

ABOARD TODAY'S TRAIN

Your excursion ticket is good for any seat on the train going to Brunswick and returning. The seats may or may not revolve to surround the train. If you do not want to sit in the aisle, please contact the conductor on the train. If you do not want to sit in the aisle, please contact the conductor on the train. If you do not want to sit in the aisle, please contact the conductor on the train.

This train is six cars long. The train schedule is printed on your ticket. Restrooms are in cars 1, 2, and 6. As we make our way along the railroad an announcer will be giving a running commentary on the historic sites and other points of interest on the way. When the announcer refers to "right" or "left" it is speaking of the right or left of the train as it moves forward. We will have two hours in Brunswick, after which the train will leave promptly. Restrooms and other food options are nearby. The Brunswick Museum is open to you. A trip is provided for you. You prefer a small in suite. Do not have any valuables on the train during the voyage.

FOR YOUR SAFETY AND ENJOYMENT To ensure your safety and to make everyone's trip enjoyable, we ask that you follow these railroad safety guidelines.

Please do not use your cell phone or other electronic devices while on the train. Please do not drink alcohol on the train. Please do not use tobacco products on the train. Please do not use any weapons on the train. Please do not use any firearms on the train. Please do not use any explosives on the train.

A certified paramedic is on board the train throughout the entire trip. If you need assistance, contact the nearest Car Host. Outside of the train please remain well back from the tracks and expect train movements from either direction on adjacent tracks at any time. Be especially careful around the tracks at Brunswick.

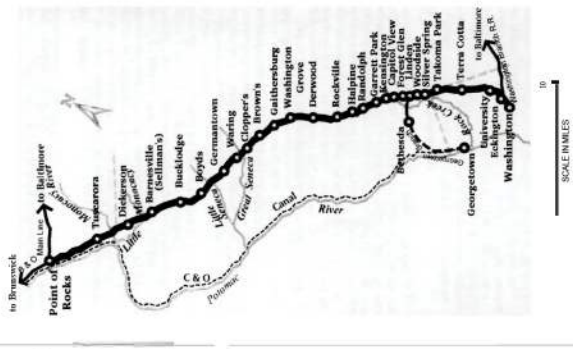
Please feel free to ask your Car Host questions or make down aware of any situation with which they may assist. They are here to make your trip as pleasant as possible. These riders will appear on the train during the event. These riders will appear on the train during the event.

METROPOLITAN BRANCH OF THE B&O RAILROAD is a nonprofit organization that is dedicated to the preservation of the Metropolitan Branch of the Baltimore and Ohio Railroad. The organization is committed to the preservation of the railroad's historic sites and structures, and to the promotion of the railroad's history and heritage.

150th ANNIVERSARY of the B&O RAILROAD'S METROPOLITAN BRANCH EXCURSION TRAIN GUIDE



MAY 29, 2023



METROPOLITAN BRANCH of the B&O RAILROAD

Rocks, built in 1875. His small, one- and two-room station houses were also significant architecturally. The original station was destroyed in 1927. The station was reconstructed in 1984 and adopted the acronym MARC (Maryland Area Rail Commuter).

7.5 Silver Spring A large brick, Victorian style station, mirror image to the one at Rockville, was built in 1878, and the stop was named for the estate of Francis Preston Blair. A new station was constructed in 1945 on the foundations of the old one which was torn down. This station is a standard shortline terminal style station. An additional building was added in 1988 by Washington Metropolitan Area Rapid Transit.

7.9 Woodside The Dean of Howard University Law School and director of Columbia National Bank, Benjamin F. Leighton, subdivided a 100-acre tract in 1889 and named the new community Woodside. A station was built here, but was destroyed after it went into disuse.

8.3 Georgetown Branch The station was the site of a thriving business in the south. The B&O Railroad developed a plan to connect its Alexandria Branch with the Metropolitan Branch by running a line from Silver Spring south to cross the Potomac River at Chain Bridge and continue through Virginia. The section from the Metropolitan Branch to Bethesda was completed in 1892, but the Virginia end was never built. The section from Bethesda to Georgetown was finished in 1910. The single-track line carried only freight and was discontinued in 1983. Most of the right-of-way is now part of the Capital Crescent Trail and future People Link.

9.0 Linden Linden has the honor of being the earliest suburban development on the Metropolitan Branch and also the smallest. Charles M. Keyes, owner of a coal and wood company in Washington, purchased a 85-acre property in 1862. When the railroad came through his property in 1873 he platted a development of 32 acres and 20 residential lots on the east side of the tracks at Linden.

9.8 Forest Glen Forest Glen was originally planned as a summer resort community by the Forest Glen Improvement Company in 1887. John and Vesta Cossely bought the central property in 1894 to form the National Park Seminary, a school of higher education for women. In 1942 it was purchased by the Metropolitan Branch and the station was built. The station is a multiple unique building in the National Register of Historic Places. It was saved from destruction by Save Our Seminary.

30.5 Capitol View In 1882 Oliver and Mary Harr purchased the land and formed a partnership with Augustus Burghoff and Frederick Pratt to build a five-unit house lot. It is named for having a view of the U.S. Capitol dome.

11.0 Kensington Kensington was developed as a railroad suburb for the well-to-do. Brainerd H. Warner, president of Columbia National Bank, purchased 125 acres in 1890 and planned a complete community with not only houses, but a church and a library. Before this development, the stop was known as Annapolis. The 1891 Baldwin-designed station still exists, similar to the stations at Germantown and Dickerson. It is on the National Register. The first interlocking apparatus to promote safety was installed here in 1890.

12.4 Garrett Park In 1886 Henry N. Corp, a Washington attorney, formed the Metropolitan Investment and Building Company to build a large estate. The station was designed by the architect Garrett Park for Robert Garrett (son of John W. Garrett), then president of the B&O Railroad. The job town was laid out on the plan of an English village and commercial development was limited to one general store next to the train station, which was also the post office. The 1895 frame station was demolished in 1960. A walking shelter was moved from Laurel in 1985.

13.7 Randolph The late George Randolph served residents of the established town of Manassas, but was named for the chief engineer of the Metropolitan Branch, James L. Randolph. The small wood station was on the east side of the tracks.

14.4 Halpine The small triangle of land bounded by the B&O Railroad, the Washington and Annapolis Railroad, and the Washington and Annapolis Railroad was named for the late General Halpine. The station was designed by the architect Garrett Park for Robert Garrett (son of John W. Garrett), then president of the B&O Railroad. The job town was laid out on the plan of an English village and commercial development was limited to one general store next to the train station, which was also the post office. The 1895 frame station was demolished in 1960. A walking shelter was moved from Laurel in 1985.

16.7 Rockville Rockville's large brick station house was the first built on the Metropolitan Branch. It was constructed in 1873, designed by E.J. Bannister in the Victorian Gothic style with English detailing. It had living quarters for the stationmaster above and below.

17.5 Little Seneca Creek A 600-foot long curving road and road triangle crossing a deep gully was replaced by 1928 with earth fill over a culvert. This project held up double tracking here for ten years.

28.9 Boyds The construction engineer for this section of the railroad was a Scotsman by the name of Colonel James Alexander Boyd. He had a temporary construction work camp here while building the railroad, and later purchased the land for his own farm. The little town of Boyds was named after him. The lovely brick Baltimore-designed depot was torn down in 1927 to make way for the double track.

30.3 Buck Lodge Derry's Mill had been in existence at Buck Lodge Creek for generations before the railroad was built, but a town did not emerge until after the railroad came. The road here was lowered to pass under the railroad through double-tracking.

33.4 Barnesville (Soldiers) Where the railroad crossed rd. 109, about a mile south of Washington, a new town grew up, named for local hero William Schlim. The 1977 present little brick structure was moved from Rockville where it had been a gas metering station.

34.9 Little Monocacy Viaduct Oakland Mills had existed here for over 100 years when the B&O constructed a wood trestle to carry the new train line over the creek. It was replaced by the present three-arch stone viaduct, identical to the Waring Viaduct.

35.5 Dickerson Like Boyds the village of Dickerson was a legacy of the railroad work crews. Local farmer William Dickerson built a general store beside the tracks to service the railroad workers at the nearby camp. After the railroad was abandoned in 1983, the station was built. The station is a multiple unique building in the National Register of Historic Places. It was saved from destruction by Save Our Seminary.

A "Wye" ("V"-shaped turn-around track) which constructed to the west of the station in 1888 -- the only one on this line. The station (which still retains today) is a substantial brick building. The land still remains owned by William Rich Hammon. In 1884 an land originally owned by William Rich Hammon, son-in-law of Francis Cassin Clopper, along with the front-houses which currently houses the Gaithersburg Community Museum. The office is centered with waiting rooms on either side. The east end was extended c1900 for baggage room. It is now a MARC waiting room and coffee shop.

23.0 Browns In the 1860s, Thomas and Caroline Brown laid out a plan for a residential development here. The plan never materialized because it was too far out for commuting into Washington-- according to the sentiments of the time. Later on, in the 20th century, a development was built here and named Browns Station, although now the stop is called Metropolitan Grove.

24.2 Cloppers This station was situated just above where Game Preserve Road makes a single-line underpass under the railroad. This railroad was the idea of Francis Cassin Clopper who was the driving force behind the Metropolitan Railroad Company. When the charter was taken over by the B&O Railroad, the aging Mr. Clopper donated part of his land for the line in return for having a station on the property. Unfortunately, he died in 1886 and did not get to see the dream of a railroad through the County fulfilled.

24.9 Waring Viaduct Great Seneca Creek was originally crossed by a wood and iron trestle 400 feet long and 75 feet high which was replaced by this three-arch stone viaduct in 1906 when the section between Gaithersburg and Germantown was double-tracked. The viaduct is 274 feet long and 74 feet high. Waring Station, just to the north, is named for the local Waring family. This was also a "waiting stop" to fill the steam engine tanks from the local below.

26.4 Germantown Station When the railroad ended up being one mile east of Germantown, the connected center of the town moved to be next to the tracks. One of the many businesses established here was Liberty Mill. The second largest mill of its type in Maryland. It was destroyed by fire in 1971. The 1891 two-room wood Baltimore-designed station (similar to the ones at Woodside and Georgetown) burned down in 1978 and was reconstructed by the county.

37.4 Monocacy Viaduct The first bridge built here was a Bollman deck truss bridge supported by only three 75-foot masonry piers spaced 200 feet apart. Additional steel piers were later added to reduce the span to 100 feet between supports. In 1994-1995 the Bollman truss was replaced by a modern steel superstructure to enable the heavy loads of interlocking equipment to be carried by the addition of concrete-block columns.

39.2 Tuckeroo A 107-foot-long Bollman truss bridge crossed Tuckeroo Creek here. The creek was named for the Tuckeroo Indians who lived in the area. The bridge was built by the B&O Railroad. There was a board barn building with a brick loading ramp next to it. The town, Licksville, was one mile away.

39.42 C&O Canal The C&O Canal and the Potomac River from Tuckeroo to Brunswick. Construction on the canal was started on July 4, 1828--the same day of the groundbreaking for the Main Line of the Baltimore and Ohio Railroad. The canal ran from Georgetown to Cumberland (1845 miles) and was the first canal to be built in the United States. It was the first canal to be built in the United States. It was the first canal to be built in the United States.

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