

F-8-39

Walkersville Railroad Station

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 01-18-2019

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒
no ☐

Property Name: Walkersville Railroad Station Inventory Number: F-8-39
 Address: Intersection of W. Pennsylvania Avenue & Pennsylvania Drive City: Walkersville Zip Code: _____
 County: Frederick USGS Topographic Map: Walkersville, Maryland
 Owner: Maryland Transit Administration (MTA) Is the property being evaluated a district? ☐ yes
 Tax Parcel Number: n/a Tax Map Number: 851 Tax Account ID Number: n/a
 Project: Walkersville Station Determination of Eligibility Agency: MTA
Dovetail Cultural Resource
 Site visit by MHT Staff: ☒ no ☐ yes Name: Group Date: September 29, 2017
 Is the property located within a historic district? ☒ yes ☐ no

If the property is within a district

District Inventory Number: F 8 55

NR-listed district ☐ yes Eligible district ☐ yes District Name: Walkersville Historic District

Preparer's Recommendation: Contributing resource ☐ yes ☐ no

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Location/Setting

The Walkersville Railroad Station is located on the south side of W. Pennsylvania Avenue at its intersection with Pennsylvania Drive at the west end of the town of Walkersville, Maryland. This circa-1872 frame station building or depot rests on a small rectangular parcel adjoining the east side of what was originally the Frederick & Pennsylvania Line Railroad. The station is set among several industrial properties and a two-story house that are all oriented to face the railroad line, contrasting with other buildings further east in town that were designed to face Pennsylvania Avenue. The primary resource faces northeast and may be accessed directly from Pennsylvania Avenue. A tool shed, also identified as a freight shed, constructed circa 1875 by the Pennsylvania Railroad is associated with the station. A newly laid brick patio connects the two buildings and is held in place by poured-concrete curbing. An elevated wooden ramp leads along the northwest side of the freight or tool shed, providing access to the shed's entrance on its northeast elevation as well as the passenger railroad car located just west of it.

Owned by the Maryland Transit Authority (MTA), this property is currently occupied and operated by the Walkersville Southern Railroad (WSRR), a volunteer-led organization that maintains the line and supports historic scenic railroad excursions on a small stretch of the Frederick & Pennsylvania Railroad. WSRR estimates that an average of 15,000 people a year pass through the Walkersville Railroad Station (WSRR volunteer, personal communication August 2017).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

[Signature]
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR Program

11/16/17

Date

11/17/17

Date

201705995

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

Walkersville Railroad Station, F-8-39

Historic Context

The Frederick and Pennsylvania Line Railroad Company (F&PLRR) was incorporated by an act of the Maryland legislature in March 1867, though construction on the line did not begin until the summer of 1869 and the line did not officially open for service until October 1872 (Colpitts and Cloverdale 1946:487). The primary goal of this railroad was transporting freight including coal, iron ore, and bulk farm goods from Maryland to various markets in Pennsylvania, although it was believed that passenger service would also play an important role as the line connected several larger railroads in the post-Civil War South (A.D. Marble 2013).

The F&PLRR was one of a number of railroads constructed in the state and Frederick County in the decades after the Civil War. Other smaller railroads like the F&PLRR were often consolidated into larger companies like the Baltimore & Ohio (B&O) and Pennsylvania Railroad (PRR) during the late-nineteenth-century. Leased by the PRR in 1875, maintenance of the buildings and structures along the F&PLRR became the responsibility of this new tenant. Shortly thereafter, the PRR constructed the tool shed that is situated west of the Walkersville station building—both visible in a circa-1907 postcard (Walkersville Southern Railroad Museum Collection 2017).

Around the time the railroad was completed and made fully functional in 1872, the property now known as the Walkersville Railroad Station was identified as being in the community of Georgetown in a local newspaper and also on an 1873 atlas of the area (Silvious 1985; Titus 1873). Historically, the community known as Walkersville was situated southeast of the railroad along what is now Route 194, but “these two little villages were beginning to bound together by settlers” along the single road that connected them, now Main Street (Trout et al. 1977:10). “But they were moving toward union under the name Walkersville, if for no other reason than that Walkersville had a Post Office and Georgetown did not; and residents of the later were addressed by their correspondents at Walkersville” (Trout et al. 1977:10).

The town of Walkersville incorporated in 1892 and “was a thriving farm community. It boasted of a canning factory, milling company, bakery, sewing factory, ice company, ice cream parlor, blacksmith shops, tinsmith, creamery, private water company, and other enterprises...” (Maryland Municipal League 2009). Today, the town contains “four schools, seven residential developments, a shopping center, several businesses and institutions, and numerous restaurants...” and at least four churches (Maryland Municipal League 2009). Boundaries of the town were drawn to include the Walkersville station building and other industrial buildings along the railroad tracks near its northwest corner. Historic newspaper articles indicate that the station building in Walkersville was used as a place for multiple public auctions and at least one funeral in addition to serving as “a great shipping point for grain and agricultural implements, fertilizers, etc.” (The Citizen 1904; The Frederick Post 1911; The News 1914).

The Walkersville station building was designed similarly to the only other known station on the F&PLRR at Woodsboro, sharing a comparable form and materials to other modest railroad depots of the time period. Other examples of these smaller stations are found throughout the state, including National Register of Historic Places (NRHP)-eligible depots like the circa-1873 La Plata Railroad Station (CH-351) and the Queponco Railway Station in Newark, built circa 1910 (WO-276). These small rural depots were a common property type in the late-nineteenth and early-twentieth centuries, generally defined as one-story frame buildings often divided into a waiting room, office, and freight room with a single wood stove to heat the building (Alexander 1970:34). Architectural elements from the Gothic Revival, Queen Anne, Italianate, Shingle, and Stick styles were commonly added to these simple buildings, reflecting the time period in which they were constructed. Decorative brackets are a particularly popular element of these depots as they appear to functionally support the wide overhanging eaves—another common architectural feature of this building type.

Within Frederick County, 15 historic properties have been documented with the MHT in association with a railroad, most commonly the B&O. One of these resources, the Point of Rocks Railroad Station (F-1-129) has been individually listed in the NRHP while two other railroad stations, the B&O Station in Frederick (FHD-30) and the Woodsboro Station (F-8-150) are under preservation easements. The Woodsboro Station is the other depot building erected circa 1872 by the F&PLRR. This station building is currently undergoing a renovation as Tyvek has been laid between the siding and framing of the walls to accommodate a new heating/cooling system. However, original windows, doors, and roofing remain extant.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

Walkersville Railroad Station, F-8-39

Architectural Description

Station Building

The Walkersville Railroad Station is a one-story, one-bay, frame building that was constructed circa 1872 with eclectic trimmings featuring elements of the Gothic Revival, Stick, and Italianate styles. The current poured-concrete slab foundation—added in 2010—replaced a pier-type foundation said to have been made from railroad ties severely damaged by termites along with floor joists, flooring, and some siding (WSRR volunteer, personal communication August 2017). Board-and-batten siding, most of which appears to be a replacement, covers the frame walls of the building. Recent repairs indicated that many of the studs are charred, particularly on the southeast side, when a fire in the early-twentieth century heavily damaged the building and necessitated the replacement of the roof. Recent work to replace some of the siding occurred in 2010, visible at the exterior where newer material is seen at the lower half of the boards and battens (WSRR volunteer, personal communication August 2017). The station building is currently covered by a gabled roof clad in asphalt shingles with wide overhanging eaves that feature a modest “oriental” flare. Decorative brackets feature a scissor truss with chamfered edges. Historic images of the building indicate that the roof was lowered, likely after the fire (sometime after 1907 based on a historic postcard image on file at the Walkersville Southern Railroad Museum) when the roof rafters were replaced. A metal flue pierces the southeast slope of the roof near the south corner.

The primary entrance is centrally located on the northeast elevation and is filled by a single-leaf, six-panel, wood door topped by a rectangular stained-glass window. Historic photographs suggest that the door is original, but the transom above is a replacement (Walkersville Southern Railroad Museum Collection 2017). A secondary entrance was created circa 2010 to increase access at the rear, or southwest, elevation of the building and is filled by a single-leaf metal door. Eight windows dot the building, six of which are located on the northwest elevation looking over the railroad tracks. These windows are a mix from several periods of time and also vary in composition with 2/2, 4/4, and 1/1, double-hung, wood-framed sashes. Few of these units appear to be original and all have been modified over time to add sash locks at the interior.

At the interior, the station building is a single open room with a recently installed oak floor, tongue-in-groove walls and a bead board ceiling. A WSRR volunteer indicated that the previous floor had holes and rotten members which necessitated replacement circa 2010. Portions of the walls were also replaced in recent years. Pieces of the original floor were reused in the construction of a built-in desk at the interior by the Walkersville Southern Railway to serve the tourists that ride the railway each year.

Freight/ Tool Shed

Situated roughly 32 feet southwest of the station building is a one-story, one-bay, frame building previously identified as a freight house in Sanborn maps and an earlier survey, but which appears to have originally been a tool shed based on a standardized plan of the Pennsylvania Railroad (Berg 1893:8). Likely constructed circa 1875 in the Gothic Revival style, this shed currently rests more than a foot off the ground on a wood-pier foundation that consists of large square railroad ties. Wooden gates attached by hinges fill the space between these piers. The frame walls are clad in board-and-batten siding and feature decorative corner boards matching the four-point arches of the trim surrounding the doors and windows of the building. The shed is covered by a front-gabled roof sheathed in fabricated plastic shingles designed to imitate slate. Wide eaves hang over all sides of the building. Sanborn maps from 1911 and 1924 report the roof to have been covered in tin or slate (Proquest, LLC and the Sanborn Map Company 2001). A decorative sawn pendant hangs from the center of the gable at both the northeast and southeast elevations but does not appear to be an original feature. Photographs taken as recently as the 1980s indicate that the original vergeboard remained in place into the late-twentieth century, but has since been removed.

Fenestration of the tool shed is limited to a double-leaf entrance in the center of the northeast elevation and a single, four-light wood-framed sash window in the center of both the southeast and northwest elevations. The main entrance to the shed is filled by two sliding wooden doors framed by a four-pointed, or Tudor, arch. The windows on either side of the building are also framed by decorative trim topped with a segmental arch.

In recent years, a long wooden ramp and deck have been constructed around the tool shed and expanded to provide access to a stationary railcar to the west of it. As a temporary museum exhibit, the railcar was not surveyed in association with this resource.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 3

Walkersville Railroad Station, F-8-39

Summary/Recommendations

The Walkersville Railroad Station was built by the F&PLRR Company and opened for service in 1872 (Silvious 1985). This station was one of several stops along the 28-mile railroad line, yet just two passenger stations survive to service it, the other being located in Woodsboro (A.D. Marble 2013). The Walkersville Railroad Station was first documented with the Maryland Historical Trust (MHT) in 1979 and was most recently described in a 2013 architectural survey of the Pennsylvania Railroad Fredericks Secondary Line that also detailed a number of bridges, switches, and other objects associated with this railway (A.D. Marble 2013). In 2013, the line was found not eligible for listing in the NRHP as a district; however, it was noted that individual resources along the rail line could be eligible pending further study.

The Walkersville station building was originally designed in a similar fashion as the other F&PLRR depot at Woodsboro (F-8-150), sharing a comparable form and materials; however, these buildings were not identical. The Woodsboro station is one bay longer than that at Walkersville and features a set of double-leaf, wood, freight doors topped by a multi-light transom at the far end with a single-leaf pedestrian door at the other. Historically, the Walkersville Railroad Station appears to have had just one single-leaf door for pedestrians located at the northeast end. Another difference between the two stations is seen in the roof overhangs. The oriental flare observed on both the northwest and southeast sides of the Walkersville station are only present on the northwest elevation of the Woodsboro station along the railroad tracks. Historic images of the Woodsboro depot also do not reveal any decorative brackets, suggesting that these stylish features may have been added to the Walkersville station in keeping with local architectural trends.

Since it was initially surveyed in 1979, the Walkersville Railroad Station has undergone a number of changes. In recent years its foundation and floors were replaced along with the lower portion of its siding and a new door was added to the southwest elevation. Historic images indicate that the projecting bay located on the northwest elevation has been modified considerably over the years, and at one time was filled with a set of double-leaf, wooden, garage doors (Walkersville Southern Railroad Museum Collection 2017). Much of the roof and a few windows are also composed of replacement materials following a fire in the station believed to have occurred in the early-twentieth century. Sanborn fire insurance maps also indicate that the station had a slate or metal roof in 1911 and 1924 (Proquest, LLC and the Sanborn Map Company 2001). Minor alterations have been made to the Freight/ Tool Shed over time as well, including the removal of a window sash on the northwest elevation and the a recent replacement of the original slate roof, now clad in faux slate shingles. At the interior, a small portion of the floor has been replaced at the threshold of the main entrance, but the space remains open and is currently used for storage. Modifications to both structures have somewhat diminished their historic integrity of design, materials, and workmanship, but many of these alterations have been done using in-kind materials and the property maintains integrity of location, setting, feeling, and association. On the whole, the Walkersville Railroad Station continues to convey its historic connections to the F&PLRR while supporting the operations of a scenic railroad, known as the Walkersville Southern Railway, and the Walkersville Southern Railroad Museum.

Identified as an important building in a 1991 Frederick County planning survey of the Walkersville Historic District (Davis 1991), the Walkersville station building and tool shed, along with their Victorian-era architecture, reflect a significant time in the community's development and acted as a catalyst in its physical growth from two crossroads communities to an incorporated town. Its decorative king-post brackets and "oriental" flared eaves are outstanding architectural features not seen elsewhere in town or in any other extant railroad stations in Frederick County. For these reasons, the Walkersville Station is recommended eligible for listing in the NRHP under Criteria A for its important associations with community planning and transportation at the local level. Furthermore, it is also considered a contributing resource to the Walkersville Historic District. The property is not known to have important associations with any significant individuals who have made lasting contributions to history and has been altered over the years and is, therefore, recommended not eligible for the NRHP under Criteria B or C. As an architectural resource, this property has not been evaluated under Criterion D.

In sum, this property is recommended eligible for individual listing on the NRHP under Criterion A at the local level and should be considered a contributing element of the Walkersville Historic District.

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 4

Walkersville Railroad Station, F-8-39

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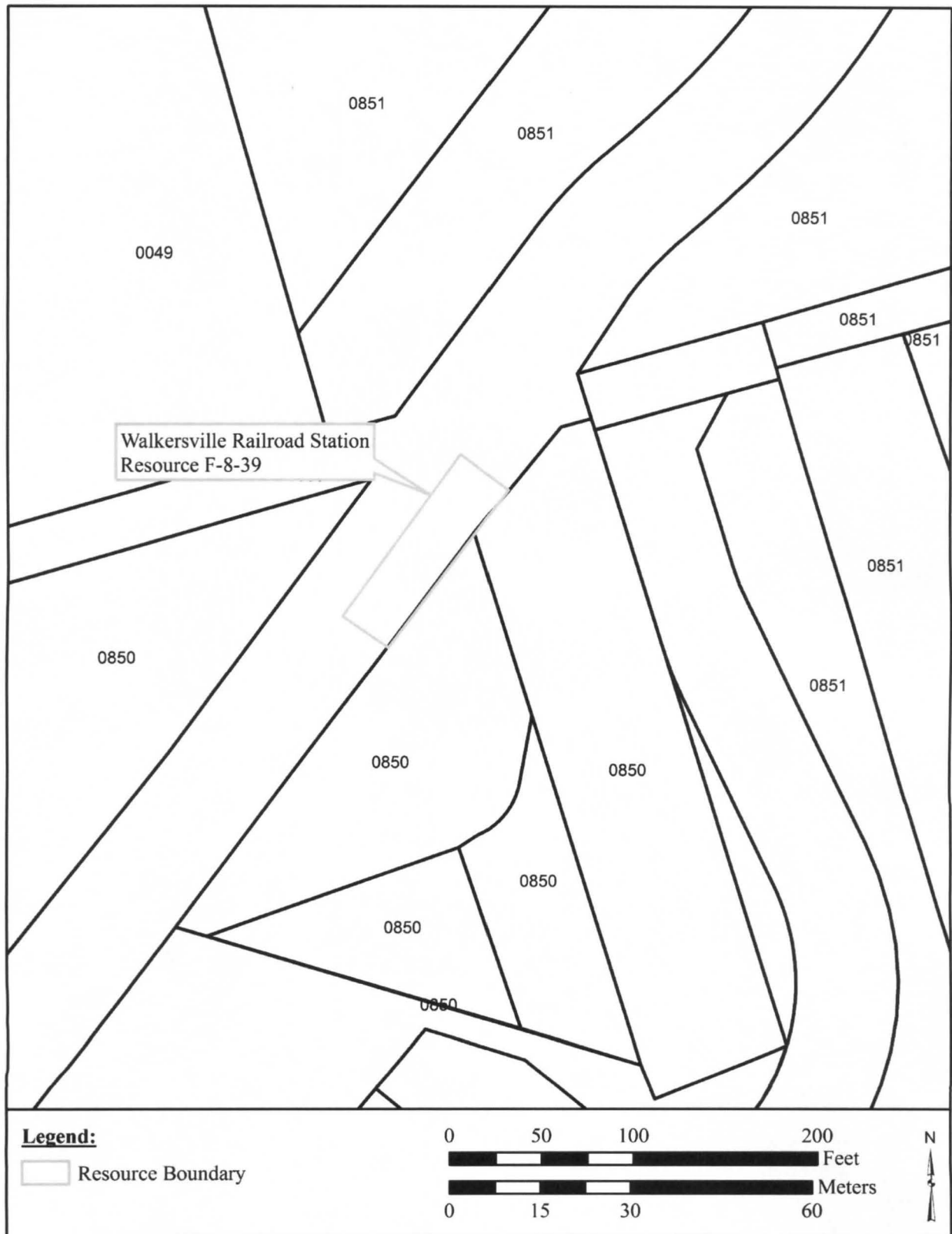
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Prepared by: Danae Peckler, Dovetail CRG

Date Prepared: October 11, 2017



Walkersville Railroad Station, F-8-39
W. Pennsylvania Avenue and Pennsylvania Drive, Walkersville
Frederick County, Maryland
Shown on the 7.5'-Minute Walkersville, Maryland USGS Topographic Quadrangle



Walkersville Railroad Station, F-8-39
W. Pennsylvania Avenue and Pennsylvania Drive, Walkersville
Frederick County, Maryland
Shown on local tax parcel map



Walkersville Railroad Station, F-8-39
W. Pennsylvania Avenue and Pennsylvania Drive, Walkersville
Frederick County, Maryland
Shown on Current Satellite Imagery

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
F-8-39_2017-08-24_01.tif	Walkersville Railroad Station (F-8-39), Northeast Elevation	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_02.tif	Walkersville Railroad Station (F-8-39), East Oblique, Looking West	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_03.tif	Walkersville Railroad Station (F-8-39), South Oblique	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_04.tif	Walkersville Railroad Station (F-8-39), Southwest Elevation	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_05.tif	Walkersville Railroad Station (F-8-39), West Oblique Along Tracks	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_06.tif	Walkersville Railroad Station (F-8-39), Northwest Elevation	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_07.tif	Walkersville Railroad Station (F-8-39), Detail of Eaves, Northeast Elevation	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_08.tif	Walkersville Railroad Station (F-8-39), View of Interior Looking Southwest	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_09.tif	Walkersville Railroad Station (F-8-39), View of Interior Looking Northeast	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_10.tif	Walkersville Railroad Station (F-8-39), Detail of Replaced Windows in Northwest Bay	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_11.tif	Walkersville Railroad Station (F-8-39), View of Freight/ Tool Shed Looking West	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_12.tif	Walkersville Railroad Station (F-8-39), North Oblique of Freight/ Tool Shed	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_13.tif	Walkersville Railroad Station (F-8-39), Detail of Main Entry to Shed, Northeast Elevation	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_14.tif	Walkersville Railroad Station (F-8-39), Southwest Elevation of Freight/ Tool Shed	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR

F-8-39, Walkersville Railroad Station

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
F-8-39_2017-08-24_15.tif	Walkersville Railroad Station (F-8-39), Eaves Detail at South Corner of Shed	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_16.tif	Walkersville Railroad Station (F-8-39), Window Detail, Southeast Elevation of Shed	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_17.tif	Walkersville Railroad Station (F-8-39), View of Station Looking Northeast from Shed	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
F-8-39_2017-08-24_18.tif	Walkersville Railroad Station (F-8-39), View of Station Looking Northwest on W. Pennsylvania Avenue	8/24/2017	Photographic Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR



F-8-39_2017-03-24_01

F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - Aug. 24, 2017

MD SHPO

Northeast Elevation



F-8-39-2017-03-24-02

F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave, Walkersville
Frederick County, MD

2 Peckler - Aug. 24, 2017

MD SHPO

East Oblique, View looking West



F-8-39

Walkersville Railroad Station

W. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - Aug. 24, 2017

MD SHPO

South Oblique



F-8-39-2017-08-24-04

F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - 8/24/17

MD SHPO

Southwest Elevation



F 8-39-2017 08-24-05

F-8-39

Walkersville Railroad Station

N. Pennsylvania Avenue, Walkersville
Frederick County, MD

J. Peckler - 9/24/17

MD SHPO

Nest Oblique Along Tracks



F-8-39-2017-03-24-06

F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - Aug. 24, 2017

MD SHPO

Northwest Elevation



A black and white photograph of the Walkersville train station. The station is a small, single-story building with light-colored vertical siding and a dark roof. A prominent white sign with black lettering reads "WALKERSVILLE". The building features dark wooden structural beams and a dark-framed door with a small window. A small, dark, rectangular plaque is visible on the wall to the right of the door. The background shows a cloudy sky and some trees.

WALKERSVILLE



F-8-39

Walkersville Railroad Station

W. Pennsylvania Ave., Walkersville

Frederick County, MD

D. Peckler - Aug. 23, 2017

MD SHPO

Detail of Eaves, NE Elevation



F-8-39

Walkersville Railroad Station

W. Pennsylvania Ave., Walkersville

Frederick County, MD

D. Peckler - Aug. 24, 2017

MD SHPO

View of Station Interior Looking SW



F-8-39-2017-08-24-09

F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

D. Peckler - Aug. 23, 2017

MD SHPO

View of Station Interior, Looking NE



F-8-39

Walkersville Railroad Station

v. Pennsylvania Ave., Walkersville
Frederick County, MD

D. Peckler - Aug. 24, 2017

1D SHPO

Detail of Replaced Windows in NW Eog of Station



F-8-39-2017-08-24-11

F-8-39

Walkersville Railroad station

N. Pennsylvania Ave., Walkersville.

Frederick County, MD

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MD SHPO

View of Freight/Tool Shed looking West



F-8-39

Walkersville Railroad station

N. Pennsylvania Ave, Walkersville
Frederick County, MD

J. Peckler - Aug 24, 2017

MD SHPO

North oblique of Freight/Tool Shed



F-8-39

Walkersville Railroad Station

W. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - Aug. 24, 2017

AD SHPO

Detail of Main Entry to Shed, NE Elevation



F-8-39

Walkersville Railroad Station

W. Pennsylvania Ave, Walkersville
Frederick County, MD

J. Peckler - Aug. 24, 2017

MD SHPO

SW Elevation of Shed



F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

D. Peckler - Aug. 24, 2017

MD SHPO

Detail of South Corner of Shed



F-8-39

Walkersville Railroad Station

N. Pennsylvania Ave., Walkersville

Frederick County, MD

J. Peckler - Aug. 24, 2017

MD SHPO

Window detail, SE Elevation of shed



F-8-39-2017-08-24-17

F-8-39

Walkersville Railroad Station
N. Pennsylvania Ave, Walkersville
Frederick County, MD
Peckler - Aug 24, 2017
ID SHPO

View of station looking NE from Shed



F-8-39

Walkersville Railroad Station
W Pennsylvania Ave, Walkersville
Frederick County, MD

D Peckler - Aug. 24, 2017

MD SHPO

View of station looking NW along
W. Pennsylvania Ave

F-8-39

Circa 1870

Walkersville Railroad Station
Walkersville (Biggs Ford Rd.)
Public

The Walkersville Railroad Station and Freight Building were built in the 1870's for the completion of the Frederick and Pennsylvania Line Railroad in 1872. The structures served as the depot for the town of Walkersville.

The Railroad Station is constructed of frame and rests upon a stone rubble foundation. The main entrance, located on the east side of the structure consists of a wooden six panel door with one light transom. The north and south sides of the structure are three bays wide filled with 2/2 windows. The structure is covered by a flared, asphalt shingle roof supported by wooden brackets.

The Freight Building to the rear of the station is constructed of frame and covered by an original wood shingle roof. The main entrance, a double wooden door with cross section wood trim is located on the east side of the structure. The north and south sides of the structure are both one bay wide. The windows now missing are crowned by pedimented lintels. Decorative wood trim frames the roof. A drop pendant falls from the center gable of the structure.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Walkersville Railroad Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

South side of Biggs Ford Road

CITY, TOWN

Walkersville

___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Frederick

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:

4 OWNER OF PROPERTY

NAME Town of Walkersville

Telephone #: 845-8360

STREET & NUMBER

CITY, TOWN

Walkersville

___ VICINITY OF

STATE, zip code

Maryland

21793

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

Liber #:

Folio #:

STREET & NUMBER

North Court Street

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

7-8-59

CONDITION		CHECK ONE	CHECK ONE
☐ EXCELLENT	☐ DETERIORATED	☐ UNALTERED	☒ ORIGINAL SITE
☐ GOOD	☐ RUINS	☒ ALTERED	☐ MOVED DATE _____
☒ FAIR	☐ UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Walkersville Railroad Station and Freight Building

The Walkersville Railroad Station, a one story frame building, is situated on the south side of Biggs Ford Road facing east.

The principal facade is one bay wide. This bay is occupied by the main entrance, a six panel wooden door with one light transom. The north and south sides of the structure are three bays wide. Occupying these three bays are 2/2 windows.

The structure is constructed of frame and rests upon a stone rubble foundation. The structure is covered by a flared roof covered by replacement asphalt shingles. The roof is supported by wooden supportive brackets.

To the rear of the structure is a frame freight building. The main entrance is located on the east side of the structure. It consists of double wooden board and batten doors trimmed with wooden cross section boards. The north and south sides of the structure are one bay wide. The windows, now missing, are crowned by pedimented lintels. The structure is covered by an original wood shingle roof. Decorative trim work, partially missing, trims the roof. A drop pendant is located in the center gable of the structure.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

178-39

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

SPECIFIC DATES	1872	BUILDER/ARCHITECT	Penn Central Railroad
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STATEMENT OF SIGNIFICANCE

The Walkersville Railroad Station and Freight Building are situated on the south side of Biggs Ford Road. The building was built in the 1870's for the completion of the Frederick and Pennsylvania Line Railroad in 1872.¹ The building is significant in the history of the town of Walkersville as the depot for the railroad line in this area. Architecturally the structure is significant as a pagoda style building commonly used by railroad architects in the late nineteenth century.

¹Walkersville, Md. "The Tale of Two Villages"; July 1, 1977, p. 13.

CONTINUE ON SEPARATE SHEET IF NECESSARY

F-8-39

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Walkersville, Md. "The Tale of Two Villages"; July 1, 1977, p. 13.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

clh

Deborah Sheetenhelm, Intern

ORGANIZATION

DATE

Frederick County Office of Historic Preservation

10/15/79

STREET & NUMBER

TELEPHONE

12 East Church St., Winchester Hall

694-1063

CITY OR TOWN

STATE

Frederick

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

4374000 N

F-8-39

Glade Cem

Walkersville
(BM 320)

Israel Creek

Creek

Glade

PENN CENTRAL

Fountain Rock

Quarry

Lime Kiln

Israel

Mt Pleasant

Ceresville

MILL

Old Quarry

Addison

Run

27'30"

4370

ENCLOSURE



F-8-39

Walkersville

Railroad

Station

Northwest elevation

DES 1/20/79

3/5 Biggs Ford Rd.



F-8-39

Walkersville

Railroad Station

1/20/49 DES

3/5 Buysford Rd.

Northwest elevation