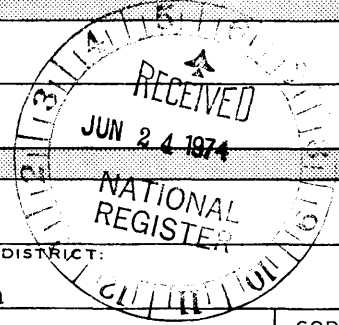


PH0026051

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maryland
COUNTY: Montgomery
FOR NPS USE ONLY
ENTRY DATE: JUL 1 8 1974



1. NAME

COMMON: Rockville Railroad Station
AND/OR HISTORIC: Rockville Station, Baltimore & Ohio Railroad

2. LOCATION

STREET AND NUMBER: Church Street and Baltimore Road
CITY OR TOWN: Rockville
CONGRESSIONAL DISTRICT: Eighth
STATE: Maryland
COUNTY: Montgomery
CODE: 24 031

3. CLASSIFICATION

CATEGORY (Check One): Building
OWNERSHIP: Private
STATUS: Occupied
ACCESSIBLE TO THE PUBLIC: Restricted
PRESENT USE (Check One or More as Appropriate): Transportation, Other (Specify) VFW Post

4. OWNER OF PROPERTY

OWNER'S NAME: B & O/C & O Railroad Company
STREET AND NUMBER: 2 Charles Street (main office: Huntington, West Virginia)
CITY OR TOWN: Baltimore
STATE: Maryland
CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Montgomery County Courthouse
STREET AND NUMBER: Courthouse Square
CITY OR TOWN: Rockville
STATE: Maryland
CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Historic Sites in the Bi-County Region
DATE OF SURVEY: 1969
DEPOSITORY FOR SURVEY RECORDS: The Maryland-National Capital Park and Planning Commission
STREET AND NUMBER: 8787 Georgia Avenue
CITY OR TOWN: Silver Spring
STATE: Maryland
CODE: 24

SEE INSTRUCTIONS

STATE: Maryland
COUNTY: Montgomery
FOR NPS USE ONLY
ENTRY NUMBER: 501
DATE: JUL 1 8 1974

7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

Altered Unaltered

(Check One)

Moved Original Site

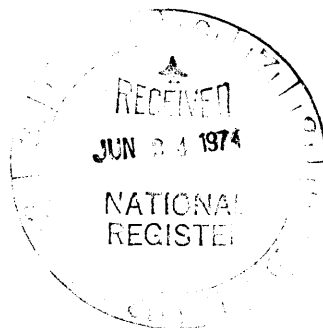
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Rockville Station is a nineteenth century Victorian picturesque structure with some Eastlake detailing, particularly in the roofline and gable decoration. The building is of red brick with a gabled central bay and board-and-batten dormered longitudinal wings. The pointed arch windows of the first floor facade have verigated stone voussoir block surrounds, while the architraves of the dormer windows are painted a rust-color. Continuous light-colored courses run below the sills of the ground floor windows; a brickwork decorative motif runs across the facade in the central gable.

The end walls of the wings are brick and have pointed arched windows with verigated voussoir blocks both on the ground floor level and in the gable. The gable end is hipped, with an arched bracket support under the eaves. Light colored courses run beneath the sills of the ground floor and the gable windows.

The rear facade is more functionally austere, with a wing at right angles to the main body of the building decoratively marked only by a dormer window, with the dormer breaking into the eaves of the building.

The roof is covered with slate tiles laid in verigated light and dark bands. The body of the building is red brick and the woodwork is painted fawn with rust trim.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

May 19, 1873

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 checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input 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 Rockville B & O Station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting.

The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. The population of Rockville in 1873, the year the station opened was 670 persons. By 1890, the population had increased to 1,500, primarily because of the City's easy access to Washington via train. The coming of the station area so as to make Rockville a more attractive stopping off point for passengers desiring hotel accommodations. Because of cheap, efficient transportation (a trip from Washington cost 60 cents and took 45 minutes), Rockville soon began to enjoy some popularity as a summer resort. Local hotels prevailed upon City dwellers in Washington to enjoy the cool shade of the country with its health-giving mosquito- and malaria-free air. Summer and weekend visitors stepped off the train into horse-drawn carriages to be deposited at one of three grand hotels. Hotel proprietors boasted the presence of many of Washington's elite. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney and Brookeville, who would complete their journey by "private conveyances."

The station and its freight sidings have had a continued influence on the development of Rockville, particularly along the Right-of-Way. At least one "long time" Rockville business, Wire Hardware and Lumber Company, which has been in business since the late 19th century, was opened as a direct result of the location of the railroad station. The Sentinel in 1873 reported that residential development began on Baltimore Road adjacent to the station shortly after the tracks were completed.

The Rockville station was the model for the Atlas model train company's passenger station (#706-300) in HO scale, first made in the early 1960's.

(see continuation sheet)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1873 issues of the Montgomery County Sentinel, Roackville, Maryland.
Historic Montgomery County, Maryland, by Roger Brooke Farquhar.
A History of Montgomery County, by Everett B. Williams.
Peerless Rockville, by Henry Copp. Promotional booklet, 1890.

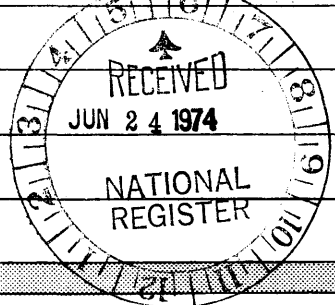
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	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	Degrees Minutes Seconds	
NW	° ' "	° ' "		39 ° 04 ' 58 "	77 ° 08 ' 43 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Eileen S. McGuckian, Chairperson mh

ORGANIZATION: Rockville Historic District Commission DATE: May, 1973

STREET AND NUMBER: City Hall, 111 South Perry Street

CITY OR TOWN: Rockville STATE: Maryland CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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
 Orlando Ridout IV
 Title _____
 State Preservation Officer
 for Maryland
 Date June 26, 1973

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

W. R. ...
 Director, Office of Archeology and Historic Preservation

Date 7/18/74

ATTEST: William ...
 Keeper of The National Register

Date 7.16.74

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	
Maryland	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JUL 18 1974	

(Number all entries)

Rockville Railroad Station

No. 8. Significance Continued.

The station will celebrate its 100th anniversary May 19, 1973. It remains in use today both as a depot for the two daily commuter trains and as a headquarters for the local chapter of the Veterans of Foreign Wars.



Montg. Co.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	SEP 21 1976
DATE ENTERED	

Rockville Railroad Station
Rockville
Maryland

CONTINUATION SHEET

ITEM NUMBER

7

PAGE

#

2

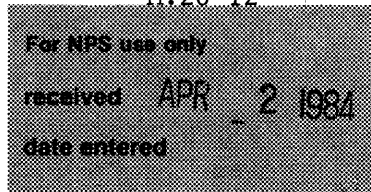
Immediately to the north of Rockville Railroad Station and included within the one acre boundary is the auxiliary building, a one storey brick structure used as a warehouse, oriented, as the Station is, toward the railroad tracks. The building has a jerkinhead roof echoing the form of the station with an eyebrow window in the east and west faces of the roof. The roof is supported by brackets and extends out from the east wall.

The auxiliary building has no windows. A double door exists in the east elevation.

M:26-12

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Rockville Railroad Station

Continuation sheet Montgomery County, Maryland Item number 2, 4, 7, and 10 Page 3

30 March 1984

No. 2 LOCATION: 98 Church Street
Rockville, Montgomery County
Maryland

No. 4 OWNER: ADM Partnership, c/o Scott McDonald
100 Park Avenue
Rockville, Maryland 20850

No. 7 DESCRIPTION:
Date of move: 2 March 1981

No. 10 GEOGRAPHICAL DATA:
Acreage: .457 acre

UTM references: 18/314460/4327940

Verbal boundary description and Justification:

The property consists of the city lot described below on which the resource stands.

Beginning at the intersection of the east line of Church Street extended with the north line of the property of the Trustees for Rockville Roman Catholic Congregation, said point of beginning having Maryland State Plans Coordinates North 454, 901.4187, East 758,814.0474; thence along the east line of Church Street (1) N17°11.4'W, 284.46 feet to a point on the west right of way line of the Washington Metropolitan Area Transit Authority; thence along said line the following seven courses: (2) S43°12'58"E, 30.98 feet; thence (3) S44°07'14.6"E, 50.03 feet; thence (4) S43°36'20.3"E, 50.02 feet; thence (5) S45°02'08"E, 50.07 feet; thence (6) S45°03'30"E, 50.07 feet; thence (7) S45°04'11.4"E, 50.07 feet; thence (8) S45°03'30.3"E, 36.69 feet; thence leaving said line and along part of the south line of abandoned Baltimore Road (9) S72°00'58.5"W, 142.08 feet to the point of beginning, containing 19,913 square feet.

For specific information concerning the effect of the move on the architectural and historical integrity of the resource, see enclosed report prepared in 1983 and documentation submitted to the National Register office in 1980 by the Maryland SHPO.