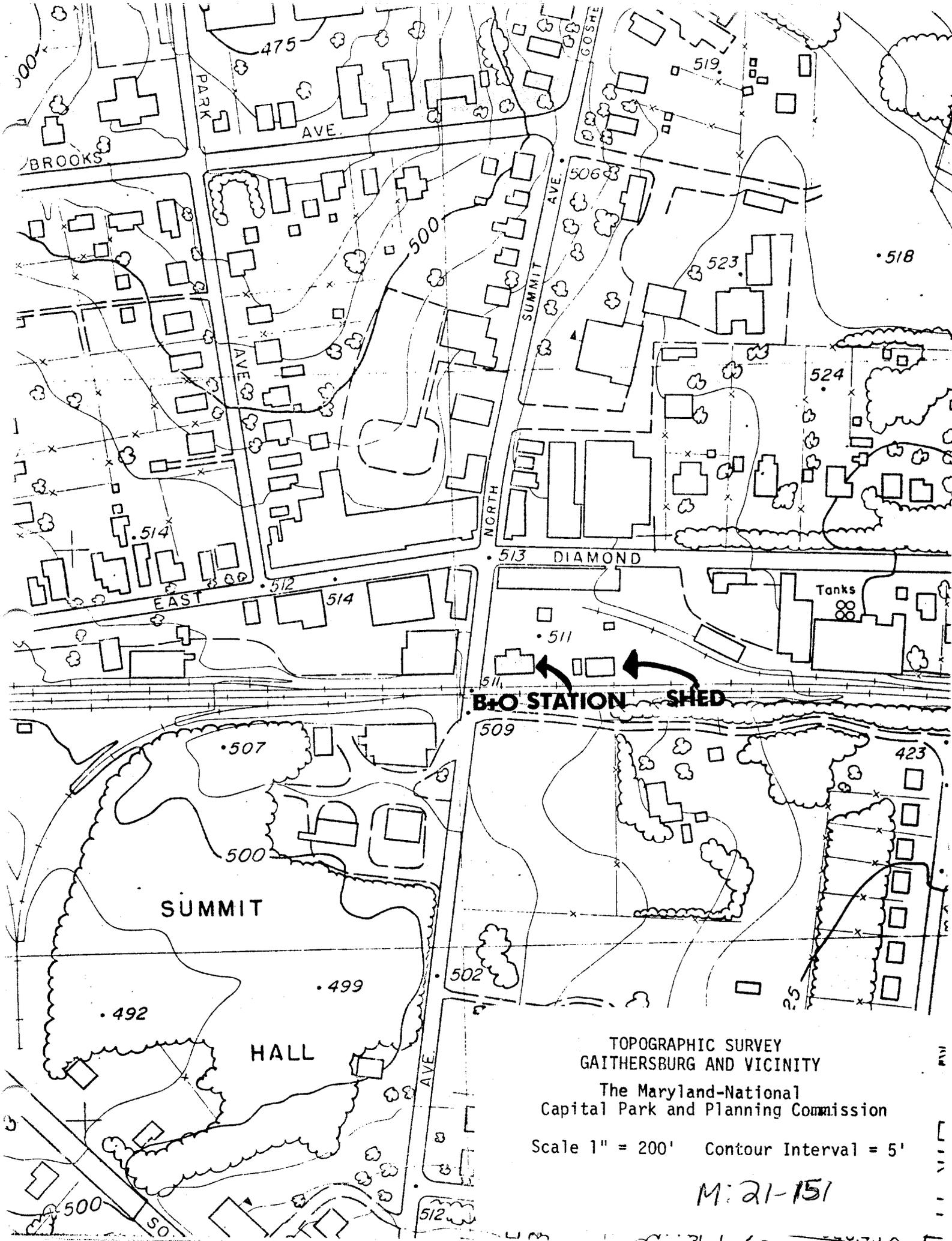
- 1) HD-2 GAITHERSBURG LATITUDE OBSERVATORY (M:21-151)
- 2) HD-3 B&O TRAIN STATION AND FREIGHT STATION
- 3) HD-4 THE BELT BUILDING
- 4) HD-5 BOWMAN'S MILL
- 5) HD-6 THE FULKS HOUSE

Bd. of Ed.
 1018/237
 40.40 Ac
 P640

R.A

R-20

P719
 3.94 Ac



TOPOGRAPHIC SURVEY
GAITHERSBURG AND VICINITY
The Maryland-National
Capital Park and Planning Commission
Scale 1" = 200' Contour Interval = 5'

M:21-151

M:21-151

COLOR SLIDES - GAITHERSBURG B & O TRAIN STATION

- Front View - B & O Station, Gaithersburg
- Front View - B & O Station, Gaithersburg
- Train Station - West Side of Building
- Train Station - East Side of Building
- Train Station - Front View
- Train Station - Front View - Door to Storage of Main Building
- Train Station - Rear View
- Train Station - Rear and East Side
- Freight Shed - Front and Side View
- Freight Shed - Rear View
- Freight Shed - Side View
- Train Station - Interior - Chamber of Commerce Headquarters
- Train Station - Interior - Chamber of Commerce Headquarters
- Train Station - Interior - Chamber of Commerce Headquarters
- Train Station - Interior - Chamber of Commerce Headquarters
- Train Station - Interior - Chamber of Commerce Headquarters
- Train Station - Interior - Waiting Room
- Train Station - Interior - Agent's Office

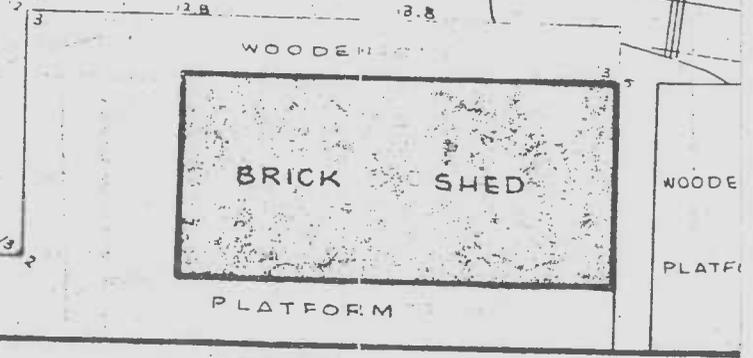
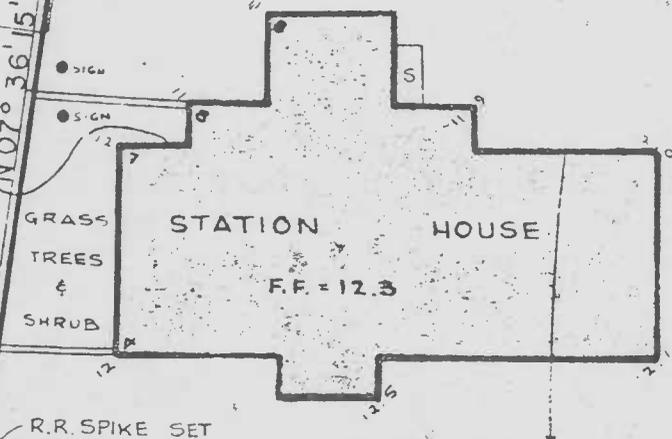
M.21-151 MAGI#

Gaithersburg Station

LIBER-E.P.B. 31 FOLIO 410

TOTAL AREA
54,252 Sq. Ft.
1.2454 Ac.

GRAVEL PARKING



N 07° 36' 15" E

N 89° 33' 53" W

PLAT OF SURVEY

TOPO SURVEY

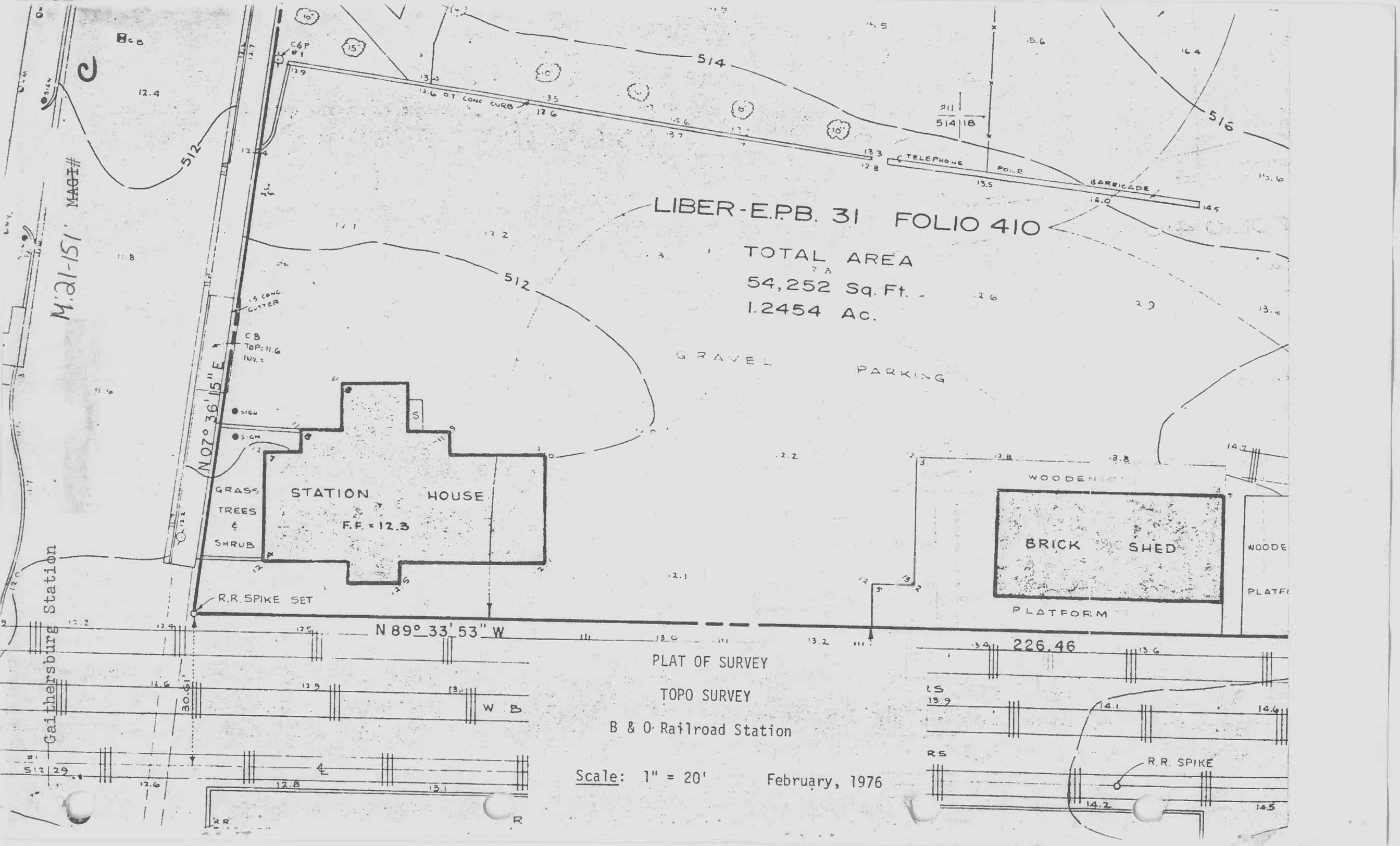
B & O Railroad Station

Scale: 1" = 20'

February, 1976

226.46

R.R. SPIKE



GAITHERSBURG

Note: the sites shown on this map either do not have MHT #s or were inventoried after those placed on the other maps.

Summers House
309 N. Frederick Ave.
M-21-169
Beall House
307 N. Frederick Ave.
M-21-167
Fralely House
303 N. Frederick Ave.
M-21-155
Reed House
301 N. Frederick Ave.
M-21-154

Thomas & Company Cannery
14 Chestnut Street
M-21-168

Gaithersburg B&O Railroad Station
5 S. Summit Ave.
M-21-151

Bowman Mill
317 E. Diamond Ave.
M-21-153

B&O Wye Site
S. Side of B&O Tracks
M-21-166

The Ascension Episcopal Chapel
200 S. Summit Ave.
M-21-136

Summit Hall Farm
502 S. Frederick Ave.
M-21-3

Washington Grove

Park
Grove

NATIONAL BUREAU
OF STANDARDS

Conveyors

BALTIMORE AND ANnapolis
AND SHAD

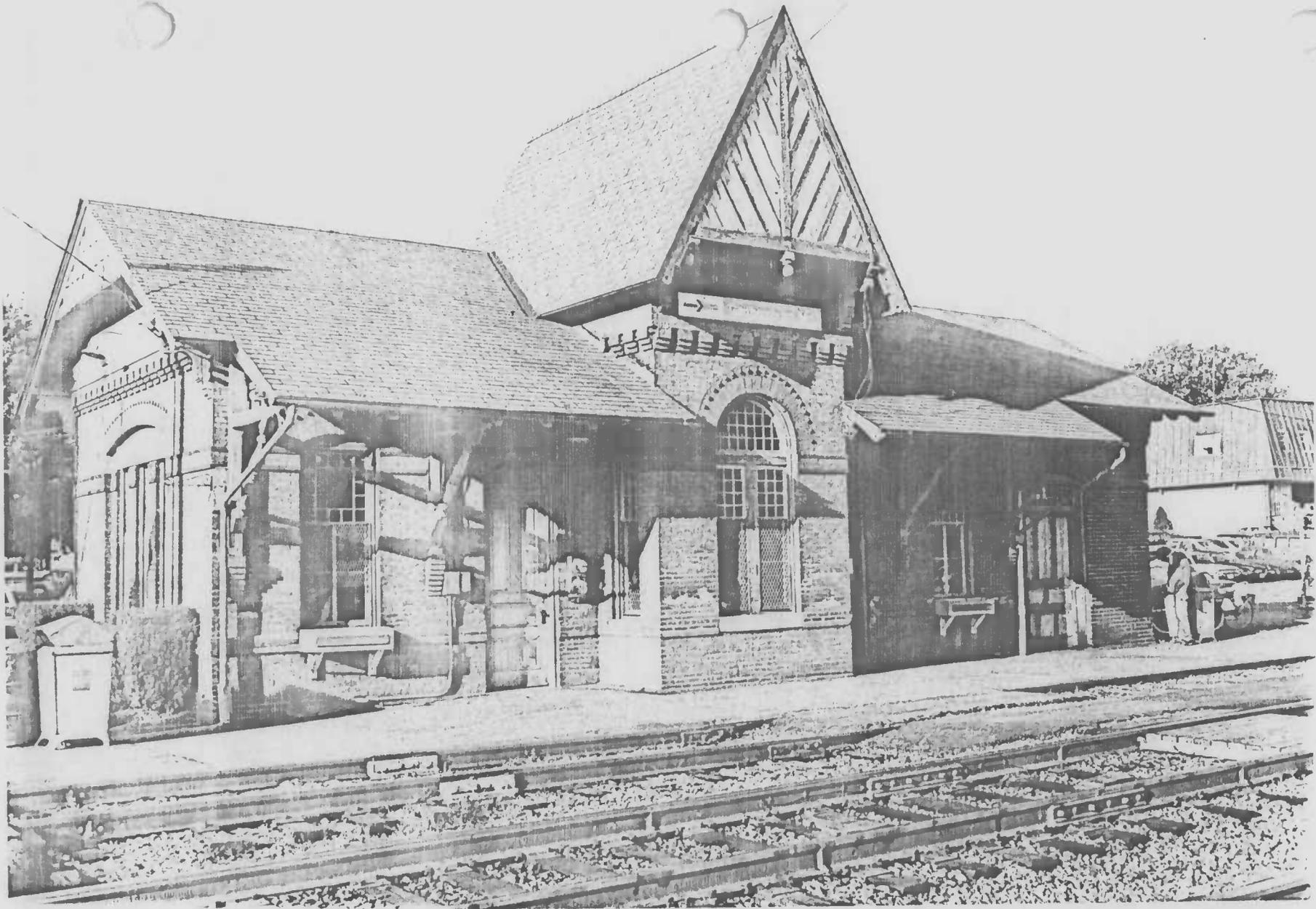


EXHIBIT
HD-3
#4
9/26/83
HRC

M:21-151

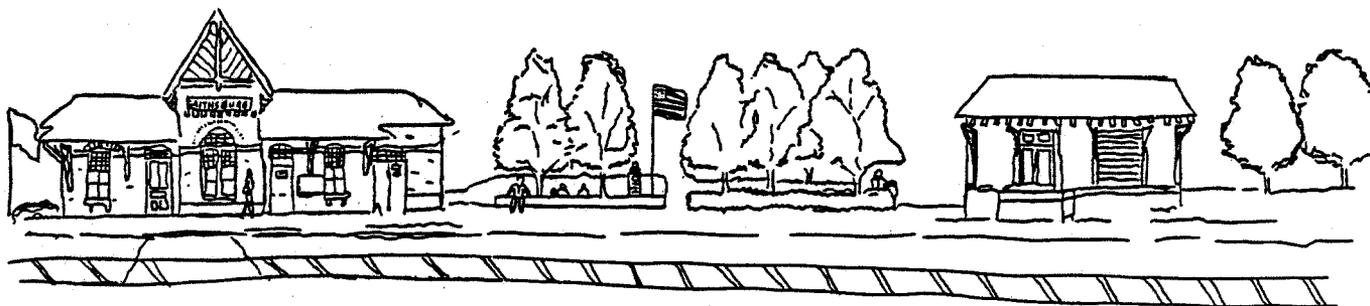
EXISTING AND PROPOSED USES

The Train Station and Freight Shed are still in daily use. More than 600 passengers per day board the six morning and five evening trains and approximately 40 regularly scheduled freight trains pass through Gaithersburg each day. The Train Station is used as an office for a ticket agent as well as headquarters for maintenance-of-way personnel. In addition, the Freight Shed is still used for B & O Railroad storage space. These steady, daily activities at the Station underscore the continuous importance of the railroad in this City.

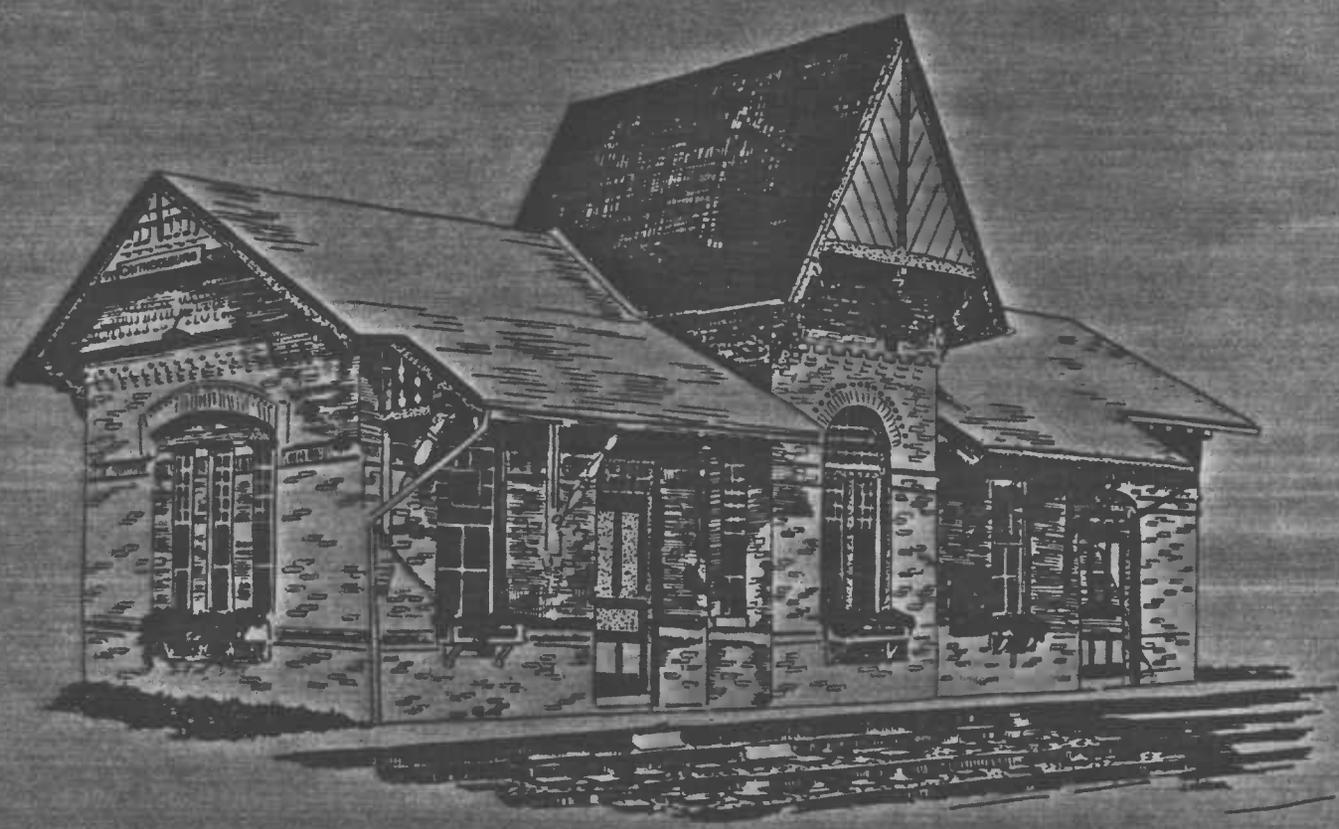
Daily, more than 34,000 cars drive past these city landmarks which are listed in the National Register of Historic Places.

Acquisition of the property by the City expands future use options for the buildings. Several uses have been suggested for the structures because of their centralized location: an information booth, a small museum on the history of Gaithersburg; or a welcoming/reception house. A park setting is planned for the open space that is located between these two buildings to tie the area into adjacent parking.

Part of the grant monies would be used to improve the parking lot adjacent to the Train Station and Freight Shed, thereby adding more visible shopper parking. It would provide shoppers direct access to the ninety-five (95) retail and commercial stores concentrated in this downtown area.



The Gaithersburg Train Station



GAITHERSBURG TRAIN STATION



GAITHERSBURG

~~# 21-151~~
21-151

NAME B+O STATION

LOCATION RR + SUMMIT AVE GAITHERSBURG, MD

FACADE SE

PHOTO TAKEN 10/24/74 MDWYER