

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Silver Spring Baltimore & Ohio Railroad Station
other names/site number Silver Spring AMTRAK Station; Silver
Spring MARC Station/site #36/15

2. Location

street & number 8100 Georgia Avenue not for publication N/A
city or town Silver Spring vicinity N/A state Maryland
code MD county Montgomery code 031 zip code 20910

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

M:36-15

USDI/NPS NRHP Registration Form
Silver Spring Baltimore & Ohio Railroad Station
Montgomery County, MD

Page 2

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4. National Park Service Certification
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I, hereby certify that this property is:

- entered in the National Register _____
- See continuation sheet. _____
- determined eligible for the _____
- National Register _____
- See continuation sheet. _____
- determined not eligible for the _____
- National Register _____
- removed from the National Register _____
- other (explain): _____

Signature of Keeper Date
of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u> 2 </u>	<u> 0 </u> buildings
<u> 0 </u>	<u> 0 </u> sites
<u> 1 </u>	<u> 0 </u> structures
<u> 0 </u>	<u> 0 </u> objects
<u> 3 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the
National Register 0

M:36-15

USDI/NPS NRHP Registration Form
Silver Spring Baltimore & Ohio Railroad Station
Montgomery County, MD

Page 3

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: rail-related

Current Functions (Enter categories from instructions)
Cat: WORK IN PROGRESS

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)
Late 19th and 20th Century Revivals
Colonial Revival

Materials (Enter categories from instructions)
foundation CONCRETE
roof SLATE
walls BRICK
other LIMESTONE

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.
- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance 1945-46

Significant Dates 1945

Significant Person

(Complete if Criterion B is marked above)

N/A

M:36-15

USDI/NPS NRHP Registration Form
Silver Spring Baltimore & Ohio Railroad Station
Montgomery County, MD

Page 5

Cultural Affiliation N/A

Architect/Builder Engineer of Buildings, B&O Railroad Company/
Steiner Construction Company

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: M-NCPPC Historic Preservation Office

M:36-15

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10. Geographical Data

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Acreege of Property approximately 1/2 acre

UTM References (Place additional UTM references on a continuation sheet) Washington West DC-MD-VA quad

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	324440	4317410	3	_____	_____
2	_____	_____	_____	4	_____	_____

Verbal Boundary Description: The nominated property is indicated on the plat which accompanies this documentation. It comprises Parcel 1, 2.697 acres, which encompasses the main B & O railroad station building; the portion of Parcel 2 occupied by the small eastbound waiting station; and the underground pedestrian tunnel linking the two. These parcels are more fully described in Liber 6371, folio 650 among the Land Records of Montgomery County.

Boundary Justification: The nominated property comprises the historically related elements of the station complex within their immediate setting.

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11. Form Prepared By

=====

name/title Genevieve Courbois, Nancy Urban, Eileen McGuckian
organization Montgomery Preservation, Inc./Silver Spring
Historical Society date 2/29/00 street & number P.O. Box 1160
telephone 301-589-6362 (Nancy Urban) city or town Silver Spring
state MD zip code 20910-1160

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

M:36-15

USDI/NPS NRHP Registration Form
Silver Spring Baltimore & Ohio Railroad Station
Montgomery County, MD

Page 7

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name Montgomery Preservation, Inc.

street&number P.O. Box 4661 telephone 301-545-5633 (Eileen

McGuckian) city or town Rockville state MD zip code 20849

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

M:36-15

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 8

Silver Spring B&O Railroad Station
Montgomery County, Maryland

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DESCRIPTION SUMMARY

The Silver Spring B&O Railroad Station complex includes three contributing resources which as a group embody the distinctive characteristics of mid-20th century Colonial Revival architecture. Passenger buildings on either side of the railroad tracks are of solid masonry. The main station features similar facades on the track-oriented and Georgia Avenue sides. Currently boarded up and awaiting rehabilitation, its exterior and interior have been little altered since original construction in 1945. In addition to the main station, the complex includes a smaller waiting station on the south side of tracks, and an underground pedestrian tunnel which connects the two sides of the tracks.

GENERAL DESCRIPTION

Site

The station complex is located at the southern end of Montgomery County, one half mile north of the District of Columbia boundary line. The station is located on its original site on the north side of the railroad tracks, and faces Georgia Avenue. It was used continuously as a passenger ticketing facility for long distance and/or commuter railroad travel from 1945 until 1997, when an errant automobile damaged the front facade and forced the building's closure. Since that time, MARC has operated from a temporary trailer on the property. (See Attachment A -"Site Plan").

Main Station

The Silver Spring B&O Railroad Station was designed in the Colonial Revival style and built from standardized plans developed for B&O stations in that period. The building's construction in 1945 came at the peak of the style's popularity and at the end of a world war which served to intensify the connection of Colonial design elements with patriotism. The main station consists of an L-shaped hip-roofed block which is squared on the north corner by a smaller two-bay square flat-roofed block. Overall, the building is five bays by five bays, with a projecting canopy on the southwest (track-oriented) facade.

The structure has an inner steel skeleton of I beams and related steel work. The building is red brick, with concrete base, and limestone trim and architectural detailing. The exterior walls are constructed of brick laid in Flemish bond. Fenestration is six over six double hung windows

United States Department of the Interior
National Park Service**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 9

Silver Spring B&O Railroad Station
Montgomery County, Maryland

with flat arch and granite sills and keystones. Identical entrances on Georgia Avenue and the track-oriented facades feature a large door with sidelights, fanlight, and a limestone surround and keystone. Every window in the building sits on a moulded limestone lintel and is surmounted by a flat brick arch with limestone keystone. Aside from the Georgia Avenue entranceway, which was damaged in 1997 by an errant automobile, and the effects of deferred maintenance, the building's exterior and interior are essentially unaltered since their original construction. The station is currently boarded up and awaiting restoration.

The L-shaped main block has a hipped slate-covered roof featuring fanlight dormers on all but the track-oriented (southwest) facade. The ell is squared on the north facade by a two-bay by two-bay one-story section with a flat roof treated with a tar and pebble combination. (Currently, a tarp is keeping out the rain.) The roof lines of the two sections are not aligned as the roof line of the flat roofed section is lower than that of the main block. A brick chimney stack, laid in Flemish bond, towers from the flat roofed section where it abuts with the north corner of the main block. The station's concrete foundation and granite thresholds lie atop the original stone-walled basement of an earlier, Gothic-styled B&O depot, demolished in 1945 to make way for the current station.

The track-oriented (southwest) facade of the station has six bays, the second from the right of which is a large wood and glass-paneled door flanked by three-light sidelights over an elongated panel and surmounted by an elliptical fanlight. The entranceway is defined by a surrounding limestone arch with central keystone, below which are fluted vertical columns. Extending from the roofline over a concrete platform to the edge of the railroad tracks is a slightly pent metal canopy supported by four brick pillars; this sheltered waiting passengers. The canopy is supported on steel I beam girders with each surrounded by brick, most of which was hand cut to fit the profile of the I beam. The roof of the canopy consists of concrete panels, set on steel frames and covered with the standard stone/tar composition used in the flat roof. (The original intention was to add on to the train shed roof both east and west of the station for a total of 13 car lengths or approximately 1000 feet; this never came about.) Six original light fixtures hang from under the canopy.

On the northwest facade are a set of double doors of vertical paneled wood providing access to the baggage room, a second, narrow entrance with wood-paneled door which leads into the flat-

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 10

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

roofed section, and one window. Each of the openings is surmounted with a flat brick arch and keystone.

The northeast (main) facade faces Georgia Avenue, a major north-south automobile thoroughfare in the region. It is comprised of a projecting three-bay hip-roof section with central door and a two-bay flat-roofed section to the north which sits back about two feet. The entranceway, identical to the track-oriented facade, is damaged and boarded up.

The southeast facade has five identical bays, each surmounted by flat brick arches with limestone keystones and sitting atop a limestone lintel. A fanlight dormer is centrally placed in the hipped roof. The slightly pent, wide canopy leads to the track.

The interior of the main station consists of approximately 2,250 square feet. (See Attachment B - "Existing Floor Plan - Silver Spring B&O Station"). A large passenger waiting room contains one half of the floor space and features a 15 foot ceiling, plaster walls, glazed terra cotta block wainscot, and terrazzo floor. A large double-window, open-front ticket counter, also faced with terra cotta block, projects out into the room. To either side of the counter are recessed openings, which were originally occupied by a telephone booth and lockers. (Many original interior features, such as doors, the original wooden telephone booth with folding door, fan, and light, and lockers are currently in storage and will be returned to the station when restoration is underway.) The original recessed fluorescent lighting fixtures remain in the plastered and wide corniced ceiling of the waiting room. The original 1940s waiting room furniture, consisting of fourteen single, double, and triple vinyl covered seating pieces in their original chrome frames, remains in the station. The terrazzo floors and terra cotta block wainscots of the main waiting room continue into the Men and Women's Restrooms, which are reached by two wooden doors.

The Ticket Clerk's Office is built with one half extending into the waiting room and the other half extending into the baggage room. Above the Ticket Clerk's Office is a large, rounded wooden arch, with keystone. Built into the back of the ticket counter are numerous wooden drawers and cubbyholes for tickets, schedules, etc., as well as space for the B&O safe. Protective caging above the ticket counter was added by Amtrak in the 1970s. The main station contains, in addition, a brick-walled baggage room with concrete floor, the Agent/Operator's Office, the small stone-walled basement from the 1878 station, and an attic which is accessible through a

M:36-15

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 11

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

small opening in the baggage room ceiling.

Surrounding the main station on the north (Georgia Avenue) side of the railroad tracks is a large asphalt parking area, in poor condition. Part of the area, including the station, is enclosed within a chain link fence. Immediately around the building is deteriorated asphalt and curbing. Under the canopy there is concrete. MARC's trailer and "jiffy john" are temporarily located to the southeast side of the station. Pipe railings in front of the station visually connect a concrete Art Deco-styled viaduct erected in 1948 along Georgia Avenue, but outside of the National Register nomination area.

Eastbound Waiting Room

This five bay by one bay rectangular building was rebuilt in the 1970s, when additional tracks were laid for Metro. Photographs and measurements were used to replicate the building as closely as possible, with exception of the keystones. There are two stories, accommodating the two exterior service levels. The lower story is of concrete, the upper of common bonded brick, and they are divided by a horizontal course of projecting brick. The hipped roof is covered with slate. All windows in the building are surmounted by 1 ½ courses of flat-arched vertical bricks and have brick surrounds and lintels.

The track-oriented front of the building faces northeast. Of five bays, the central metal door has a brick surround. The north and south one-bay ends of the building are identical, with a "Silver Spring" sign over the single, central window. The southwest facade, which faces a small parking area and Blair Mill Road, has a metal door near each end. The interior walls are faced with green tile, and the floor is covered with red stone tile.

Tunnel

Under and perpendicular to the railroad tracks is a pedestrian tunnel, connected by steps on one side by the Eastbound Waiting Room and on the other by steps leading to the Main Station. The arched tunnel has a concrete floor with shallow drains on either side. The walls are faced with glazed tile similar to that used on the walls of the main station waiting room, and have recently been painted white. A staircase provides access to Blair Mill Road and East-West Highway for pedestrians.

M:36-15

.NPS Form 10-900-a
(8-86)

OMB No.1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8

Page 12

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

SIGNIFICANCE SUMMARY

The Silver Spring Baltimore & Ohio Railroad Station is historically significant for its association with the transportation-related growth of Silver Spring as the key suburban connection for train and automobile traffic, and for the development of Montgomery County as a suburban area with close ties to the growth of Washington, D.C. The station, which is the only twentieth century railroad station in Montgomery County and one of only two twentieth century B&O stations extant in Maryland, represents the evolution of Silver Spring from a small, country town centered around the railroad depot, to a major suburban transportation, retail, and residential center. Located just seven miles from the Capitol, the station served the commuter and long distance needs of suburban residents for over fifty years, and the station site represents more than 120 years of continuous passenger railroad service by the B&O, Amtrak, and MARC.

The station is architecturally important as a little altered example of standardized institutional design for railroad stations of the mid-20th century. The station embodies the distinctive characteristics of the Colonial Revival style in its construction materials and details. Its classically simple exterior retains the hipped slate roof, fan light dormers, and double-hung windows with granite sills and keystones of the original construction. The station's passenger waiting room contains the original recessed fluorescent lighting, modern open front ticket counter, terrazzo floor, and tubular chrome chairs from 1945, providing a rare view of how passenger railroad service was proffered during the middle of the twentieth century.

HISTORY AND SUPPORT

The Baltimore & Ohio Railroad has been a longstanding landmark in Silver Spring, beginning with the laying of the tracks of the Metropolitan Branch in 1873 and the construction of the first B&O depot in 1878. The depot was named "Silver Spring" after the nearby country estate of Francis Preston Blair, former editor of the *Washington Globe*. Blair, whose town home, Blair House, is across from the White House, had influenced the B&O Railroad to rechart the Metropolitan Branch through his property instead of along its originally planned course farther to the west. Stretching from Washington, D.C. to Point of Rocks, Maryland, the Metropolitan Branch stimulated commercial and residential development all along its path through Montgomery County.

M:36-15

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 14

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

improved facilities for the increased ridership, including a spacious waiting room with a modern, open front ticket counter. The replacement station was built in the Colonial Revival style, the most popular architectural style for public buildings during the postwar period. The station's design conformed with the predominant style of the surrounding residential communities and with public buildings such as the 1936 Silver Spring Post Office located three blocks north on Georgia Avenue. A new eastbound waiting room, which emulated the style of the main station, was constructed on the south side of the tracks. By mid-1946 a newly constructed underground pedestrian tunnel enabled passengers to cross safely from one side of the tracks to the other.

When the new station held its grand opening on December 16, 1945, Silver Spring was on the threshold of its heyday as the "downtown of Montgomery County." The Hecht Company, attracted by the success of the 1938 automobile-oriented Silver Spring Shopping Center, built in 1947 the first suburban department store in the Washington metropolitan area in Silver Spring. Now shopping was no longer centered in downtown Washington. By 1950, the J.C. Penney store, the Hahn Shoe store, and Sears Roebuck were established in the business district, signaling Silver Spring's emergence as a major retailing center in the State, second only to Baltimore. Silver Spring was also a major residential area, with a population of 164,401 in 1950, representing a 71% increase since 1940. By 1960 the area's population had increased by 107% to 340,928. Silver Spring's population reached a total of 524,109 by 1970, an increase of 54% over the previous decade.

With Union Station in the District serving as the B&O's primary passenger terminal, the new Silver Spring Station bustled with activity and importance as the B&O's secondary passenger facility in the Washington metropolitan region. In addition to the local commuter trains, the station served as the arrival and departure point for passenger through trains from New York, Philadelphia, Baltimore, and Washington to Pittsburgh, Cincinnati, Louisville, Cleveland, Detroit, Chicago and St. Louis, with some through cars to Houston, Dallas, Ft. Worth, Los Angeles, and San Francisco. Service was provided at the station for the trains on their return trips also. Special trains departed for the race tracks at Cumberland, Hagerstown, and Charles Town, and to Winchester for the Apple Blossom Festival. Rail fan specials ran to various destinations, including the high school senior class specials to New York City, the elementary school specials to the Baltimore and Ohio Museum in Baltimore, and the Army-Navy football specials to Philadelphia.

M:36-15

Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 15

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

The new Silver Spring Station was also the arrival or departure point for celebrities, including motion picture, sports, and radio and television personalities, as well as government officials and statesmen. During the years between 1945 and 1952, on at least a dozen occasions, President Harry S Truman motored to Silver Spring from the White House to meet his wife and daughter when they arrived from home in Independence, Missouri on "The Diplomat." If he was early, the President would pass the time chatting with station employees. President Truman also detrained from the eastbound "Presidential Special" at Silver Spring on occasion, to avoid the crowds awaiting his arrival at Union Station. During the 1952 presidential election the station was the scene of whistle-stop campaigning when candidate Dwight D. Eisenhower gave a rousing speech to a large crowd from the rear of a fourteen-car B&O "Campaign Special." Concerned Democrats arranged for their candidate, Adlai Stevenson, to do the same, but prison riots in Illinois forced the governor to return to his home state before the scheduled Silver Spring stop. Senator J. William Fulbright of Arkansas made the speech on his behalf.

The Silver Spring Station was a hub in the life of the community. During the years immediately following its construction, the station was open seven days a week from 6 a.m. to 1 a.m. In addition to the bustle of passengers arriving and departing from the station, there were sightseers and the daily activities in the freight yard. Special events were also held in the freight yard, including an annual azalea sale that was held for more than twenty years, featuring a carload of azaleas shipped on the B&O from Montgomery, Alabama. There were also automobile shows, where the latest models were exhibited by the local automobile dealerships. The B&O Railroad Company periodically showcased its newest equipment in the freight yard of the Silver Spring Station. On January 12, 1947, over 11,000 people, dressed in their Sunday best, toured an exhibition of the new Cincinnati reserved seat coach streamliner. The numerous freight cars on the adjacent sidings on that day were evidence of a period when most goods were still transported by the railroads. To the delight of children in the community, Santa Claus arrived every December at the Silver Spring Station in a large, specially wrapped box mounted on a flat car, and participated in a holiday parade on Georgia Avenue. Hollywood film crews used the station's exterior and interior for footage in minor films, and commercials were filmed there also.

With stiff competition from automobiles, airlines, and buses, American railroads experienced a gradual decline in passenger ridership during the decades following World War II. In 1947 the B&O had sixteen trains running each way on the Metropolitan Branch. The number was reduced

M:36-15

Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 16

Silver Spring B&O Railroad Station
Montgomery County, Maryland

=====

to eleven by 1955, and by 1970 there were only seven trains running in each direction. When Amtrak took control of all long distance passenger rail service in 1971, the Silver Spring Station continued as a stop for some passenger through trains until the early 1980s, when the Amtrak service was discontinued at the station. Commuter service was carried on by the B&O and then, beginning in 1984, by MARC, with both conventional and self-propelled rail motor cars.

The railroad, the trolley, and the automobile made Silver Spring an accessible suburban haven for Washington workers. At the dawn of the twenty-first century, this historic trend continues with Metrorail and MARC, both following the route first laid by the Baltimore and Ohio Railroad Company in 1873.

M:36-15

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 17

Silver Spring B&O Railroad Station
Montgomery County, Maryland

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M:36-15

Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Additional
Documentation

Page 18

Silver Spring B&O Railroad Station
Montgomery County, Maryland

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PHOTOGRAPHS

Jerry A. McCoy was the photographer for all photographs submitted with this nomination form.

All photographs were taken on October 24, 1999.

The negatives for these photographs are held by Jerry A. McCoy, 800 Thayer Avenue, Silver Spring, MD 20910.

Description of photographs:

1. Main station, northeast facade (facing Georgia Avenue).
2. Main station, southwest facade (facing the railroad tracks).
3. Main station, southeast entranceway.
4. Main station, passenger waiting room.
5. Main station, passenger waiting room, ceiling cornice and original recessed lighting.
6. Main station, passenger waiting room, ticketing counter, front view.
7. Main station, passenger waiting room, ticketing counter, rear view.
8. Main station, passenger waiting room, terrazzo floor.
9. Main station, baggage room.
10. Main station, station agent's office.
11. Eastbound waiting room, northeast facade.
12. Underground pedestrian tunnel, which connects both sides of the railroad tracks.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Silver Spring Railroad Station and Underpass

2 LOCATION

STREET & NUMBER

Georgia Avenue

CITY, TOWN

Silver Spring

___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input 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 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 type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Amtrak

Telephone #:

STREET & NUMBER

400 North Capital Street

CITY, TOWN

Washington, DC

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE
REGISTRY OF DEEDS, ETC

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:36-15

CONDITION

CHECK ONE

CHECK ONE

EXCELLENT

DETERIORATED

UNALTERED

ORIGINAL SITE

GOOD

RUINS

ALTERED

MOVED DATE _____

FAIR

UNEXPOSED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M: 36-15

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 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input 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 1944

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Silver Spring Railroad Station complex holds great symbolic importance to the community's history. The Metropolitan Branch of the B & O Railroad, completed in 1873, could be considered as the prime catalyst for the eventual growth and development of the Silver Spring area. The original Baldwin-designed brick station, constructed in 1878, was razed in 1944 to make way for the present station complex. Although of relatively recent construction, the Silver Spring Station, with its small scale and Colonial Revival affinities, architecturally reflects a passing period of commuter rail service, particularly when placed alongside the sprawling open designs of nearby Metro stations.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M:36-15

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

Mark Walston

ORGANIZATION

DATE

Park Historian, MNCPPC

STREET & NUMBER

TELEPHONE

6700 Needwood Road

948-1769

CITY OR TOWN

STATE

Rockville

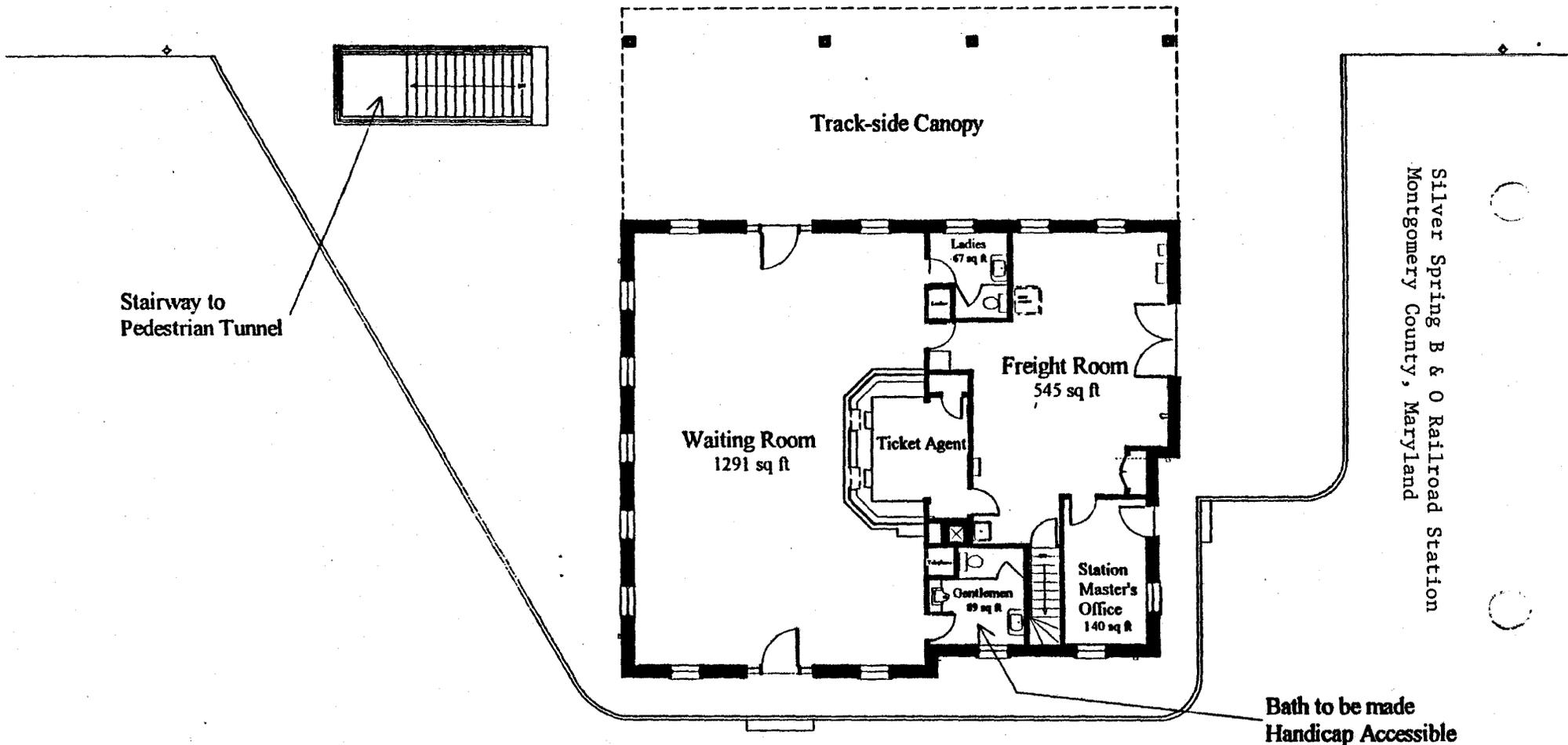
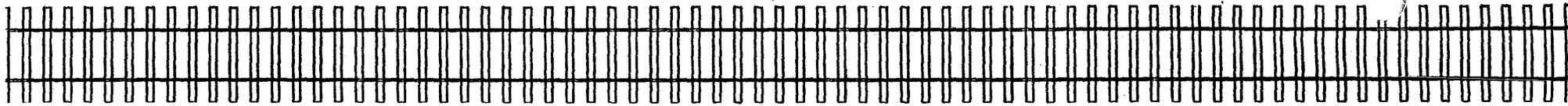
MD

20855

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



Silver Spring B & O Railroad Station
 Montgomery County, Maryland

EXISTING FLOOR PLAN - SILVER SPRING B&O STATION
 BUILDING AREA = 2250 SF PREPARED BY: DEAN KENNETH BRENNEMAN, A.I.A. DATE: 2.16.99

M:36-15
B

map from Bobbi Hahn
15 May 87

Silver Spring RR Station and Underpass
8100 Georgia Avenue (MD 97)

M: 36-7

Montgomery Arms
8700-8722 Colesville

Fenton Building
8701-8719 Colesville

36-7-2 J.C. Penney 1950

Hahn Shoes 1944

Bus Station
817 Ellsworth

Hecht Co. 1947
Citizens Savings
Bank & Wallpaper Store
8584-8594 Fenton
Silver Theater 1938

Silver Spring
Historic District

36-7-1
Silver Spring Shopping
Center, 1938

36/14 New Armory 1927
925 Wayne Ave.

36/13 Taste Diner 1946
8516 Georgia Ave.

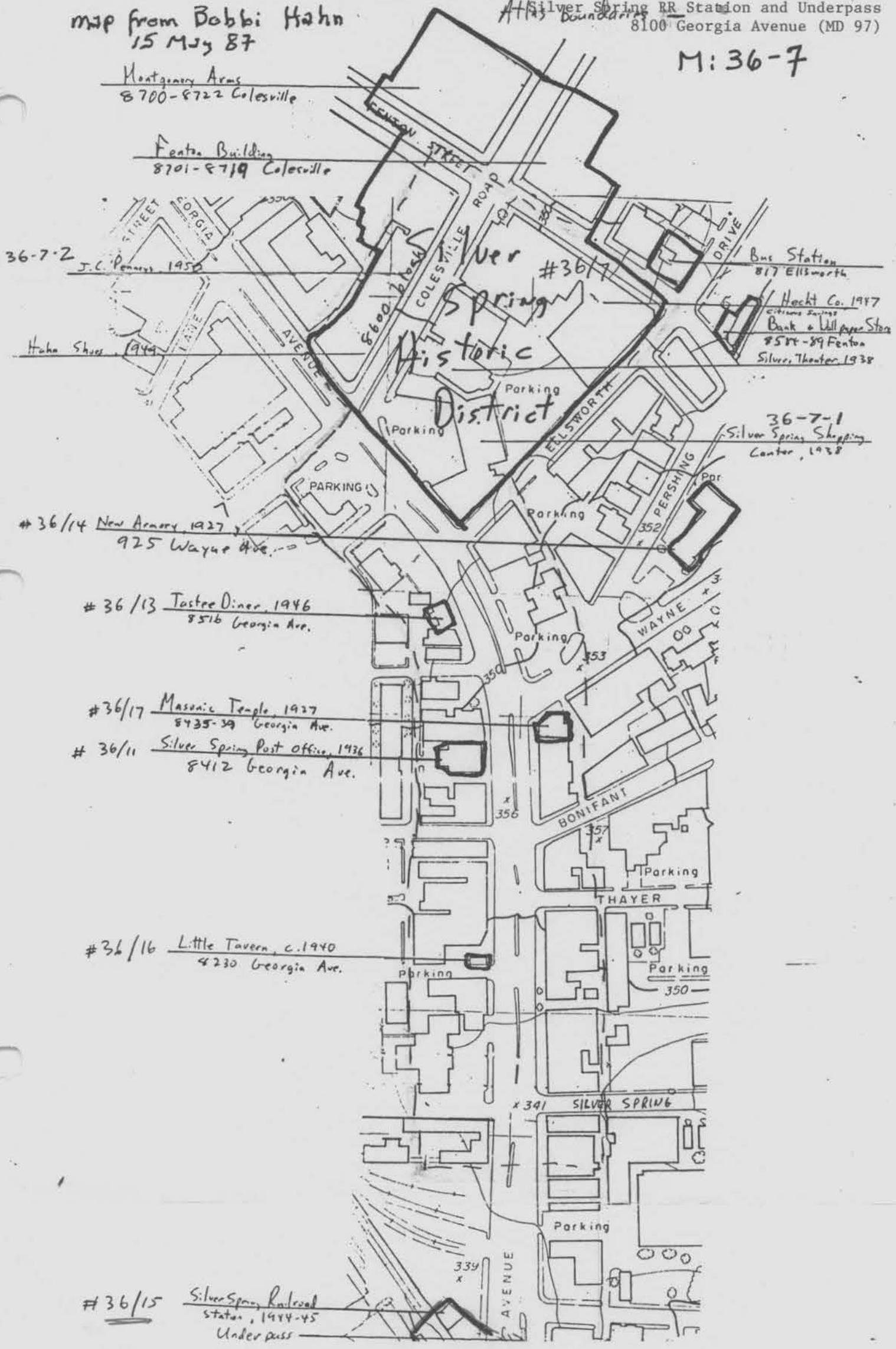
36/17 Masonic Temple 1927
8435-39 Georgia Ave.

36/11 Silver Spring Post Office 1936
8412 Georgia Ave.

36/16 Little Tavern, c. 1940
4230 Georgia Ave.

36/15 Silver Spring Railroad
Station, 1944-45
Underpass

Sites recommended by the Montgomery County Historic Preservation Commission for placement on the Master Plan for Historic Sites at its September 6, 1984 meeting.



M:36-15

SITE PLAN

A

Silver Spring B & O Railroad Station
Montgomery County, Maryland

THAYER



SILVER SPRING

GEORGIA AVENUE

SLIGO

GIST

RAIL LINE

EAST

BLAIR MILL ROAD

WEST HIGHWAY

NORTH STATION

SOUTH STATION

TUNNEL

EXHIBIT "A" CURVE DATA

Δ	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD DIST.
1	0° 38' 12"	14314.56	159.07	79.53	N 36° 56' 55" W	159.06
2	0° 15' 09"	14314.56	63.08	31.54	S 35° 45' 23" E	63.08
3	0° 14' 29"	11420.51	48.11	24.06	S 36° 59' 37" E	48.11

SCALE: 1" = 50'
MD. STATE PLANE
NAD 27 DATUM

STATION PARCEL
11,750 SF OR 0.2697 AC.

PARCEL 1

L.6371 F.650

S 89° 22' 57" E

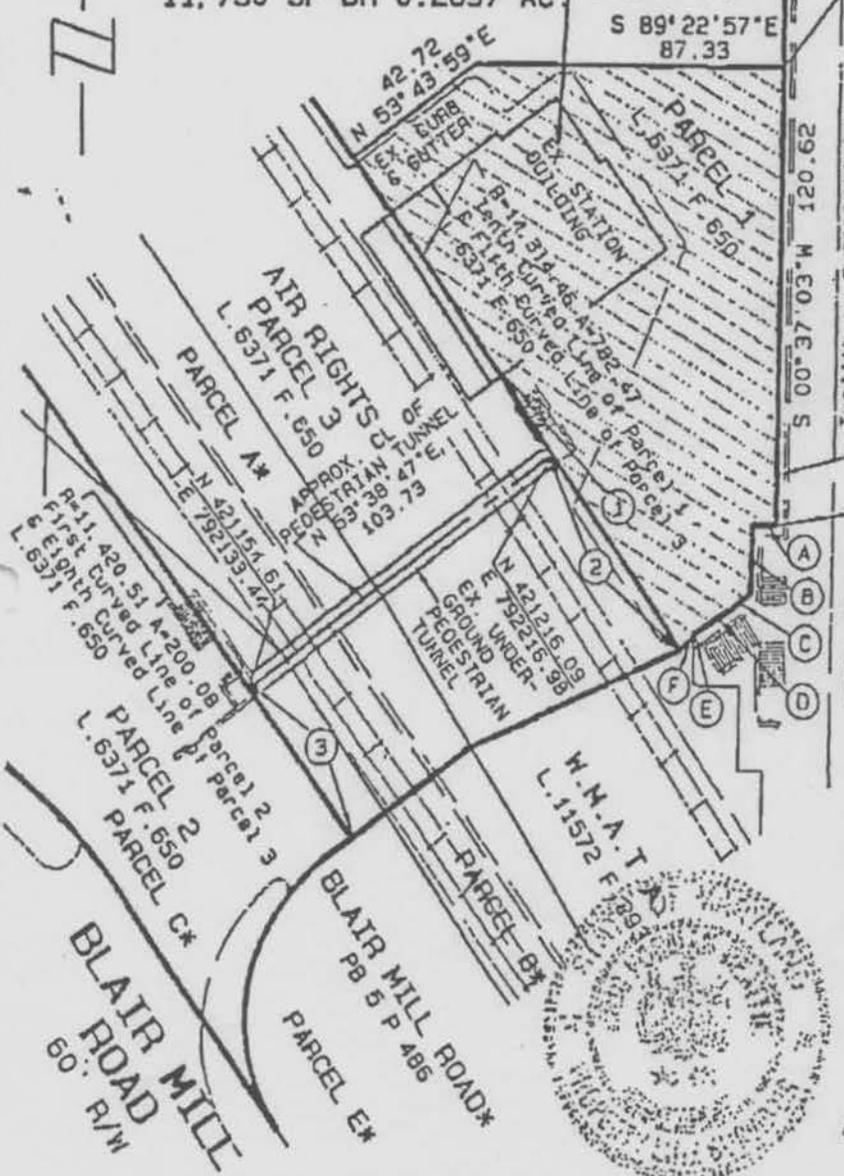
87.33

N 42° 13' 16" 03
79° 22' 28" 20
20° 54' 43"
57.25

NOTES

1. This plat and plan has been prepared without the benefit of a Title Report
2. Horizontal Datum is in Maryland State Plane NAD 27 Datum, as established in August, 1988 from USGS Station "Blair Tower"
3. Parcels A, B, C, & E shown hereon refer to parcels shown on a plat of subdivision entitled "BLAIR MILL ROAD," Plat Book 5 at Plat No. 485

Silver Spring B & O
Railroad Station
Montgomery County, Maryland



GEORGIA AVENUE
MARYLAND ROUTE #97
VARIABLE WIDTH R/W
SHA R/W PLATS NO. 5025, 5026 & 6418

POINT OF BEGINNING
STATION PARCEL
N 42° 13' 16" 03
E 79° 22' 28" 20
S 20° 54' 43"
57.25

LINE DATA

Δ	BEARING	DISTANCE
A	N 89° 22' 57" W	6.75
B	S 00° 37' 03" W	18.16
C	S 54° 22' 13" W	7.58
D	S 58° 36' 44" W	11.66
E	S 00° 37' 03" W	1.07
F	S 54° 22' 13" W	4.92

DESCRIPTION PLAT
TRAIN STATION PARCEL
ACROSS PART OF THE LANDS OF

**MOUNT CLARE
PROPERTIES
(MARYLAND), INC.**

CSX REALTY
DEVELOPMENT, L.L.C.
SILVER SPRING CROSSING
(LIBER 6371 FOLIO 650)
SILVER SPRING
WHEATON (13TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

I hereby certify that this sketch and accompanying description have been prepared under my supervision and is based upon available records.

Eric Farmer Beattie
Registered Property Line Surveyor
Maryland Registration No. 478

2/27/98

LOIEDERMAN ASSOCIATES, INC.
CIVIL ENGINEERING * LAND SURVEYING
LAND PLANNING * ENVIRONMENTAL STUDIES
1390 Piccard Drive

M: 36-15
Silver Spring Railroad Station and Underpass
Washington West quad, 1965, Photorevised 1980



M: 36-15, Silver Spring B&O Railroad Station Photo Log, Montgomery County Metropolitan Branch Hiker/Biker Trail (CIP Project # 509337)

Image File Name	Description	Date	Printer/Ink	Paper	Media
M; 36-15_2010-12-15_01.tif	Silver Spring B&O Railroad Station (M: 36-15), East Elevation	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_02.tif	Silver Spring B&O Railroad Station (M: 36-15), Northeast Oblique	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_03.tif	Silver Spring B&O Railroad Station (M: 36-15), Detail of Window, North Elevation	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_04.tif	Silver Spring B&O Railroad Station (M: 36-15), Detail of Primary Entrance, North Elevation	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_05.tif	Silver Spring B&O Railroad Station (M: 36-15), Detail of Dormer Window, East Elevation	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_06.tif	Silver Spring B&O Railroad Station (M: 36-15), Northwest Oblique	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_07.tif	Silver Spring B&O Railroad Station (M: 36-15), View of North Stairway to Pedestrian Tunnel	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_08.tif	Silver Spring B&O Railroad Station (M: 36-15), View of Site of Waiting Station, Looking South	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_09.tif	Silver Spring B&O Railroad Station (M: 36-15), Detail of Canopy, View Looking Northwest	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 36-15_2010-12-15_10.tif	Silver Spring B&O Railroad Station (M: 36-15), Southeast Oblique; View looking Northwest	12/15/2010	Dye-based HP Viverra Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

MISSING PHOTOS 3 AND 5; NOT SUBMITTED FOR ACCESSIONING CDP 2014.



SILVER SPRING

Silver Spring B&O Railroad Station

M:36-15

Silver Spring

Montgomery County, MD

12-15-2010

East Elevation

#1/10



SILVER SPRING

595
VERIDIAN
veridian

Silver Spring Baltimore & Ohio Railroad Station

M: 36-15

Silver Spring
Montgomery County, MD

12-15-2010

Northeast Oblique

2/10



Silver Spring B&O Railroad Station

M:36-15

Silver Spring

Montgomery County, MD

12-15-2010

Detail of primary entrance, North elevation

4/10



SILVER SPRING

Silver Spring Baltimore & Ohio Railroad Station

M: 36-15

Silver Spring

Montgomery County, MD

12-15-2010

Northwest oblique

6/10



Silver Spring B&O Railroad Station

M:36-15

Silver Spring

Montgomery County, MD

12-15-2010

Detail of North stair to pedestrian tunnel

7/10



Silver Spring B&O Railroad Station

M:36-15

Silver Spring

Montgomery County, MD

12-15-2010

View of site of waiting station, looking South

8/10



Silver Spring B&O Railroad Station

M:36-15

Silver Spring
Montgomery County, MD

12-15-2010

Detail of Canopy, View looking Northwest

9/10



Silver Spring B&O Railroad Station

M: 36-15

Silver Spring

Montgomery County, MD

12-15-2010

Southeast oblique and tracks; View looking
Northwest

10/10



M:36-15 Silver Spring BIR Rd. Feb 27 Mon - January - 0. MD = 10/12





3A





B-4



B.S



B-6



M136-15 Silver Spring Bldg. Ra. road station. November 1, 1965. # 212



B-9



B-8



A-11A



A. 812

Miss. Silver Spring Rd. to road - on the other side of the road - 1/2 of 12.