

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	MAR 22 1978
DATE ENTERED	OCT 5 1978

**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

Avenue and East Diamond Ave.

Southeast of intersection of Summit

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Gaithersburg

VICINITY OF

Eighth

STATE

CODE

COUNTY

CODE

Maryland

024

Montgomery

031

**3 CLASSIFICATION**

**CATEGORY**

**OWNERSHIP**

**STATUS**

**PRESENT USE**

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

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

STATE

Baltimore,

VICINITY OF

Maryland 21201

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN

STATE

Rockville,

Maryland

**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 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.

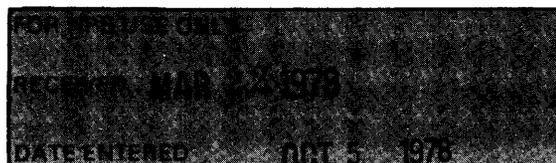
The walls of the six-bay structure were laid in running bond with a belt course at the level of the window sills and another one at the top of the windows just below the lintels. The former consists of a row of reeded, molded brick with a plain row above and below and the latter of two rows of plain 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 shingle. 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

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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.

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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.

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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 probable 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

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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.

# 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 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

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET #5

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.2454 acres

UTM REFERENCES

A 

1	8	3	0	9	9	3	0	4	3	3	4	5	2	0
ZONE		EASTING					NORTHING							

B 

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

*John N. Pearce* 3/16/78

TITLE State Historic Preservation Officer

DATE

FOR NPS USE ONLY

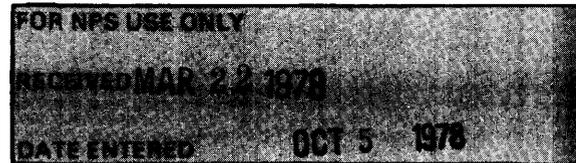
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST William Lebovich  
KEEPER OF THE NATIONAL REGISTER

W.D. Smith  
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
 DATE 10/5/78  
KEEPER OF THE NATIONAL REGISTER  
 DATE Sept 28, 1978

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Montgomery County,

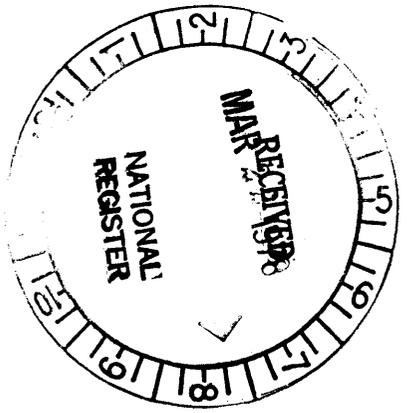
CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 5

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MAJOR BIBLIOGRAPHICAL REFERENCES

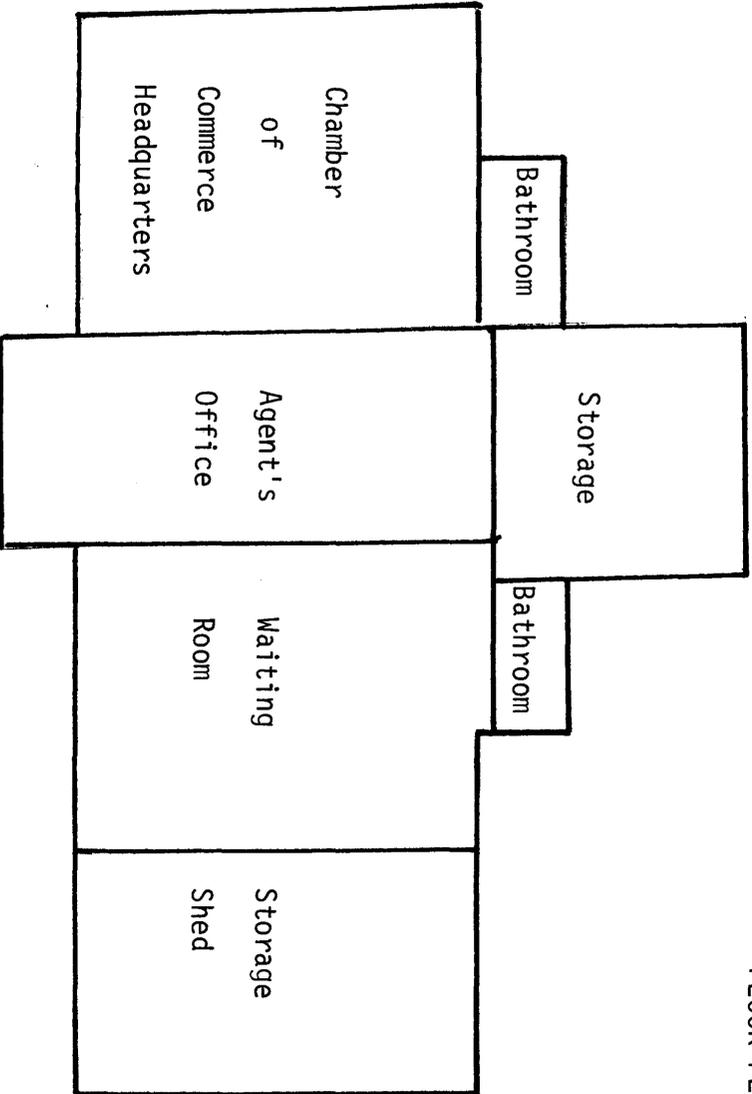
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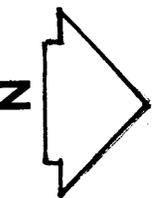
B & O Railroad Station  
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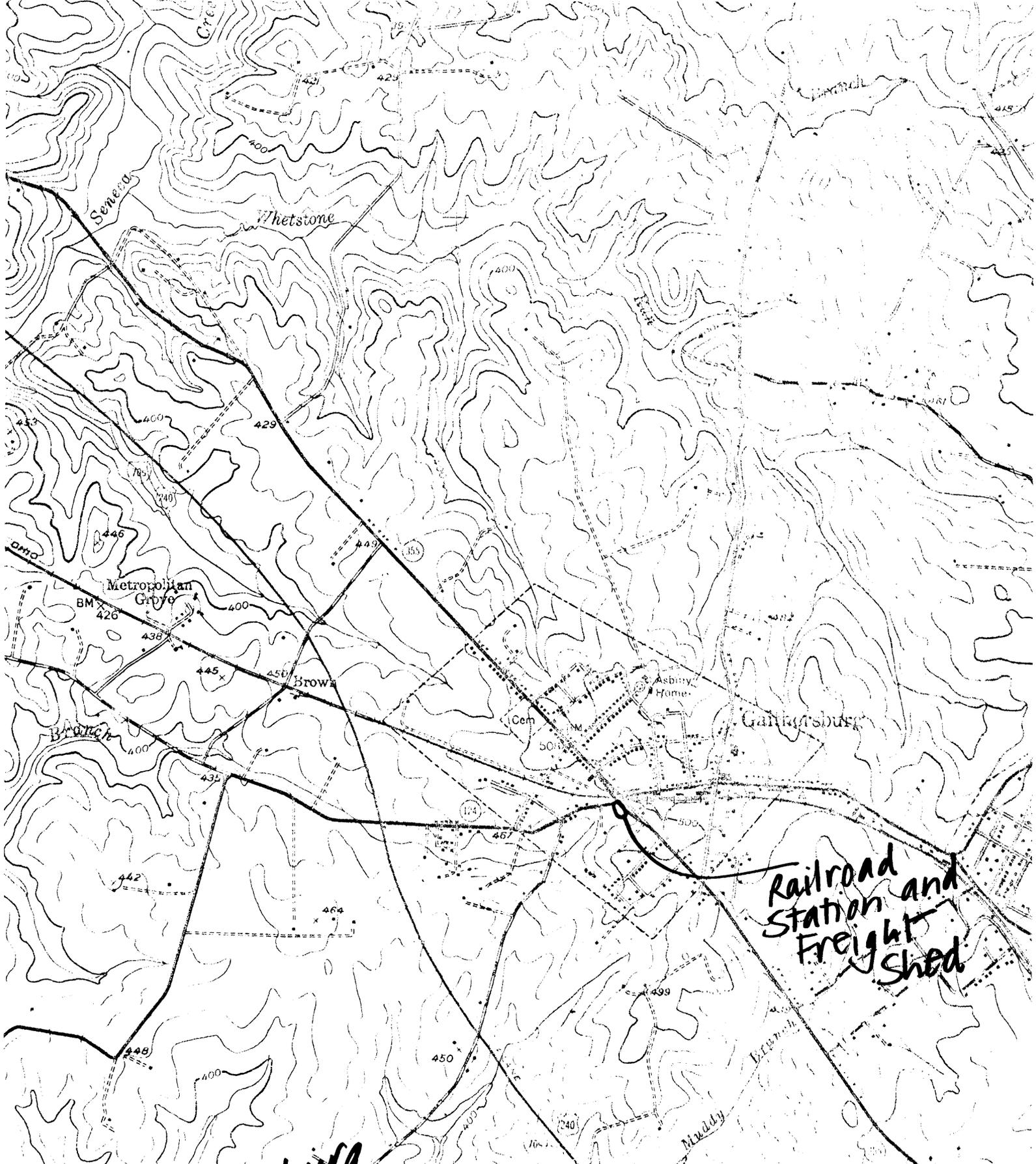
FLOOR PLAN



FRONT

Scale: 1" = 10'





*Gaithersburg Quad*

*Railroad Station and Freight Shed*

Survey

plotter 1944  
1945

datum  
e system

MN

1/2" = 133 MILS

1" = 266 MILS

25 MILS

MAR 22 1978

OCT 5 1978

POCKVILLE 3.5 MI  
WASHINGTON D.C. WHITE HOUSE 10 MI

SCALE 1:24,000

0 1000 2000 3000 4000 5000 6000

ROCKVILLE 5062 ft SW  
DERWOOD ROCKVILLE