

M: 26-12-1

1873

Rockville Railroad Station  
(Rockville Station, Baltimore & Ohio Railroad)  
98 Church Street  
Rockville  
Private

The Rockville Station is a Victorian picturesque structure with some Eastlake detailing, particularly in the roofline and gable decoration. Built in 1873, the building is of red brick with a gabled central bay and board-and-batten dormered longitudinal wings. The vertical 2/2 sash pointed arch windows of the first floor facade have variegated stone voussoir block surrounds, while the architraves of the 2/2 sash dormer windows are painted a rust color. Continuous light-colored courses run below the sills of the ground floor windows; a brickwork decorative motif runs across the facade in the central gable. The end walls of the wings are brick and have pointed arched windows with variegated voussoir blocks both on the ground floor and in the gable. A single 4/4 window pierces the ground floor while the gable holds a pair of 2/2 sash windows. The gable end is clipped, with an arched bracket support under the eaves. Light colored courses run beneath the sills of the ground floor and the gable windows. The rear facade is more functionally austere, with a wing at right angles to the main body of the building decoratively marked only by a wall dormer with a pointed-arched 2/2 sash window. The roof is covered with slate tiles laid in alternating light and dark bands. The body of the building is red brick and the woodwork is painted fawn with rust trim.

The Rockville B & O station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th

century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting. The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. Providing cheap, efficient transportation from Washington, the station contributed to the establishment of Rockville as a summer resort during the 1880s through 1900. Many of these visitors built summer homes in Rockville, and soon took up year-round residency. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney, and Brookeville. The station and its freight sidings contributed to Rockville's growth as a commercial center by providing efficient transportation of goods. In 1981, the 400-ton passenger station was moved about 50 meters to the south to make way for the Rockville Metro station.

ACHS SUMMARY FORM

Survey No. 26-12-1

MAGI #1651232511

(#assigned 11/86)

1. Name Rockville Station, Baltimore & Ohio Railroad
2. Planning Area/Site Number 26/12/1      3. MNCPPC Atlas Reference Map 15 I-3
4. Address Church & Baltimore Road  
Rockville
5. Classification Summary  
 Category buildings  
 Ownership public  
 Public Acquisition --  
 Status occupied  
 Accessible yes; restricted  
 Present use commercial; transportation; office  
 Previous Survey Recording M-NCPPC Federal x State x County x Local x  
Historical Sites Inventory 1976  
National Register, 1974; HABS, 1977; City of Rockville, 1974
6. Date 1873      7. Original Owner Baltimore and Ohio Railroad Company
8. Apparent Condition  
 a. fair      c. original site  
 b. altered

Description This is a picturesque Victorian structure with some Eastlake detailing, particularly in the roofline and gable decoration. The building is of red brick with a gabled central bay and board-and-batten dormered wings. Above and below the windows are decorative stone blocks and brick courses. The end walls of the wings have pointed arched windows. The gable end is hipped, with arched bracket support under the eaves. The rear facade is more functionally austere, with a wing at right angles to the main body of the building, with a dormer breaking into the eaves of the building. The roof is covered with slate tiles, laid in verigated bands. There is a smaller, rectangular brick freight building nearby, also parallel to the tracks. It has jerkin-headed gable ends with corbelled brickwork across the upper section.

10. Significance The Rockville Station is one of the few survivors of the many stations along the Metropolitan Branch of the B & O Railroad. It is important as the symbol of a major factor in the growth of the City of Rockville. When the Branch was opened in 1873, Rockville began its alteration from a sleepy Courthouse village into a busy commuter and summer resort town. The population trebled between 1873 and 1900; hotels were constructed or refurbished to accommodate the city dwellers who sought to escape the heat and humidity of Washington; farms in the area were subdivided into  $\frac{1}{4}$  acre lots and promoted by developers who lauded access to the railroad; residential and commercial development on Baltimore Road increased, on both sides of the tracks. The Station remains in use today as depot for 5 daily commuter trains, countless freight trains, and headquarters of Peerless Rockville. It will be relocated c. 1980 out of the path of Metro.

11. Date researched and researcher  
Eileen McGuckian 1973
12. Compiler Eileen McGuckian      13. Date Compiled Dec. 1978      14. Designation Approval
15. Acreage one acre

6173

M: 26-12-1

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Maryland
COUNTY:	Montgomery
FOR NPS USE ONLY	
ENTRY DATE	

**1. NAME**

COMMON:  
Rockville Railroad Station

AND/OR HISTORIC:  
Rockville Station, Baltimore & Ohio Railroad

**2. LOCATION**

STREET AND NUMBER:  
Church Street and Baltimore Road

CITY OR TOWN:  
Rockville

CONGRESSIONAL DISTRICT:  
Eighth

STATE: Maryland      CODE: 24      COUNTY: Montgomery      CODE: 031

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>  VFW Post  </u>

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
B & O/C & O Railroad Company

STREET AND NUMBER:  
2 Charles Street (main office: Huntington, West Virginia)

CITY OR TOWN:  
Baltimore

STATE: Maryland      CODE: 24

**5. LOCATION OF LEGAL DESCRIPTION**

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

STREET AND NUMBER:  
Courthouse Square

CITY OR TOWN:  
Rockville

STATE: Maryland      CODE: 24

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
Historic Sites in the Bi-County Region

DATE OF SURVEY: 1969       Federal     State     County     Local

DEPOSITORY FOR SURVEY RECORDS:  
The Maryland-National Capital Park and Planning Commission

STREET AND NUMBER:  
8787 Georgia Avenue

CITY OR TOWN:  
Silver Spring

STATE: Maryland      CODE: 24

SEE INSTRUCTIONS

STATE: Maryland

COUNTY: Montgomery

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" 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 Rockville Station is a nineteenth-century Victorian picturesque structure with some Eastlake detailing, particularly in the roofline and gable decoration. The building is of red brick with a gabled central bay and board-and-batten dormered longitudinal wings. The pointed arch windows of the first floor facade have verigated stone voussoir block surrounds, while the architraves of the dormer windows are painted a rust-color. Continous light-colored courses run below the sills of the ground floor windows; a brickwork decorative motif runs across the facade in the central gable.

The end walls of the wings are brick and have pointed arched windows with verigated voussoir blocks both on the ground floor level and in the gable. The gable end is hipped, with an arched bracket support under the eaves. Light colored courses run beneath the sills of the ground floor and the gable windows.

The rear facade is more functionally austere, with a wing at right angles to the main body of the building decoratively marked only by a dormer window, with the dormer breaking into the eaves of the building.

The roof is covered with slate tiles laid in verigated light and dark bands. The body of the building is red brick and the woodwork is painted fawn with rust trim.

SEE INSTRUCTIONS

M. 2612-1

**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) May 19, 1873

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 checked="" 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 checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Rockville B & O Station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th Century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting.

The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. The population of Rockville in 1873, the year the station opened was 670 persons. By 1890, the population had increased to 1,500, primarily because of the City's easy access to Washington via train. The coming of the station area so as to make Rockville a more attractive stopping off point for passengers desiring hotel accommodations. Because of cheap, efficient transportation (a trip from Washington cost 60 cents and took 45 minutes), Rockville soon began to enjoy some popularity as a summer resort. Local hotels prevailed upon City dwellers in Washington to enjoy the cool shade of the country with its health-giving mosquito- and malaria-free air. Summer and weekend visitors stepped off the train into horse-drawn carriages to be deposited at one of three grand hotels. Hotel proprietors boasted the presence of many of Washington's elite. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney and Brookeville, who would complete their journey by "private conveyances."

The station and its freight sidings have had a continued influence on the development of Rockville, particularly along the Right-of-Way. At least one "long'time" Rockville business, Wire Hardware and Lumber Company, which has been in business since the late 19th century, was opened as a direct result of the location of the railroad station. The Sentinel in 1873 reported that residential development began on Baltimore Road adjacent to the station shortly after the tracks were completed.

The Rockville station was the model for the Atlas model train company's passenger station (#706-300) in HO scale, first made in the early 1960's.

(see continuation sheet)

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

M:26-12-1

STATE	
Maryland	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Rockville Railroad Station

No. 8 Significance Continued.

The station will celebrate its 100th anniversary May 19, 1973. It remains in use today both as a depot for the two daily commuter trains and as a headquarters for the local chapter of the Veterans of Foreign Wars.

NOTE: The station is threatened by METRO.

M.26-12-1

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

1873 issues of the Montgomery County Sentinel, Roackville, Maryland.

Historic Montgomery County, Maryland, by Roger Brooke Farquhar.

A History of Montgomery County, by Everett B. Williams.

Peerless Rockville, by Henry Copp. Promotional booklet, 1890.

**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:

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

**11. FORM PREPARED BY**

NAME AND TITLE:  
 Eileen S. McGuckian, Chairperson mh

ORGANIZATION: Rockville Historic District Commission DATE: May, 1973

STREET AND NUMBER:  
City Hall, 111 South Perry Street

CITY OR TOWN: Rockville STATE: Maryland CODE: \_\_\_\_\_

**12. STATE LIAISON OFFICER CERTIFICATION**      **NATIONAL REGISTER VERIFICATION**

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name _____</p> <p>Title _____</p> <p>Date _____</p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____  <i>Director, Office of Archeology and Historic Preservation</i></p> <p>Date _____</p> <p>ATTEST:</p> <p>_____  <i>Keeper of The National Register</i></p> <p>Date _____</p>
--	--

SEE INSTRUCTIONS

MARYLAND HISTORICAL TRUST WORKSHEET

1606934519  
M# 36-12-1

MAGI #1651232511

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

SEE INSTRUCTIONS

<b>1. NAME</b>				
COMMON:				
AND/OR HISTORIC: Rockville Station, Baltimore & Ohio Railroad				
<b>2. LOCATION</b>				
STREET AND NUMBER: Church Street and Baltimore Road				
CITY OR TOWN: Rockville				
STATE: Maryland		COUNTY: Montgomery		
<b>3. CLASSIFICATION</b>				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)		Public Acquisition:		ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Park <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Private Residence <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Religious <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum <input type="checkbox"/> Scientific		<input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) VFW Post		<input type="checkbox"/> Comments		
<b>4. OWNER OF PROPERTY</b>				
OWNER'S NAME: Baltimore and Ohio Railroad Company				
STREET AND NUMBER: (main office: Huntington, West Virginia) Local Office: 2 Charles Street				
CITY OR TOWN: Baltimore			STATE: Maryland	
<b>5. LOCATION OF LEGAL DESCRIPTION</b>				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Montgomery County Courthouse				
STREET AND NUMBER: Courthouse Square				
CITY OR TOWN: Rockville			STATE: Maryland	
Title Reference of Current Deed (Book & Pg. #):				
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>				
TITLE OF SURVEY: Historic Sites in the Bi-County Region				
DATE OF SURVEY: 1969 <input type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS: The Maryland-National Capital Park and Planning Commission				
STREET AND NUMBER: 8787 Georgia Avenue				
CITY OR TOWN: Silver Spring,			STATE: Maryland	



**B SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- Pre-Columbian
- 15th Century
- 16th Century
- 17th Century
- 18th Century
- 19th Century
- 20th Century

SPECIFIC DATE(S) (If Applicable and Known)

May 19, 1873

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 checked="" 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 checked="" type="checkbox"/> Transportation | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  | _____                                    |
| <input type="checkbox"/> Conservation            |   |  | _____                                    |

STATEMENT OF SIGNIFICANCE

The Rockville B & O Station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting.

The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. The population of Rockville in 1873, the year the station opened, was 670 persons. By 1890, the population had increased to 1,500, primarily because of the City's easy access to Washington via train. The coming of the railroad prompted City authorities to install sidewalks to the station area so as to make Rockville a more attractive stopping off point for passengers desiring hotel accommodations. Because of cheap, efficient transportation (a trip from Washington cost 60 cents and took 45 minutes), Rockville soon began to enjoy some popularity as a summer resort. Local hotels prevailed upon City dwellers in Washington to enjoy the cool shade of the country with its health-giving mosquito- and malaria-free air. Summer and weekend visitors stepped off the train into horse-drawn carriages to be deposited at one of three grand hotels. Hotel proprietors boasted the presence of many of Washington's elite. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney and Brookeville, who would complete their journey by "private conveyances".

The station and its freight sidings have had a continued influence on the development of Rockville, particularly along the Right-of-Way. At least one "long-time" Rockville business, Wire Hardware and Lumber Company, which has been in business since the late 19th century, was opened as a direct result of the location of the railroad station. The Sentinel in 1873 reported that residential development began on Baltimore Road adjacent to the station shortly after the tracks were completed.

Continued on Continuation Sheet

SEE INSTRUCTIONS

## MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL  
PARKS SERVICECONTINUATION SHEET

Rockville Station, B &amp; O Railroad

## #8. Statement of Significance, continued:

The Rockville station was the model for the Atlas model train company's passenger station (#706-300) in HO scale, first made in the early 1960's.

The station will celebrate its 100th anniversary May 19, 1973. It remains in use today both as a depot for the two daily commuter trains and as a headquarters for the local chapter of the Veterans of Foreign Wars.

NOTE: The station is threatened by METRO.

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10. GEOGRAPHICAL DATA

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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: **one acre**

**Acreeage Justification:**  
 Includes the station, siding, parking for commuters. The Station is proposed to be moved under expansion of the Metro by the Washington Metropolitan Area Transit Authority. Rockville is projected to be the terminus for this arm of Metro, and will have the yard and turn-around.

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

STATE:	COUNTY:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:  
**Eileen S. McGuckian, Chairperson**

ORGANIZATION: **Rockville Historic District Commission**      DATE: **May, 1973**

STREET AND NUMBER:  
**City Hall, 111 South Perry Street**

CITY OR TOWN: **Rockville**      STATE: **Maryland**

12. State Liaison Officer Review: (Office Use Only)

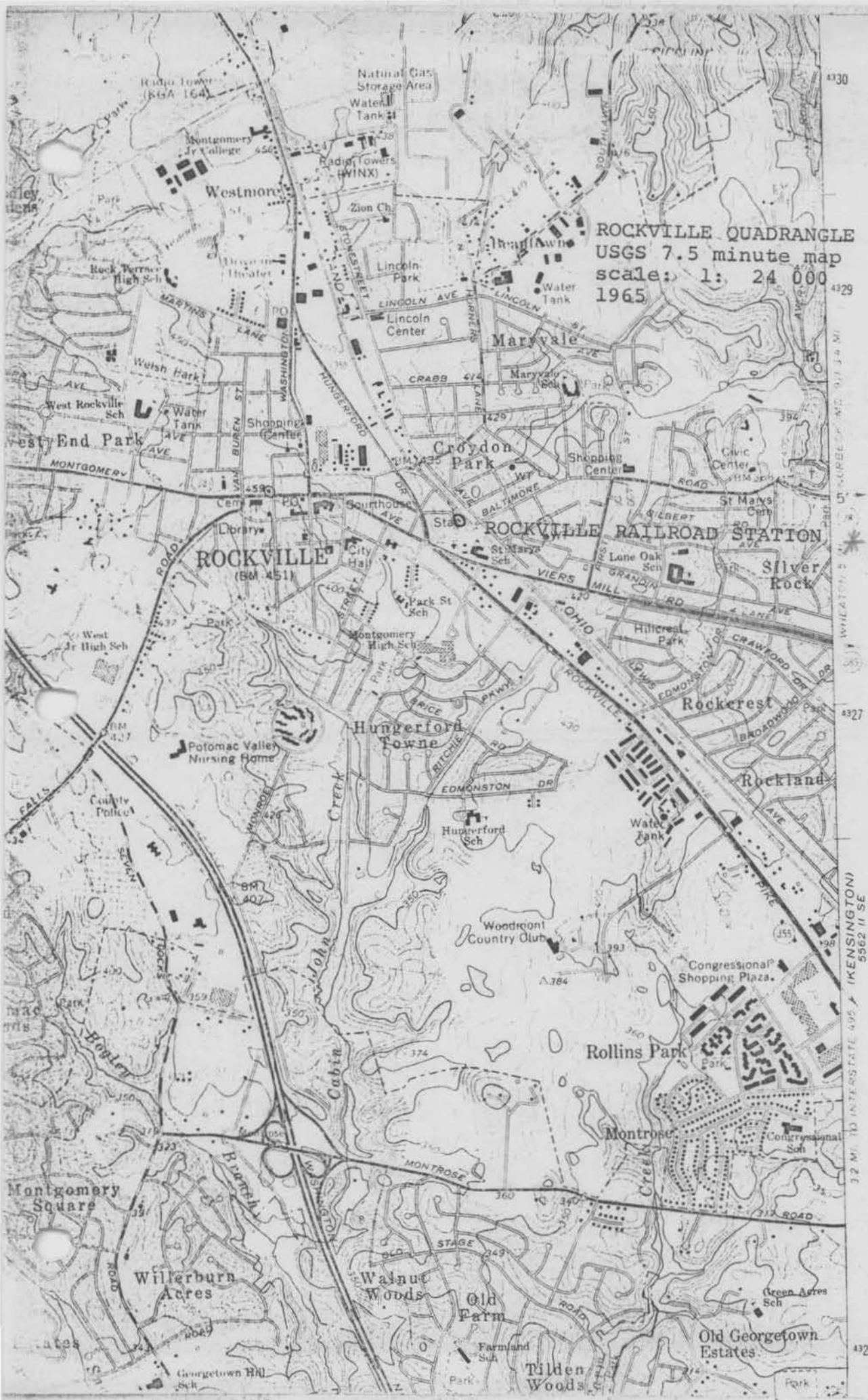
Significance of this property is:  
 National     State     Local   

\_\_\_\_\_  
 Signature

M:26-12-1

ROCKVILLE QUADRANGLE  
USGS 7.5 minute map  
scale: 1: 24 000  
1965

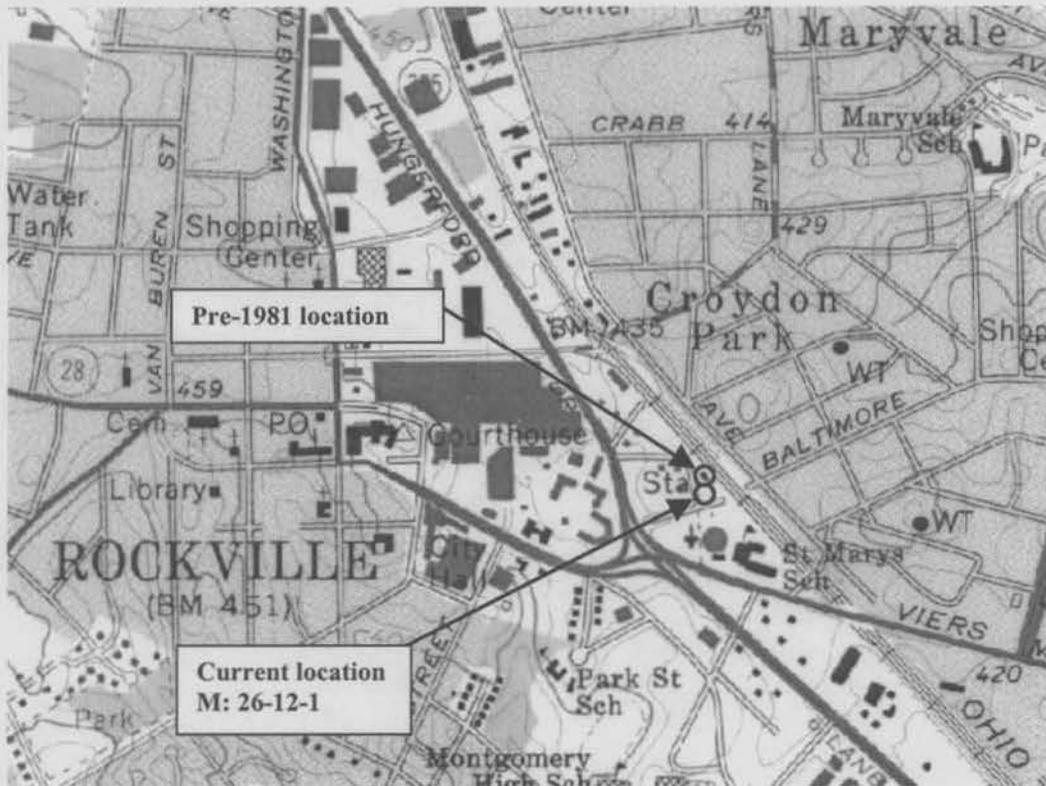
\*Pre-1981  
location



4130  
4129  
4327  
4324

3.2 MI. TO INTERSTATE 495 (KENSINGTON) 5562 II SE

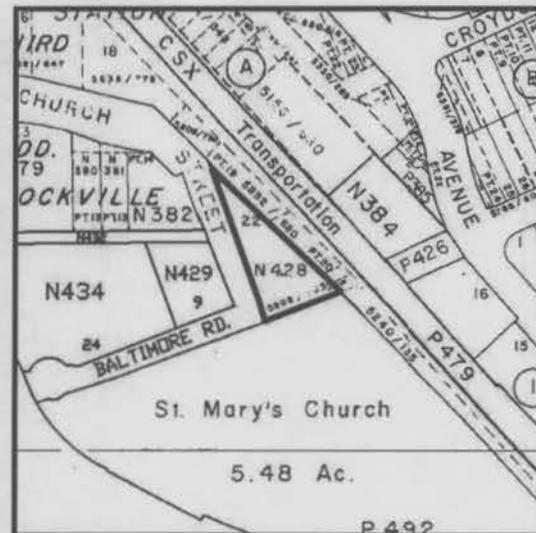
M: 26-12-1  
 Rockville Railroad Station  
 (Rockville Station, B & O Railroad)  
 98 Church Street  
 Rockville Quadrangle



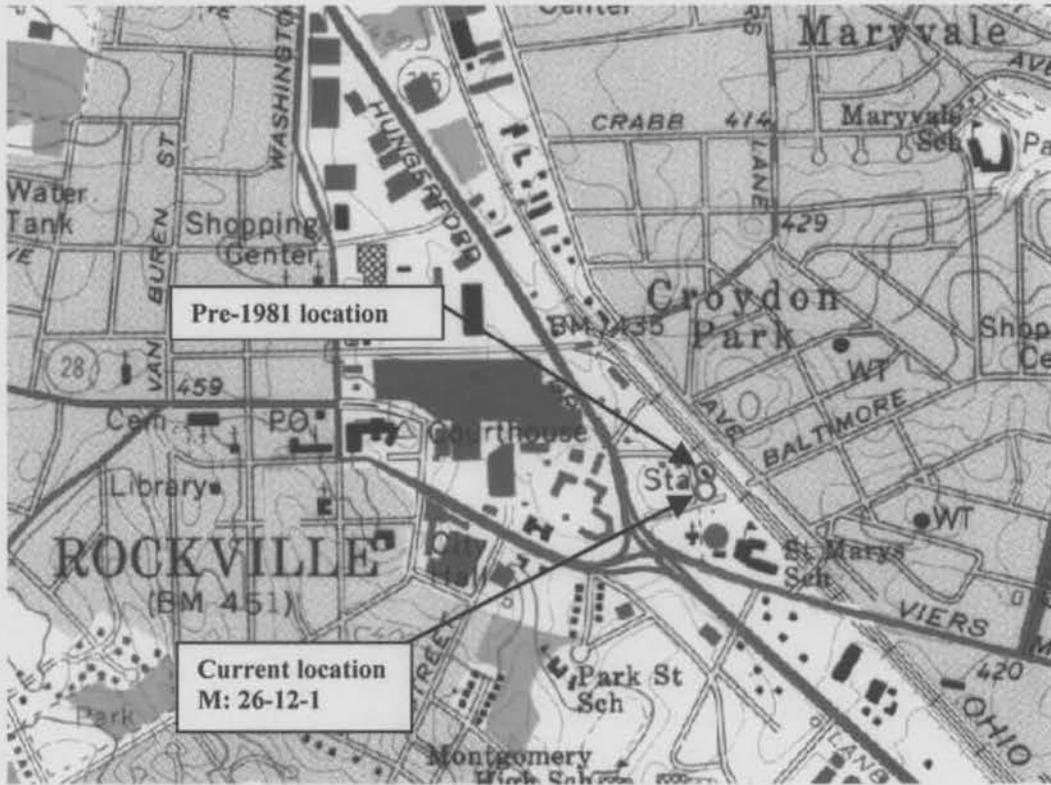
1993-94 Aerial Photo



Tax Map GR42



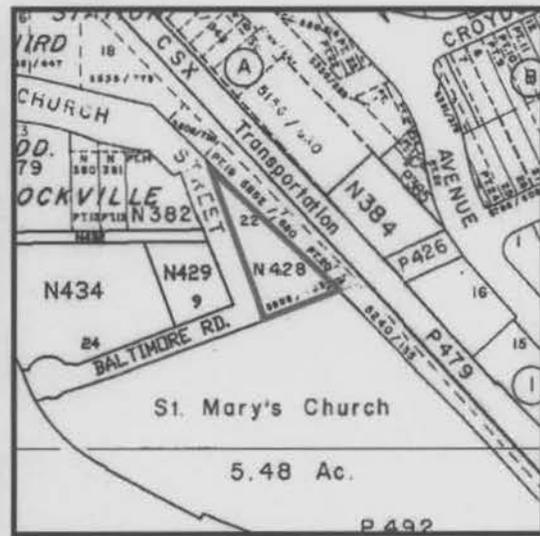
M: 26-12-1  
 Rockville Railroad Station  
 (Rockville Station, B & O Railroad)  
 98 Church Street  
 Rockville Quadrangle



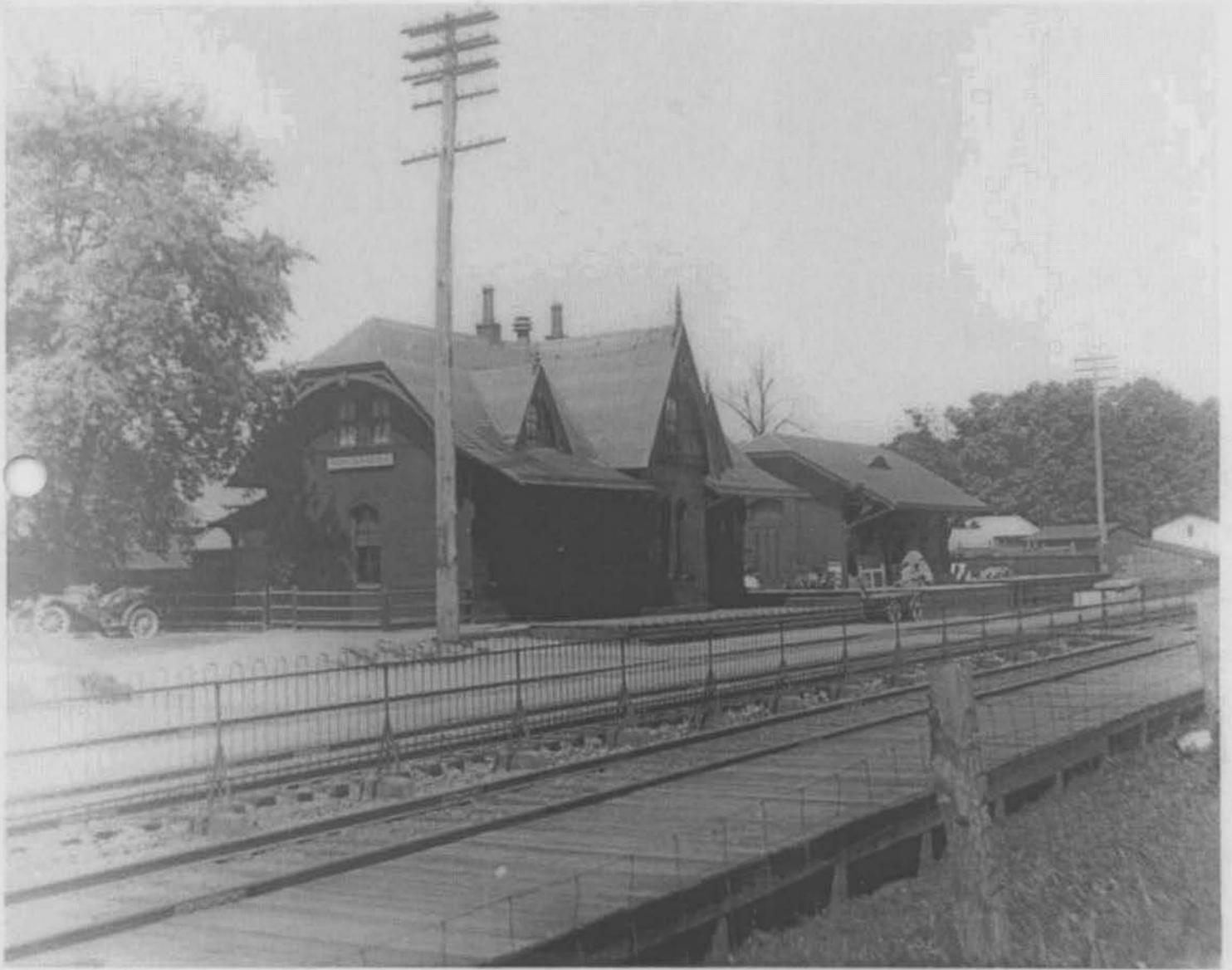
1993-94 Aerial Photo



Tax Map GR42



Rockville Railroad Station & Freight House with  
Dr. George Lewis' EMF Studebaker automobile.





Rockville Railroad Station

Relocating the 400-ton Passenger Station, 1981. Photo by John Spano won children's color category in contest sponsored by Peerless Rockville.





M: 26-12/1



NAME BYO STATION (Rockville Railroad Station)

(BYO HIST. DIST.)

LOCATION OLD BALTIMORE Rd ROCKVILLE, Md M:26-12-1

FACADE E

PHOTO TAKEN 5/14/75 MDWYER



Carlos Avery: 9.7.80  
Rockville R.R. Station

M: 26/12-1

①



M: 26-12/1

Lebanon Railroad Station

Montz Co

Photo: John Murphy

date 5 March 1984 post above



M: 26-12/1

Rockville Railroad Station

Montgomery Co

photo: John Murphy

date: 8 March 1984 just now



M: 26-12/1

Rockville Paulson Station

Monty Co

photo: John Murphy

take " 8 March 1984 post move



M: 26-12/1

Rockville Railroad Station  
Monty Co

photo John Murphy

date 8 March 1984 part now



M: 26-12/1

Auburn  
Rockville Station  
Monty Co

photo: John Murphy

date: 8 March 1984 first mouse



M: 26-12/1

Rockville Station

Monty Co

photo. John Murphy

date 8 March 1984

post office