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NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service

OMB No. 1024-0018

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street & number 8100 Georgia Avenue not for publication N/A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.)

7-28-11

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

4. National Park Service Certification

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)

X private
X public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

X building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
__2__	___0_	buildings
__0__	___0_	sites
__1__	___0_	structures
__0__	___0_	objects
__3__	___0_	Total

Number of contributing resources previously listed in the National Register __0___

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

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6. Function or Use

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

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

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7. Description

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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

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

__X_ 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.
__X_ 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

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
_X_ 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
_X_ Local government
___ University
___ Other

Name of repository: M-NCPPC Historic Preservation Office

10. Geographical Data

Acreage of Property approximately ½ 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.

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

Additional Documentation

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.

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)

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Property Owner

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(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

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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.

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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

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-

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

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.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 8 Page 12 Silver Spring B&O Railroad Station
Montgomery County, Maryland

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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.

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In 1883, the new Civil Service Act expanded the federal government's workforce, creating additional demand for housing adjacent to the B&O Railroad, and fostering early commuter suburbs, such as Woodside. By 1889 the Silver Spring area was known as a major distribution point for farmers because of the B&O station, and as a country retreat for wealthy Washingtonians who commuted into Washington on the railroad. In 1897 an alternative means of transportation into the District was established for area residents with the completion of the Washington, Woodside & Forest Glen Trolley, which met Washington's "Brightwood Line" at the Maryland state line and ran through Silver Spring to Forest Glen. Despite the new trolley service, the B&O passenger service, though more expensive, was heavily used by Silver Spring commuters because it provided a quicker trip to downtown Washington.

Silver Spring remained a small rural town centered around the railroad station until after World War I. Returning veterans and, later, government expansion resulting from Roosevelt's New Deal, created a powerful demand for new housing beyond the District. The proliferation of automobiles and the improvements of roads in the region during the 1920s made suburban living even more accessible to Washington workers. Silver Spring became a popular bedroom community for federal workers, who settled in newly developing residential enclaves, such as Woodside Park.

To better serve the needs of the growing suburban population in Montgomery County, in 1936, the B&O Railroad established a new stop for all passenger through trains at the Silver Spring Station. The station, previously only a stop for local commuter trains, was centrally located on a major auto, taxi, and bus thoroughfare in the region, and its site provided ample free parking for automobiles as well. Residents of northwest Washington and the growing suburbs of Bethesda and Chevy Chase, could now more conveniently board or disembark from passenger through trains in Silver Spring, rather than at Union Station in the District. Also, travelers bound for hotels and government buildings in northwest Washington could detrain in Silver Spring and be driven by taxi to their D.C. destinations faster than they could arrive by way of Union Station.

World War II generated a huge surge in passenger ridership on American railroads. In 1945, despite wartime building restrictions, the B&O constructed a modern station in Silver Spring over the stone-walled basement of the demolished Victorian depot. The new station provided

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.

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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 Cincinnatian 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

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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.

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Montgomery County, Maryland

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Montgomery County, Maryland

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PHOTOGRAPHS

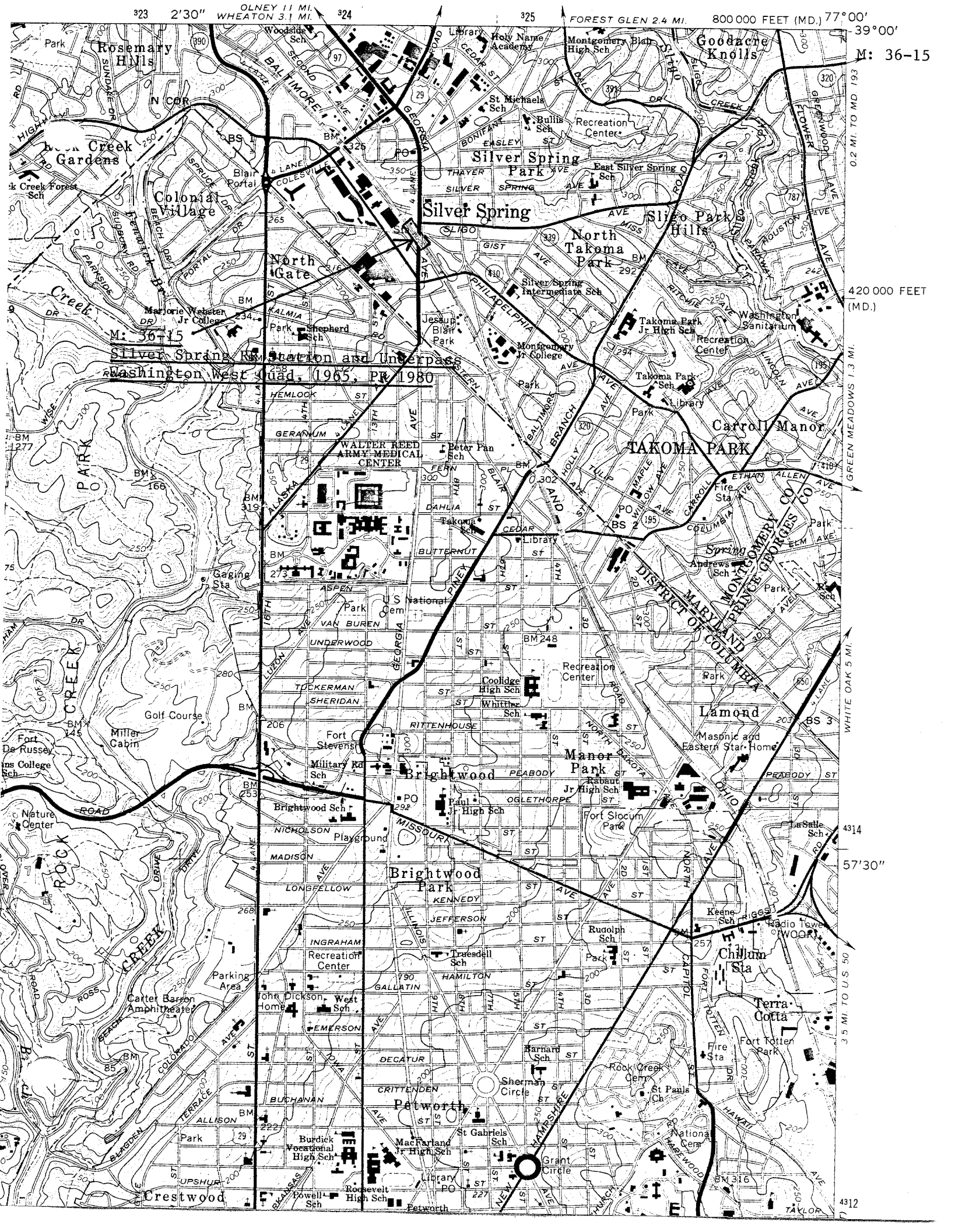
Jerry A. McCoy was the photographer for all photographs submitted with this nomination form.

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.



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Silver Spring RR Station and Underpass
Washington West Quad, 1965, PR 1980
OLNEY 11 MI.
WHEATON 3.1 MI.
FOREST GLEN 2.4 MI.
800 000 FEET (MD.)
77°00'
39°00'
420 000 FEET (MD.)
57'30"
2'30"
Rosemary Hills
Goodacre Knolls
Silver Spring Park
Silver Spring
North Takoma Park
Sligo Park Hills
Colonial Village
North Gate
Carroll Manor
TAKOMA PARK
WALTER REED ARMY MEDICAL CENTER
Brightwood
Brightwood Park
Manor Park
Lamond
Petworth
Crestwood
Chillum Sta
Terra Cotta
Golf Course
Miller Cabin
Fort De Russey
Nature Center
Carter Barron Amphitheater
Parking Area
Recreation Center
Fort Stevens
Fort Slocum Park
Sherman Circle
Grant Circle
Rock Creek Cem
Fort Totten Park
Washington Sanitarium
Marjorie Webster Jr College
Montgomery Jr College
Takoma Park Jr High Sch
Takoma Park Sch
Silver Spring Intermediate Sch
Montgomery Blair High Sch
Holy Name Academy
St Michaels Sch
Bullis Sch
East Silver Spring Sch
Blair Portal
Shepherd Sch
Jessup Blair Park
Peter Pan Sch
Takoma Sch
Library
Coolidge High Sch
Whittier Sch
Military Rd Sch
Brightwood Sch
Paul Jr High Sch
Rabaut Jr High Sch
Masonic and Eastern Star Home
Rudolph Sch
Truesdell Sch
John Dickson West Sch
Barnard Sch
St Pauls Ch
St Gabriels Sch
MacFarland Jr High Sch
Burdick Vocational High Sch
Roosevelt High Sch
Powell Sch
Keene Sch
Radio Tower (WOOK)
Fire Sta
Andrews Sch
Gaging Sta
U S National Cem
Rock Creek Forest Sch
Woodside Sch
Rock Creek Gardens
Rock Creek Park
Rock Creek
Creek
Fenwick Br
Sligo Creek
Sligo Creek Park
Spring
MONTGOMERY CO
PRINCE GEORGES CO
MARYLAND
DISTRICT OF COLUMBIA
0.2 MI. TO MD 193
GREEN MEADOWS 1.3 MI.
WHITE OAK 5 MI.
3.5 MI. TO U.S. 50

M:36-15 Silver Spring B&O Railroad Station Montgomery Co. MD #1 of 2

LONG PENCE

M:36-15 Silver Spring, MD Railroad Station Montgomery Co., MD # 2 of 12

3A

B-4

M:36-15 Silver Spring B&O Railroad Station Montgomery Co., MD #8 of 12

B-5

M:36-15 Silver Spring B&O Railroad Station Montgomery Co, MD #6 of 12

B-6

M:36-15 Silver Spring B&O Railroad Station Montgomery Co, MD

GARRETT PARK
GARRETT PKG
MONTHLY
TICKETS

B-9

M-36-1 Silver Spring Fire Railroad Station Montgomery Co. MD #9 of 12

B-8

SILVER SPRING

A-11A

A-812