



The 90% Party

Please join Peerless Rockville as we celebrate the 90% completion of the restoration of Frieda's Cottage on Sunday, Oct. 26 from 2-4 pm.

Guests can take self-guided tours of the house and grounds, view photo displays and memorabilia, and enjoy light hors d'oeuvres courtesy of La Prima Catering. At 3 pm, Peerless will give a short presentation to thank the preservation team, donors and volunteers followed by a champagne toast. The event is free but reservations are required. Please call 301-762-0096 or email info@peerlessrockville.org to RSVP. We look forward to seeing you there!

Frieda's Cottage is located at 19 Thomas St. in Rockville. Peerless encourages guests to park along Thomas Street and Bullard Circle.

Frieda's Cottage: Then and Now



**Master Bath
Before and After**



**Outside Gutters
Before and After**



Calendar

For updates, check our website at:
www.peerlessrockville.org

Peerless Rockville's Annual New Year's Day Brunch
11 am-2 pm, Thursday, Jan. 1, Glenview Mansion

3rd Annual Montgomery County History Volunteers Conference
Saturday, Jan. 24, Montgomery College, Germantown

THANK YOU!

Peerless Rockville gratefully acknowledges the support of La Prima Catering for donating their services and hors d'oeuvres for The 90% Party.



Montgomery County Community Service Day

9-11 am, Saturday, Oct. 25, Baptist Cemetery, West Jefferson St., Rockville

9 am-noon, Saturday, Oct. 25, Montrose Schoolhouse, 5721 Randolph Rd., Rockville

Bring work gloves, clippers, rakes, and lots of energy to help trim shrubbery, pull weeds and remove leaves.

Preservation Battles, Losses in Rockville Heights

After three years of review by the City of Rockville, the Mayor and Council finally designated a row of houses on Fleet Street and Maryland Avenue as a local historic district called "Rockville Heights." However, it's a partial victory because the houses were designated but not their free-standing garages and significant trees. Moreover, the houses have seri-



107 Fleet Street, recently designated—in part and after much controversy—as one of the houses in the new Rockville Heights Historic District. This Colonial Revival house was designed by Rockville architect Thomas C. Groomes in 1904.

ously deteriorated under Montgomery County's ownership during the last decade.

In 2005, the Historic District Commission recommended designation of 101, 103, 105, and 107 Fleet Street and 150 Maryland Avenue as a local historic district. It was not until July 2008 that it was reviewed by the Planning Com-

mission. They unanimously recommended to reduce the district by excluding the garages, trees, and the house at 150 Maryland Avenue to accommodate a *proposed* senior housing development by the County. On September 8, the Mayor and Council compromised by including 150 Maryland Avenue but excluding the garages and trees to give the County greater flexibility to develop the site.

During this time, these historic homes deteriorated due to neglect. Peerless complained to County Executive Isiah Leggett and County Councilmember Phil Andrews about the broken windows, holes in the roof, rotted clapboards, and overgrown vines. Richard Nelson, director of the County Department of Housing and Community Affairs replied that repairs had not been made because they believed the City did not want the houses preserved.

Confused? So is Peerless. What is clear is that the City made the process overly long and complicated while the County allowed these historic homes to deteriorate and become a neighborhood eyesore. Ironically, the houses on Fleet Street are within view of both City Hall and County Council Chambers.

Peerless will continue its fight to simplify the historic designation process. We are also committed to preserving and maintaining historic properties in the City of Rockville regardless of ownership.

Peerless People & News

Welcome to new members: Mary Sweeney, Murray Blank

Volunteers needed for mailings: If you are interested, please contact Maude McGovern at 301-762-0096 or email info@peerlessrockville.org. Volunteering is a great way to meet other Peerless members.

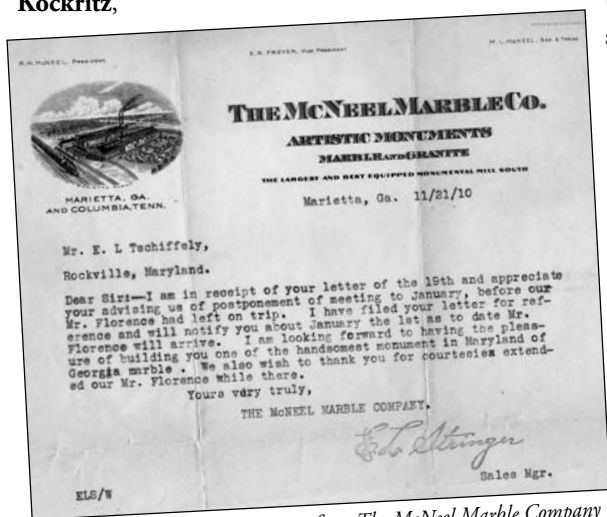
IMPART Internship: Justin Kockritz,

a graduate student in the Historic Preservation program at the University of Maryland, will be working at Peerless this fall as part of the IMPART grant program. IMPART (Institute for Museums, Preservation & Archaeology Research and Training) is a consortium of six universities and five state offices, all concerned with saving and

understanding Maryland's past. A major goal of the program is increasing the number of professionals prepared to work in Maryland's

expanding heritage industry. Over the past few years, close to 200 Maryland undergraduate and graduate students have benefited from IMPART. Staff is pleased to have Justin assist Peerless and participate in this grant program.

New Acquisitions: Thanks to the following donors: **David McCloud Smith** for a collection of papers, photographs, and other memorabilia regarding Elgar L. Tschiffley and the Confederate Statue; **Ronald Schrack** for campaign materials from the 1950s to the 1990s; **Mary Anne Barnes** for a *Lilith* DVD and biography on Warren Beatty; **Hansen Watkins** for memorabilia related to Richard Montgomery High School; **Jean Surgi** for a collection of Bill Surgi's WWII medals and commemoration items; and **Paul Theeman** for Washington to Rockville train ticket stubs dating from 1908.



Letter dated November 21, 1910 from The McNeel Marble Company to E.L. Tschiffley about building a confederate monument in Rockville. Donated by David McCloud Smith.

Peerless Places

Rockville's B&O Railroad Station

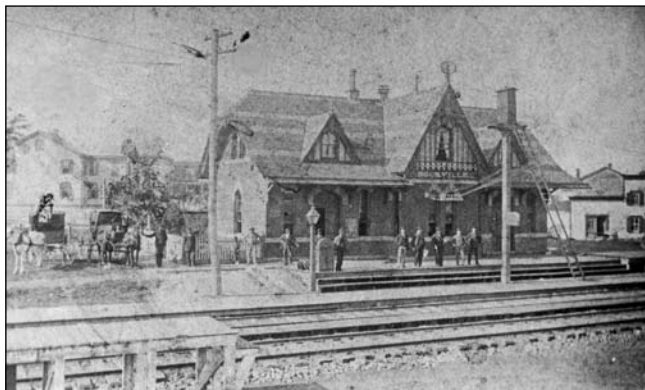
To the 1.6 million passengers who pass through the Rockville Metro Station each year it may be hard to imagine a time when local rail travel meant steam engines roaring down the Metropolitan Branch of the Baltimore and Ohio Railroad into Washington. What was once a simple country outpost would today be utterly unrecognizable to a rail traveler of the 19th or early 20th century, except for one site—the original B&O Railroad Station.

Built in 1873, the station was one of several stops along the route between Washington's Union Station and Point of Rocks where the Metropolitan Branch joined the main line of the B&O Railroad. The station was designed by Ephraim Francis Brown, the head architect for the railroad who also designed the depot and roundhouse at Baltimore's Mount Clare Station (now the B&O Railroad Museum) and the B&O Warehouse at Camden Yards, along with dozens of stations of varying sizes throughout Maryland. The Rockville station, designed in the Victorian Gothic style with Eastlake detailing, such as the woodwork at each gable and colored tile roof, is emblematic of its age. In fact, it captures that time so well that the Atlas Model Railroad Company based a line of HO scale rail depots on the station.

The dramatic impact that the opening of the rail had on Rockville is demonstrated by its population growth, from a mere 660 residents in 1870 to 1,568 only twenty years later. During this time resorts

such as the Woodlawn Hotel (later Chestnut Lodge) sprang up, touting the refreshing country air to wealthy Washingtonians who were now just 45 minutes away, cutting the trip from what the *SENTINEL* described as "eight or ten mortal hours of almost unendurable agony" by horse or carriage. The Woodlawn even offered a carriage service to shuttle patrons between the resort grounds and the station. Developers, too, quickly capitalized on Rockville's convenience, heavily promoting lots for sale in West End Park; Peerless Rockville takes its name from one such brochure.

While the station helped to spur Rockville's early growth, development pressures would later threaten its existence. In the mid-1970s Metro's original plans for the Rockville Metro Station and the final phase of construction on the Red



*Above: The earliest photograph of Rockville's depot, circa 1883.
Right: The B&O Railroad Station on the move, 1981.
Photograph by John Spano.*



Line called for the demolition of the B&O Station which by then was disused and in disrepair. However, Peerless Rockville, then only one year old, brought the station's plight to the attention of the City and Metro, ultimately negotiating a compromise—the station and its freight house would not be demolished, but

instead would be relocated so that a new tenant could be found to occupy the historic buildings, while allowing the Metro construction to continue as planned.

In 1981, the 400-ton station carefully was lifted off of its foundation, moved approximately 30 feet to the south, and reoriented 180 degrees so that the train platform which originally faced the tracks now faced Church Street and the Wire Hardware Store. Just as the opening of the railroad proved to be a turning point in the development of Rockville, the preservation of the station helped to lay the groundwork for the future success of Peerless Rockville. Today the station is the home of the law firm of Gill and Sippel, and they, like Peerless, remain committed to preserving this significant place in Rockville's history.

Written by Justin Kockritz, a Peerless Rockville intern and graduate student in the University of Maryland's Historic Preservation Department.



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Mission:
Peerless Rockville safeguards and promotes Rockville's past by preserving buildings, spaces, objects, and information important to our city's heritage. Peerless Rockville advances its goals through education, example, advocacy, and community involvement.

Contact Us:
T: 301.762.0096
F: 301.762.0961
E: info@peerlessrockville.org
Surf, Point, Click,
and Discover at
www.peerlessrockville.org

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