

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR OFFICIAL USE ONLY

RECEIVED

DATE ENTERED

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

## 1 NAME

HISTORIC

Gaithersburg B & O Railroad Station and Freight Shed

AND/OR COMMON

## 2 LOCATION

STREET & NUMBER

Southeast of intersection of Summit Avenue and East Diamond Ave.

CITY, TOWN

Gaithersburg

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Eighth

STATE

Maryland

CODE

024

COUNTY

Montgomery

CODE

031

## 3 CLASSIFICATION

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

## 4 OWNER OF PROPERTY

NAME

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

STREET & NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

VICINITY OF

STATE

Maryland 21201

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

M: 21-151

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

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

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

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

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

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

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

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

See Continuation Sheet #1

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NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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

CONTINUATION SHEET Maryland

ITEM NUMBER 7 PAGE 1

## DESCRIPTION (continued)

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

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

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

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

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

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

See Continuation Sheet #2

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Montgomery County,

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7

PAGE

2

## DESCRIPTION (Continued)

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

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

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

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

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

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

**8 SIGNIFICANCE**

M: 21-151

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1884 with additions BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE 1905 & 1907

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

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

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

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

See Continuation Sheet #3

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Gaithersburg B & O Railroad Station and Freight Shed  
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**SIGNIFICANCE (continued)**

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

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

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

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

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

See Continuation Sheet #4

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

CONTINUATION SHEET Maryland

ITEM NUMBER 8

PAGE 4

SIGNIFICANCE (continued)

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

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

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

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

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

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

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

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

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

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**MAJOR BIBLIOGRAPHICAL REFERENCES**

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Aspects of Gaithersburg, Maryland." July, 1974.

McMaster, Richard K. and Ray Eldon Hiebert. A Grateful Remembrance,  
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County Government and Montgomery County Historical Society, 1976.

Montgomery County Sentinel. September 27, 1872; October 18, 1872;  
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Morgan, William and Nancy Miller. Maryland Historic Sites Survey form  
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Trust.

Owens, Christopher. Inventory form 21-2 prepared for Montgomery County  
historic sites survey (Maryland-National Capital Park & Planning  
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Sugarloaf Regional Trails. "The Rail Trail" (pamphlet). Dickerson,  
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Interview with William E. Hutchinson, August 1977 by Jennifer Russel.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

M: 21-151

SEE CONTINUATION SHEET #5

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 1,2454 acres  
 UTM REFERENCES

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING	D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

njm

NAME / TITLE

Jennifer Russel, Planner; Pamela James, National Register Coordinator  
 ORGANIZATION DATE  
City of Gaithersburg; Maryland Historical Trust August 15, 1977  
 STREET & NUMBER TELEPHONE  
31 South Summit Avenue; 21 State Circle (301) 948-3220; 269-2438  
 CITY OR TOWN STATE  
Gaithersburg; Annapolis, Maryland

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

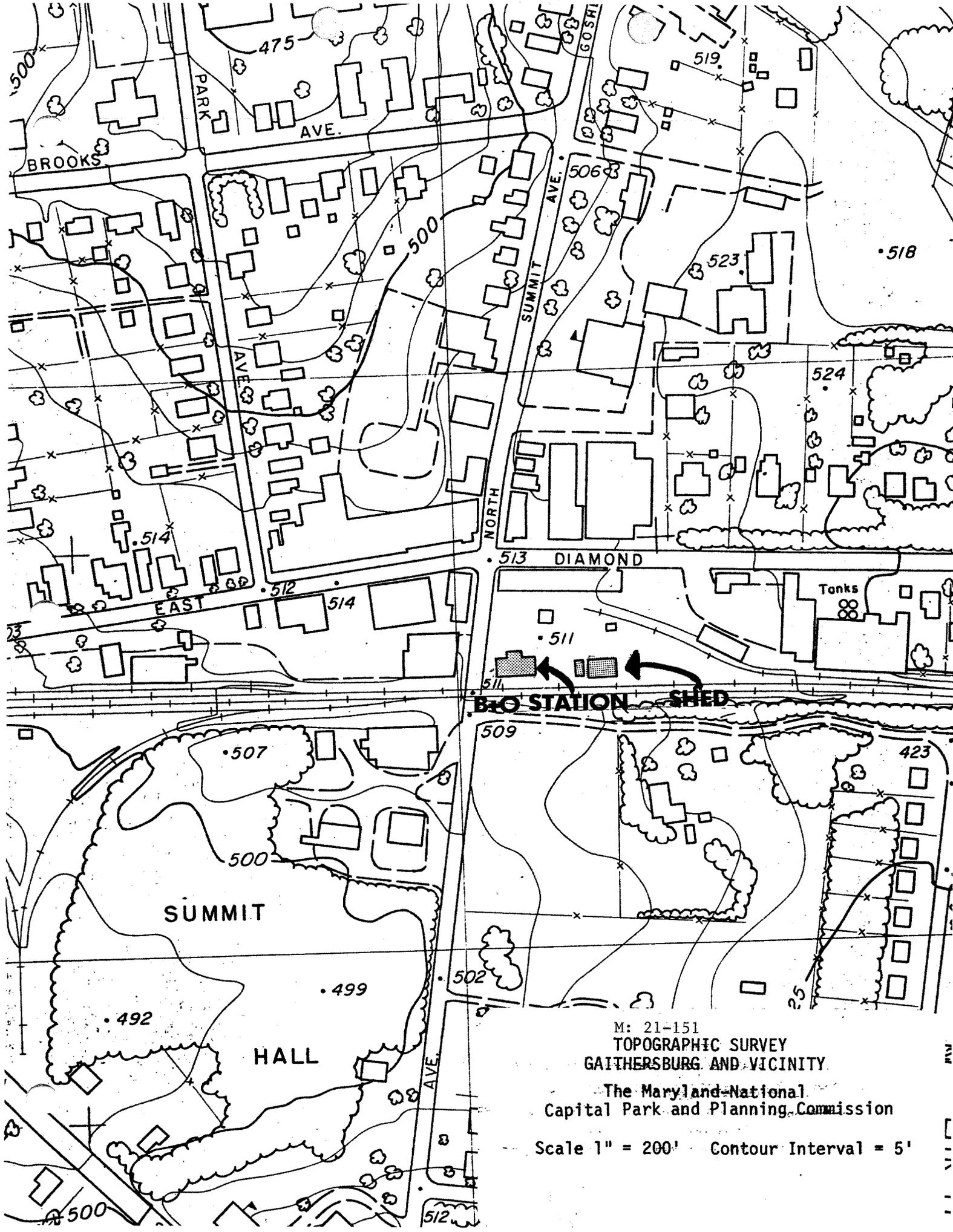
NATIONAL      STATE      LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE State Historic Preservation Officer DATE

<b>FOR NPS USE ONLY</b>	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	DATE
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

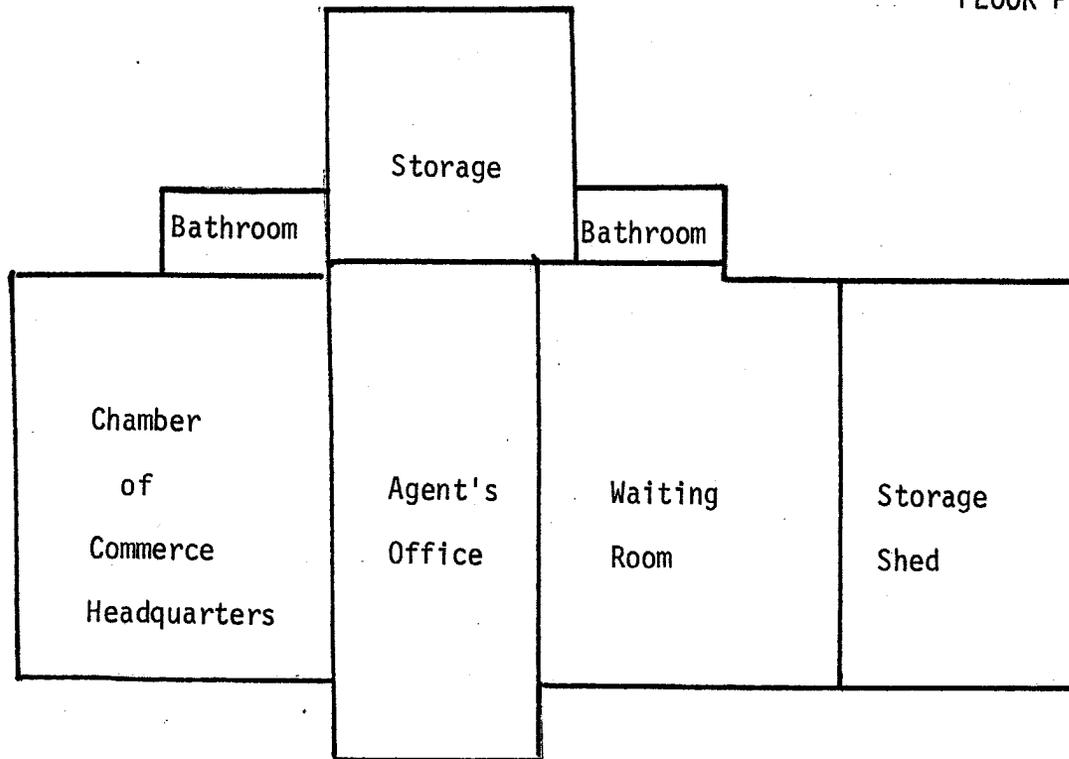


M: 21-151  
TOPOGRAPHIC SURVEY  
GAITHERSBURG AND VICINITY  
The Maryland-National  
Capital Park and Planning Commission  
Scale 1" = 200' Contour Interval = 5'

M: 21-151  
B & O Railroad Station

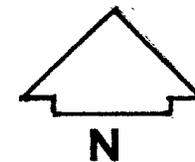
Gaithersburg, Maryland

FLOOR PLAN



FRONT

Scale: 1" = 10'





*Gaithersburg Quad*

*Railroad Station and Freight Shed*

307 308 12'30" 310

ROCKVILLE 15 MI  
WASHINGTON D.C. (WHITE HOUSE) 20 MI

(ROCKVILLE)  
5562 II SW

SCALE 1:24,000

DERVO  
ROCKVI

1000 0 1000 2000 3000 4000 5000 600

1 0 1 2 3 4 5 6 7 8 9 10

CONTOUR INTERVAL 20 FEET

plotter 1944  
k 1945

datum  
ite system  
id tick

MN  
GN  
1/4" = 133 MILS  
1" = 25 MILS

ACHS SUMMARY FORM

M: 21-151

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

5. Classification Summary

Category Buildings  
 Ownership Private  
 Public Acquisition --  
 Status Occupied  
 Accessible Yes; restricted  
 Present use Commercial; transportation; office  
 Previous Survey Recording Federal x State County Local  
 (Title and date: National Register of Historic Places, 1978)

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

8. Apparent Condition

- a. good c. original site  
 b. altered

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

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

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

11. Date researched and researcher Jennifer Russel/William Hutchinson 1977-8

12. Compiler Maude Taylor/ Eileen McGuckian 13. Date Compiled December 1978 14. Designation Approval

15. Acreage 1.2454 acres (54,252 square feet)

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC Gaithersburg Station

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER Summit Avenue

CITY, TOWN Gaithersburg

— VICINITY OF

CONGRESSIONAL DISTRICT 8th

STATE Maryland

COUNTY Montgomery

**3 CLASSIFICATION**

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

**4 OWNER OF PROPERTY**

NAME Baltimore + Ohio Railroad (Chessie System)

Telephone #: (301) 237-3754

STREET & NUMBER 2 North Charles Street

CITY, TOWN Baltimore

— VICINITY OF

STATE, zip code Maryland 21201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, MONTGOMERY COUNTY COURT HOUSE  
REGISTRY OF DEEDS, ETC.

Liber #: EBP 31  
Folio #: 410

STREET & NUMBER

CITY, TOWN Rockville

STATE Maryland 20850

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

—FEDERAL —STATE —COUNTY —LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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

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

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

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

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

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

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

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

CONTINUE ON SEPARATE SHEET IF NECESSARY

# 8 SIGNIFICANCE

M: 21-151

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

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

## STATEMENT OF SIGNIFICANCE

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

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

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

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

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

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

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

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

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

See attached sheets.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**ACREAGE OF NOMINATED PROPERTY 1.2454 acres (54,252 square feet)**VERBAL BOUNDARY DESCRIPTION**

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

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

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

William E. Hutchinson

ORGANIZATION

Sugarloaf Regional Trails

DATE

18 December 1978

STREET &amp; NUMBER

Box 87, Stronghold

TELEPHONE

926-4510

CITY OR TOWN

Dickerson

STATE

Maryland

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

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

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

Section 7

Footnotes:

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

2/ Russel, op. cit.

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

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

5/ Russel, op. cit.

Section 8

Footnotes:

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

2/ Hutchinson, op. cit.

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

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

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

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

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

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

9/ *ibid.*

10/ Russel, op. cit.

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

Section 9: Major Bibliographical References

Carlos P. Avery, letters and interviews, 1978.

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

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

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

B+O Railroad, annual reports, passim.

Montgomery County land records, esp.

EBP 12/306 (Aug. 1, 1874)

EBP 17/313 (Jan. 23, 1878)

EBP 31/410 (Dec. 28, 1883)

Montgomery County Sentinel, 1877-1960

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

APPENDIX

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

A -- Floor plan, Gaithersburg Station

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

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

WEHutchinson

18 Dec 1978

# Easement

M: 21-151



## MARYLAND HISTORICAL TRUST

### INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

#### 1 NAME

HISTORIC

Gaithersburg B & O Railroad Station and Freight Shed

AND/OR COMMON

#### 2 LOCATION

STREET & NUMBER

#5 S. Summit Ave.

Southeast of intersection of Summit Avenue and East Diamond Avenue

CITY, TOWN

Gaithersburg

CONGRESSIONAL DISTRICT

VICINITY OF

8

STATE

Maryland

COUNTY

Montgomery

#### 3 CLASSIFICATION

##### CATEGORY

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

##### OWNERSHIP

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

##### STATUS

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

##### PRESENT USE

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

#### 4 OWNER OF PROPERTY

NAME

Chessie System

Telephone #: (301) 237-3754

STREET & NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code

Maryland 21201

#### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Montgomery County Court House

Liber #: E.P.B. 31

Folio #: 410

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

#### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

M:21-151

**7 DESCRIPTION**

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

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

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

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

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

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

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

(Continued on separate sheet)

M:21-151

7 DESCRIPTION (Continued)

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

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

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

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

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

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

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

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

(Continued on separate sheet)

M:21-151

8 SIGNIFICANCE (Continued)

Second supplemental sheet

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

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

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

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

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

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

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

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

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

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 1.2454 acres  
54,252 square feet

VERBAL BOUNDARY DESCRIPTION

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

STATE Maryland COUNTY Montgomery  
STATE COUNTY

**11 FORM PREPARED BY**

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

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

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

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

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

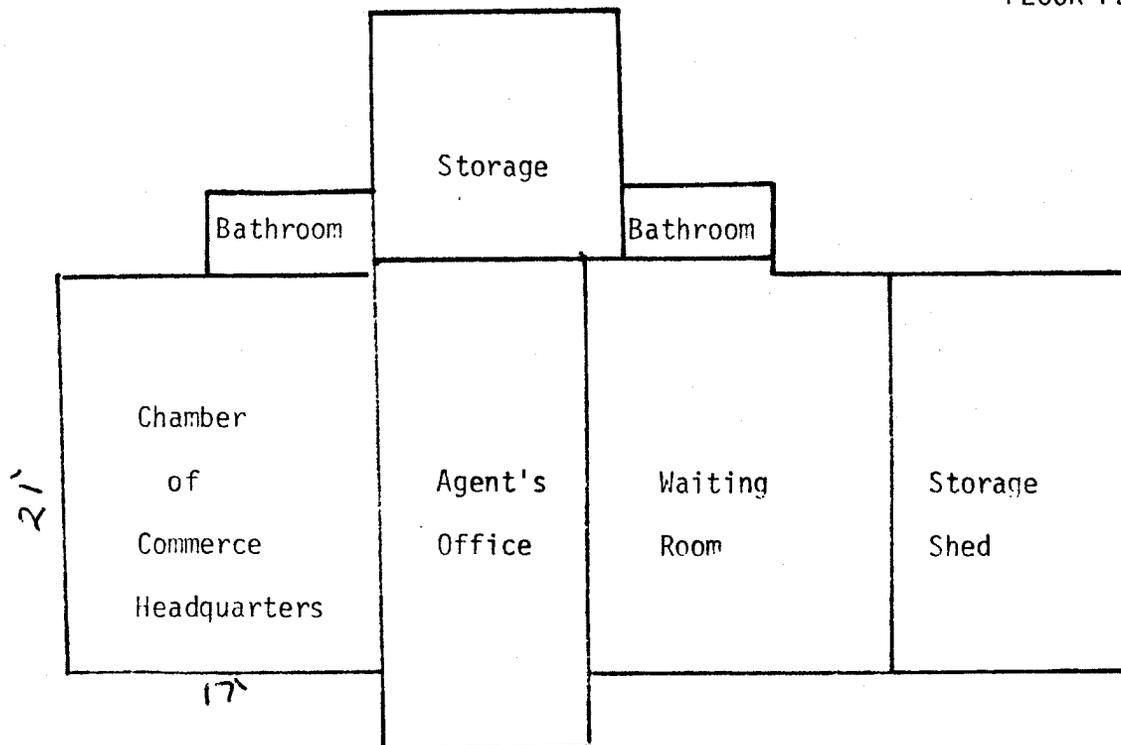
M:21-151

9 MAJOR BIBLIOGRAPHICAL REFERENCES (Continued)

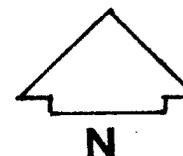
Baltimore and Ohio Railroad Company Annual Reports, 1856-1907. especially helpful were the years 1884 (No.58) and 1905-1907 (No. 79-81).  
Montgomery County Sentinel. September 27, 1872, October 18, 1872, January 17, 1873, February 14 and 28, 1873, May 2 and 9, 1873, July 1873, and March 6, 1874.  
American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

M:21-151

B & O Railroad Station  
Gaithersburg, Maryland  
FLOOR PLAN



Scale: 1" = 10'



MARYLAND HISTORICAL TRUST WORKSHEET

M: 21-151

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

SEE INSTRUCTIONS

**1. NAME**

COMMON:

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

**2. LOCATION**

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

CITY OR TOWN: Gaithersburg

STATE: Maryland COUNTY: Montgomery

**3. CLASSIFICATION**

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

**4. OWNER OF PROPERTY**

OWNER'S NAME: Baltimore & Ohio Railroad

STREET AND NUMBER:

CITY OR TOWN: Baltimore STATE: Maryland

**5. LOCATION OF LEGAL DESCRIPTION**

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

STREET AND NUMBER:

CITY OR TOWN: Rockville STATE: Maryland

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

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY: None

DATE OF SURVEY:  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

M:21-151

7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

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

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

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

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

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

SEE INSTRUCTIONS

# GAITHERSBURG

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

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

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

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

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

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

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

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

## Washington Grove

Park  
ry Grove

NATIONAL BUREAU  
OF STANDARDS

Conveyors

308

12'30"

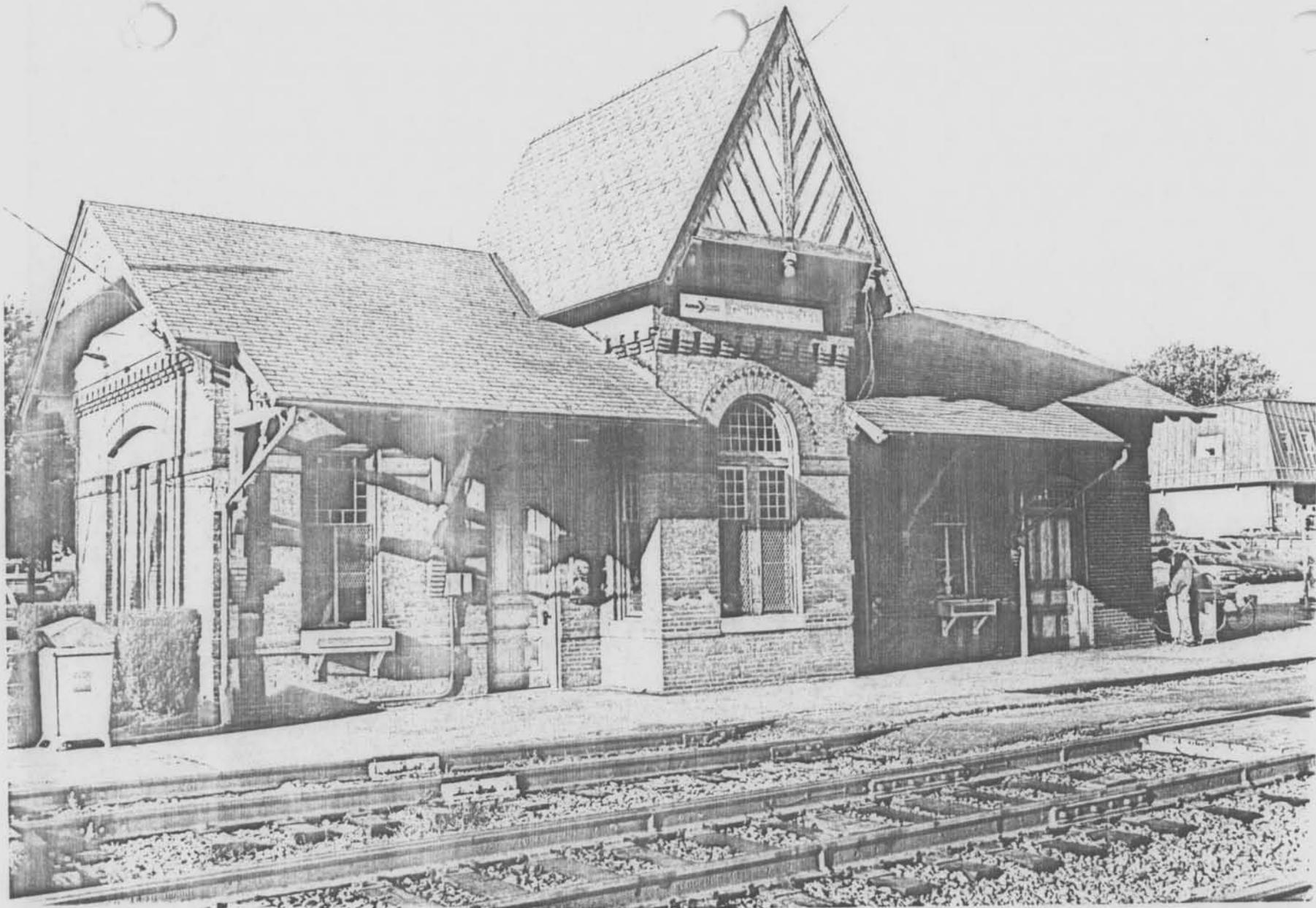
310

(ROCKVILLE)

DERWOOD 1.2 MI

10'

313



PENGAD-Bayona, N. J.  
EXHIBIT  
HO-3  
#4  
9/26/83  
APC

M:21-151

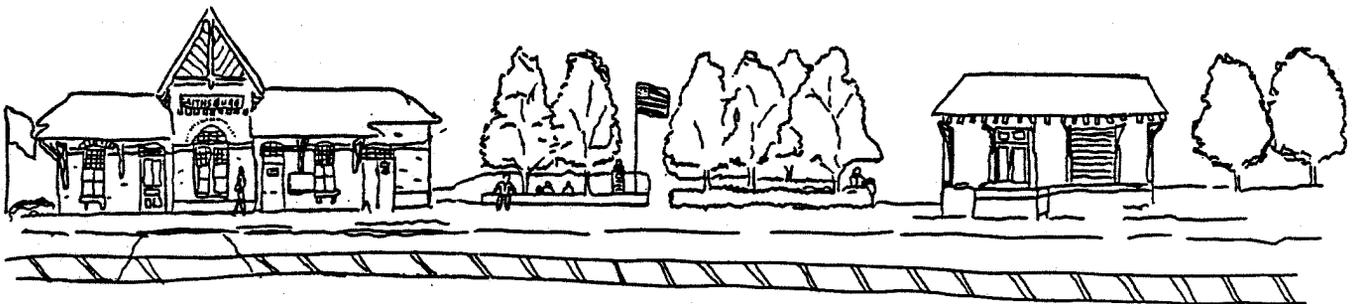
### EXISTING AND PROPOSED USES

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

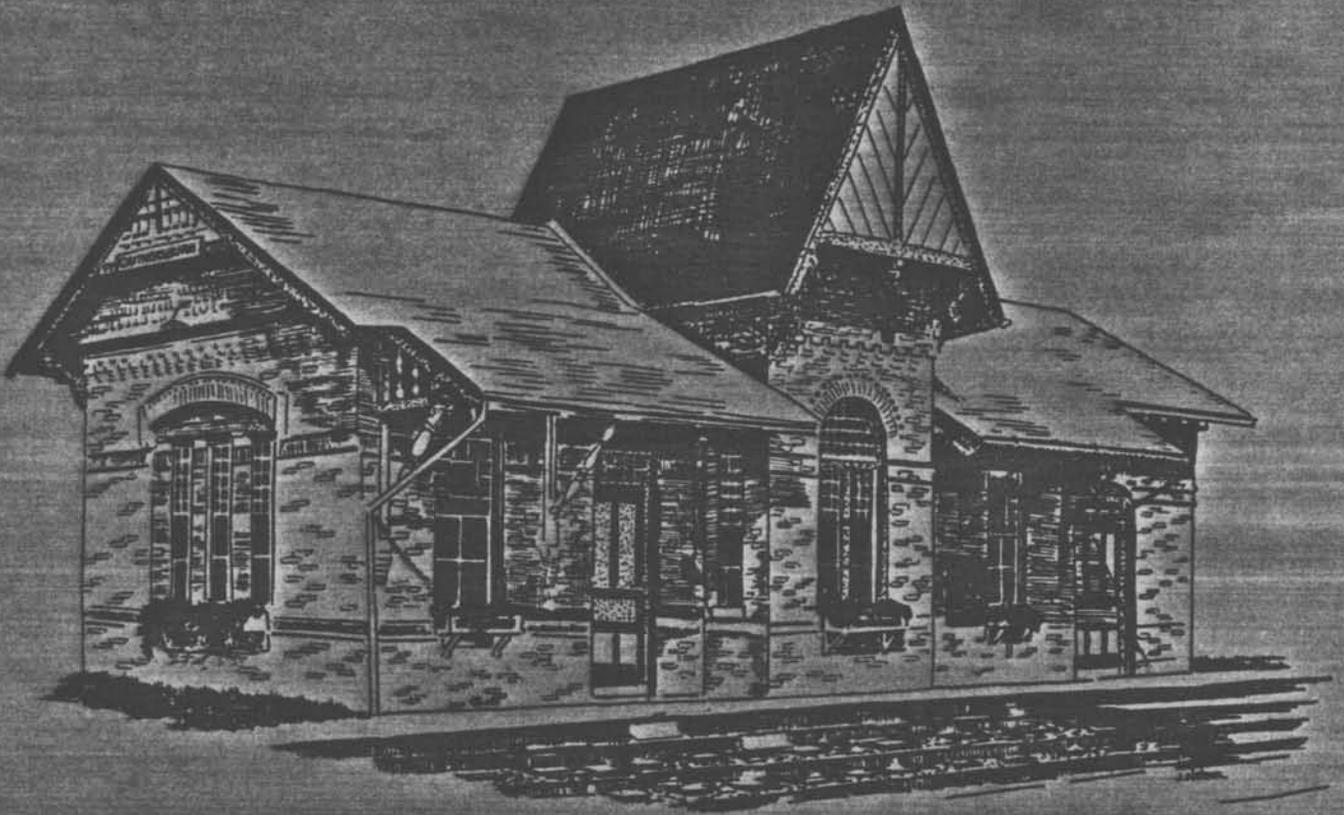
Daily, more than 34,000 cars drive past these city landmarks which are listed in the National Register of Historic Places.

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

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



The  
Gaithersburg Train Station



GAITHERSBURG TRAIN STATION



GAITHERSBURG

# ~~21-151~~  
# 21-151

NAME B+O STATION

LOCATION RR + SUMMIT AVE GAITHERSBURG, MD

FACADE SE

PHOTO TAKEN 10/24/74 MDWYER