

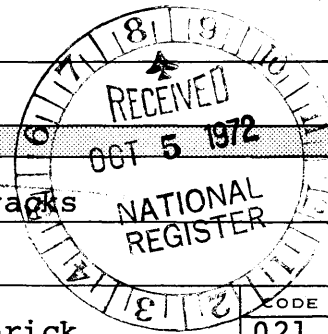
M40005720

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maryland	
COUNTY: Frederick	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

APR 11 1973



1. NAME

COMMON:
Point of Rocks Railroad Station

AND/OR HISTORIC:
B & O Railroad Station, Point of Rocks

2. LOCATION

STREET AND NUMBER: *On*
~~South side of US 15 and north side of B & O tracks~~

CITY OR TOWN:
Point of Rocks

STATE Maryland	CODE 24	COUNTY: Frederick	CODE 021
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Baltimore & Ohio and Chesapeake & Ohio Railroad Companies

STREET AND NUMBER:
2 North Charles Street

CITY OR TOWN:
Baltimore

STATE: Maryland	CODE 24
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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hall of Records

STREET AND NUMBER:
St. John's College Campus, College Avenue

CITY OR TOWN:
Annapolis

STATE: Maryland	CODE 24
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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Maryland Register of Historic Sites and Landmarks

DATE OF SURVEY: 1972
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Maryland Historical Trust

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN:
Annapolis

STATE: Maryland	CODE 24
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SEE INSTRUCTIONS

STATE: Maryland
COUNTY: Frederick
ENTRY NUMBER APR 11 1973
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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 type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Point of Rocks Railroad Station is located south of US 15 and north of the Baltimore & Ohio/Chesapeake & Ohio tracks on the north bank of the Potomac River at Point of Rocks, Maryland.

The Gothic Revival station is vaguely triangular in shape with a four story tower on the apex and a one-and-one-half story wing at the base. The central two-and-one-half story section forms the main block of the station.

On both the north and south facades the central section has a hip roof with a pair of jerkin dormers over the second story windows. One of the pair has a gable roof and the other dormer has a hip roof. Cut wooden "gingerbread" decorates them.

The exterior fabric is comprised of brick with horizontal bands of granite stripping. One band is located just above the foundation, one below the first story windows, one three-quarters of the way up the first story windows, and one below the second story windows. The rear one-and-one-half story wing has no granite bands. However, a raised brick band is located at the same level as the granite band which is three-quarters of the way up the first floor windows.

Two wide porches project from the north and south sides of the central section. Large wooden trusses and brackets carved in a geometric, but Gothic style, support the porches.

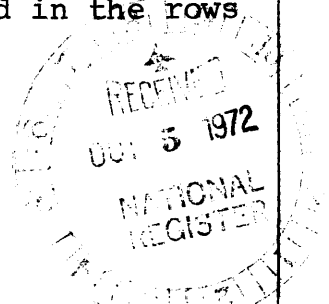
The lancet-shaped windows have alternating granite and sandstone voussoirs. The rectangular window and door openings have straight granite lintels.

The first floor window lintels and the door lintels extend down to the granite bands there are three-quarters of the way up the windows. This creates the effect of a continuous line of trim.

The lancet-shaped window opening on the first story of the tower is composed of two lancet-shaped windows and a trefoil cut in wood between the windows. The tower itself has a pyramidal roof containing a dormer on each side. A square cupola atop the tower supports the pyramidal peaked roof. The cupola is decorated with a quatrefoil design cut in wood. The tower roof has several rows of round-shaped shingles interspersed in the rows of square shingles.

Clay chimney pots complete the Gothic illusion.

SEE INSTRUCTIONS



SIGNIFICANCE

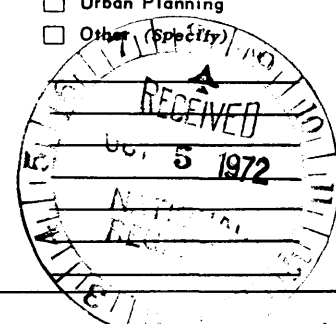
PERIOD (Check One or More as Appropriate)

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

SPECIFIC DATE(S) (If Applicable and Known) 1870's

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |



STATEMENT OF SIGNIFICANCE

The proportion, detailing, and color of the Point of Rocks Railroad Station is unusually sophisticated for its rural setting and ranks with the most outstanding work of the Victorian Gothic Revival. The polychrome effect produced by the combination of brick, granite, and sandstone is reminiscent of earlier work in England by architects like William Butterfield.

The elaborate architecture of the Point of Rocks Railroad Station testifies to the significance of the railroad as the dominant institution in post-Civil War America, especially in small towns. In Point of Rocks, the Baltimore and Ohio depot is the most imposing and elaborate structure. The town was moved to its present site in order to be near the tracks, indicating the depth of control the railroad exercised.

In the mid-1870's, the B & O chose E. Francis Baldwin of Baltimore as the head of the Railroad's architectural department. He designed the B & O's headquarters building in Baltimore and was most probably responsible for the Point of Rocks Station which was executed at the same time. Baldwin was one of the major 19th century architects practicing in Baltimore. His office worked chiefly for the B & O, the Roman Catholic Church, and at the turn of the twentieth century, for the State of Maryland.

Historically, the station is located in a significant site. In the 1830's both the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were constructing their respective routes west to the Ohio River. The railroad and the canal both chose a narrow strip of land between the Potomac River and the Catoctin Mountains from Point of Rocks westward. The conflict led to an involved suit in the Maryland Court of Appeals. The issue was resolved by allowing both the canal and the railroad to share the narrow strip of land. The Station marks the juncture of the metropolitan branch of the B & O which follows the Potomac valley to Washington with the main branch which extends from Baltimore to the Middle West.

Two publications of national scope have illustrated the Point of Rocks Station. They are Edward Alexander's Down at the De-
-see continuation sheet-

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Recorders: Paul Brinkman, Maryland Historical Trust, 2525 Riva Road, Annapolis, Maryland 21401

Nancy Miller, Historian, Maryland Historical Trust

Sources: see continuation sheet

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	° ' "	° ' "	39°	16'	25"
NE	° ' "	° ' "	77°	32'	00"
SE	° ' "	° ' "			
SW	° ' "	° ' "			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **four acres**

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

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

11. FORM PREPARED BY

NAME AND TITLE:
Arthur Townsend, Associate Director for Field Services, and staff

ORGANIZATION: **Maryland Historical Trust** DATE: **June 29, 1972**

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN: **Annapolis** STATE: **Maryland** CODE: **24**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Orlando Ridout IV
Orlando Ridout IV

Title State Liaison Officer for Maryland

Date August 4, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robertus Utley
Chief, Office of Archeology and Historic Preservation

Date 4/11/73

ATTEST:
[Signature]
Keeper of The National Register

Date 4.3.73

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Maryland	
COUNTY Frederick	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	APR 11 1973

(Number all entries)

8. SIGNIFICANCE, continued

pot (New York, 1970) and an article on the threat to railroad stations in the December 1971 issue of Architectural Record.

9. BIBLIOGRAPHICAL REFERENCES, continued

- Alexander, Edward. Down at the Depot. New York: Clarkson N. Potter, Inc., 1970. Illustration, p. 99.
- B & O Railroad vs. C & O Canal. Chancery Records. Liber B144 folio 142. Hall of Records, Annapolis, Maryland.
- Hale, Jonathan. "Railroad Stations: An Endangered Species." Architectural Record. Volume XII (December 1971). Illustration, p. 121.
- Howard, George W. The Monumental City: Its Past History and Present Resources. Baltimore: M. Curlander, 1889.
- Scharf, J. Thomas. History of Western Maryland. 2 vols. Philadelphia: Louis H. Everts, 1882.
- Williams, T. J. C. and McKinsey, Folger. History of Frederick County Maryland. reprint. Baltimore: Regional Publishing, 1967.



Form 10-301
(Dec. 1968)UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM*(Type all entries - attach to or enclose with map)*

STATE Maryland	
COUNTY Frederick	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	APR 11 1973

1. NAME

COMMON: Point of Rocks Railroad Station

AND/OR HISTORIC: B & O Railroad Station, Point of Rocks

2. LOCATION

STREET AND NUMBER:

South side of US 15 and north side of B & O tracks

CITY OR TOWN:

Point of Rocks

STATE:

Maryland

CODE

24

COUNTY:

Frederick

CODE

021

3. MAP REFERENCE

SOURCE:

USGS 7.5 minute ma;; Point of Rocks Quadrangle

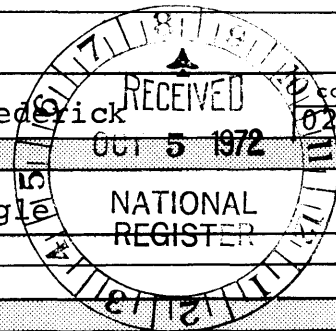
SCALE: 1: 24 000

DATE: 1955

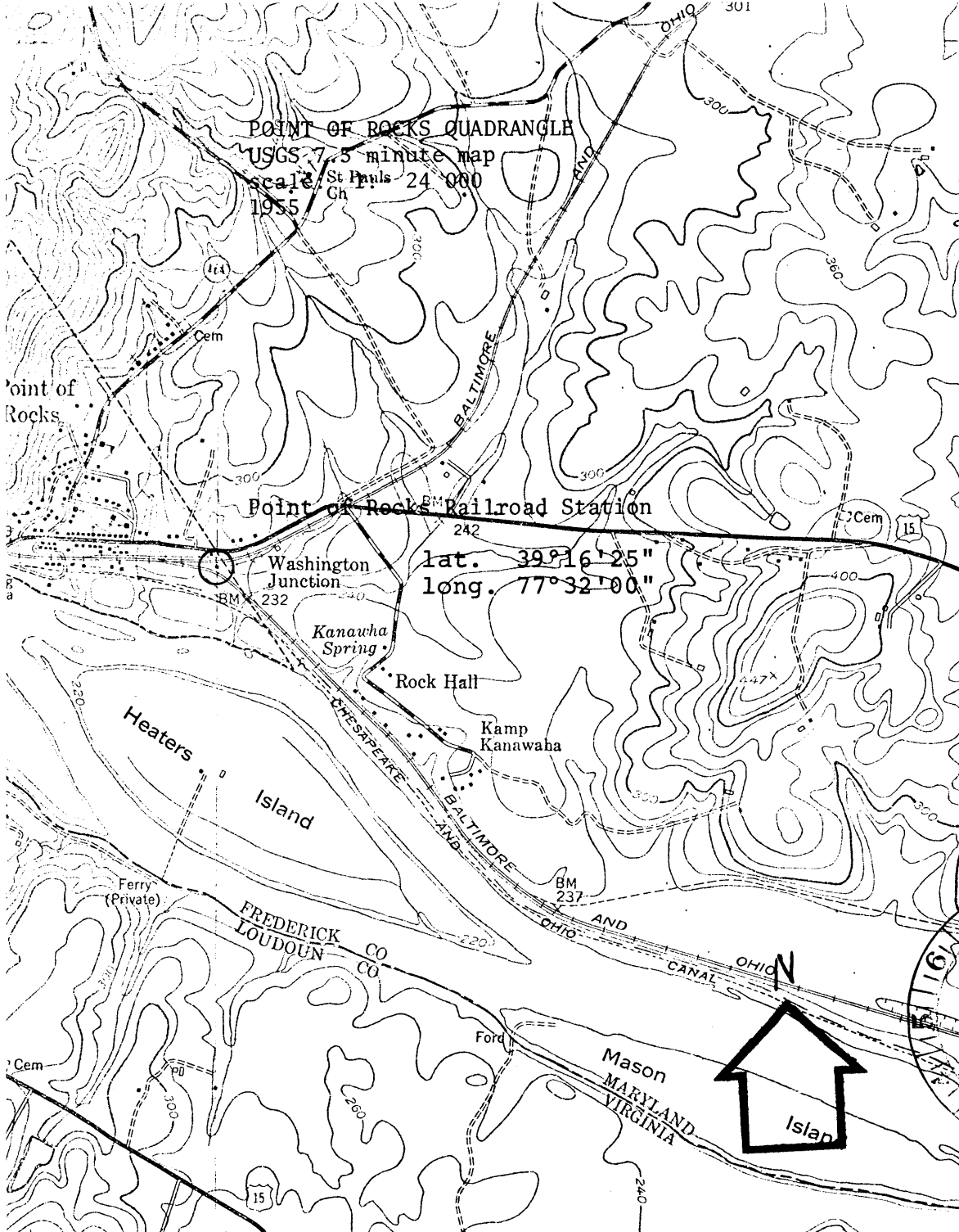
4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.



SEE INSTRUCTIONS



17'30"

POINT OF ROCKS QUADRANGLE

USGS 7.5 minute map
scale 1:24,000
1955

Point of Rocks

Point of Rocks Railroad Station

Washington Junction

lat. 39°16'25"
long. 77°32'00"

Kanawha Spring

Rock Hall

Kamp Kanawaha

Heaters

Island

Ferry (Private)

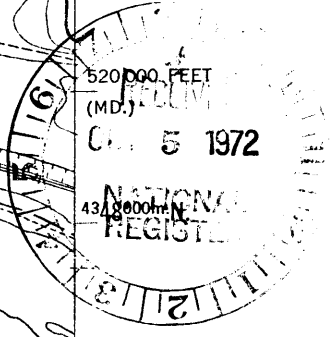
FREDERICK LOUDOUN CO CO

Mason MARYLAND VIRGINIA

Island

39°16'25"

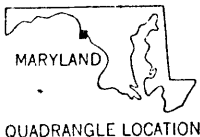
LICKSVILLE 1.9 MI.
FREDERICK 13 MI.



32'30" LUCKETTS 2.5 MI. LEESBURG 9.8 MI. 650 000 FEET (MD.) INTERIOR--GEOLOGICAL SURVEY WASHINGTON, D. C.—1962 MR 1053 284000m.E. 39°15' 77°30'

ROAD CLASSIFICATION

- Heavy-duty ————— Light-duty —————
- Medium-duty ————— Unimproved dirt - - - - -
- U. S. Route (Shield symbol) State Route (Circle symbol)



POINT OF ROCKS, MD.—VA.
SE/4 ANTIETAM 15' QUADRANGLE
N3915—W7730/7.5

1955

77°32'00"

(POOLESVILLE)