

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

B & O RAILROAD STATION

2 LOCATION

STREET & NUMBER

100 S. Market Street

CITY, TOWN

Frederick

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Frederick

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" 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 type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

STATE, zip code

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

Liber #:

Folio #:

STREET & NUMBER

N. Court Street

CITY, TOWN

Frederick, Maryland

STATE

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 type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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

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

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

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 checked="" 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)

Land acquired 1854
Started 9/11/1854

SPECIFIC DATES	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

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

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

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

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

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

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

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

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

*DOUGLAS M. GREENE
ARCHITECTURAL HISTORIAN*

ORGANIZATION

*HISTORICAL DISTRICT COMMISSION
CITY of FREDERICK MD. 21701*

DATE

JULY 1974

STREET & NUMBER

TELEPHONE

CITY OR TOWN

STATE

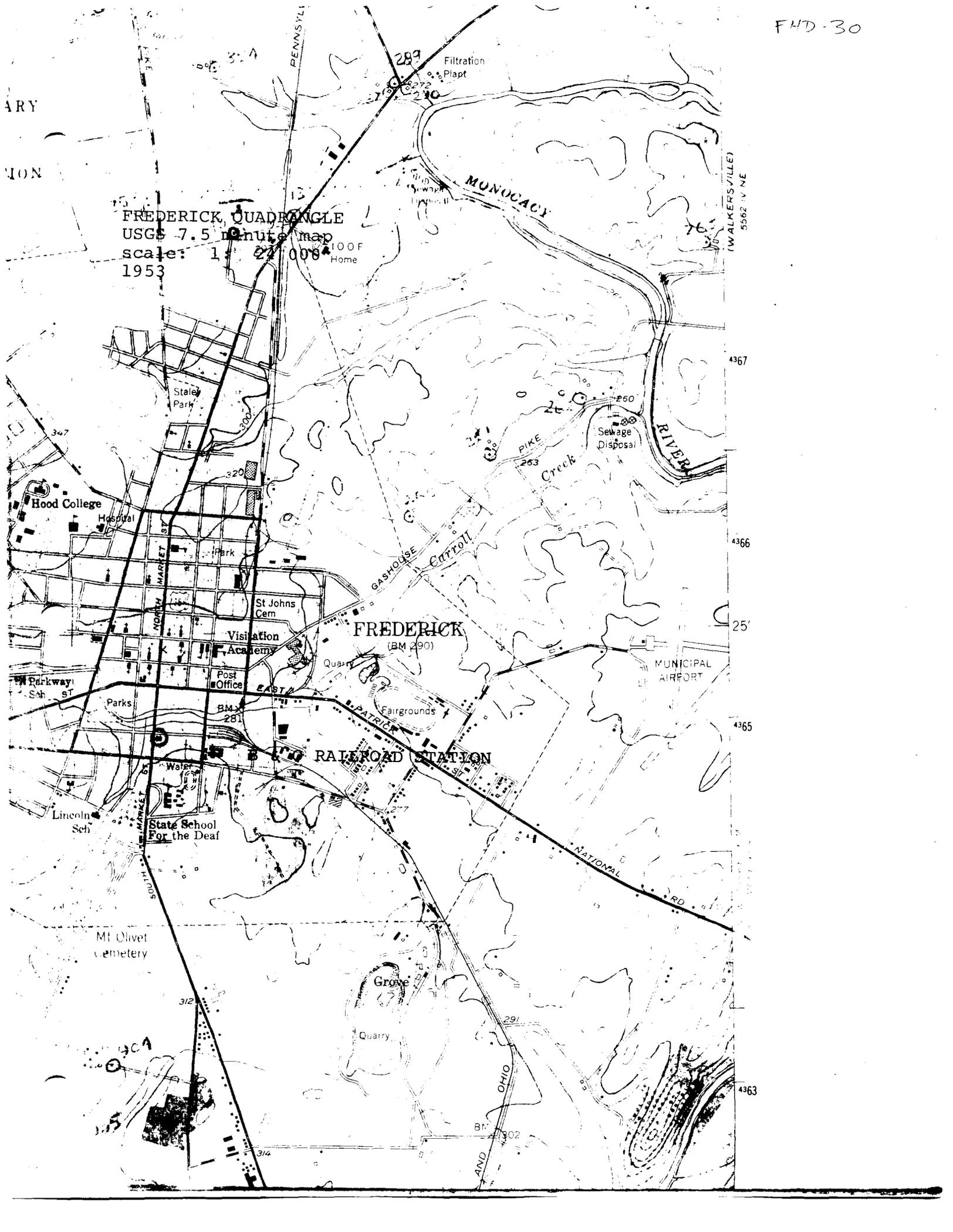
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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

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

ARY
MON

FREDERICK QUADRANGLE
USGS 7.5 minute map
scale: 1:25,000
1953



Filtration Plant

MONOCACY RIVER

(WALKERSVILLE)
5562' N NE

4367

4366

25'

4365

4363

PENNSYLV

314

289

272

270

76

36

347

300

320

263

260

GASHOUSE
N. CARROLL

FREDERICK
(BM 290)

MUNICIPAL AIRPORT

Visitation Academy

Post Office

RAILROAD STATION

Fairgrounds

Parkway Sch.

Parks

Lincoln Sch.

State School For the Deaf

Mt. Olivet Cemetery

Grove

Quarry

OHIO AND

302

312

314

304

305



FARM MARKET

FURNITURE

OPTIMIST BUILDING
BOSTONIAL

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

FHD-30

Pre-restoration





FHD-30

B&O Railroad Station
Frederick



2

F+D-30

B&O Railroad Station

Frederick





FHD-30

B&O Railroad Station

Frederick

Post-restoration





TMD-30

DE of F. 2002/2003

1000000

during restoration



FHD-30

B&O Railroad station

Frederick

Postcard



1. 2017 - 2018

2. 2018 - 2019

3. 2019 - 2020

Pre-restoration



FHD 30

B&O Railroad Station

Frederick

Post-Office



HISTORICAL

B&O STATION

RESTORATION
OF THIS PROPERTY WHICH IS LISTED
ON THE NATIONAL REGISTER OF HISTORIC PLACES
HAS BEEN PARTIALLY FUNDED WITH THE
ASSISTANCE OF A MATCHING GRANT FROM
THE DEPARTMENT OF THE INTERIOR NATIONAL PARK
SERVICE UNDER THE PROVISIONS OF
THE NATIONAL HISTORIC PRESERVATION ACT

1911

1911



FHD-30

B&O Railroad Station

Frederick

Post restoration