

# THE MONTGOMERY COUNTY STORY

*Published Quarterly by The Montgomery County Historical Society*

John T. Beaty  
President



Eleanor M.V. Cook  
Editor

Vol. 45, No. 2

May 2002

## OLD GEORGETOWN ROAD: A HISTORICAL PERSPECTIVE

by Jonathan V. Levin

It is interesting at times to approach a familiar landscape from a different point of view. Old Georgetown Road, for example, is a seemingly ordinary road in suburban Bethesda north of Washington. Yet it branches off the main north/south road, only to rejoin it five-and-a-half miles later and follow the ridge between streams on the Piedmont foothills sloping down to the terminus of navigation on the Potomac River. Behind this highway loop lies a history, even what might be called a pre-history.

Vital to the origin and development of Old Georgetown Road was the existence of the Piedmont between the Appalachian Mountains and the Coastal Plain. Formation of the Piedmont, in turn, was the result of a sequence of events starting eons ago when, beneath the earth's relatively thin surface of cool rock, soil and water, colliding tectonic plates welded islands of harder rock onto the continent. Over time, the Piedmont Mountains eroded to hills and the runoff sediment covered the margins of the continent, forming the Coastal Plain and the Continental shelf. The rivers, carrying their waters downhill to the sea, dug more deeply as they left the hard rocks of the Piedmont and crossed onto the softer sedimentary rocks of the coastal plain, resulting in waterfalls or rapids. At this "fall line," the waterfalls and rapids blocked ships and tides from moving farther upstream and were to play a key role in the area's historic development.<sup>1</sup>

This was the physical setting in March 1634 when a band of colonists on the Ark and the Dove sailed into Chesapeake Bay with a grant from England's king for a colony extending west to the source of the Potomac River and landed at what was to become St. Mary's City. There were seventeen gentlemen, most if not all Catholic, who were helping finance the endeavor, and more than a hundred ordinary folk, mostly Protestants who had some experience at farming.<sup>2</sup>

The Indians they encountered were the Piscataway, an Algonquin-speaking tribe, which was depleted by contact with European diseases and wedged between two more powerful groups, the Powhatan Indians in Virginia to the south and the Susquehanna to the north. Indians in Maryland at this time, attracted to riverside sites by fishing and the ease of water transport, hunted deer, bear and smaller game, and had garden plots of corn, tobacco, beans, melons, pumpkins, squash and sunflowers.<sup>3</sup>

The tobacco the Indians were growing presented the possibility of a product marketable in Europe. But it was the remarkable indented character of the Chesapeake Bay, which let ocean-going ships sail right up to each plantation's dock and take on the bulk export, that allowed Maryland and Virginia to become the most profitable English colonies on the Atlantic coast.<sup>4</sup>

The English crown profited as well. Between 1660 and 1685, for example, the colonist's tobacco exports, which under the Navigation Laws could be shipped only to England, generally yielded more in taxes to the crown than to the plantation owners who grew them. At first indentured servants provided the necessary manpower for the lengthy, labor-intensive process of tobacco cultivation. By 1700, however, African slavery had been introduced, following the example of the English sugar islands of the West Indies, which in turn had been learned from Spanish, Portuguese and Dutch practices. As the use of slaves was more profitable than using indentured servants or hired labor, it was slavery that sustained the tobacco economy.<sup>5</sup>

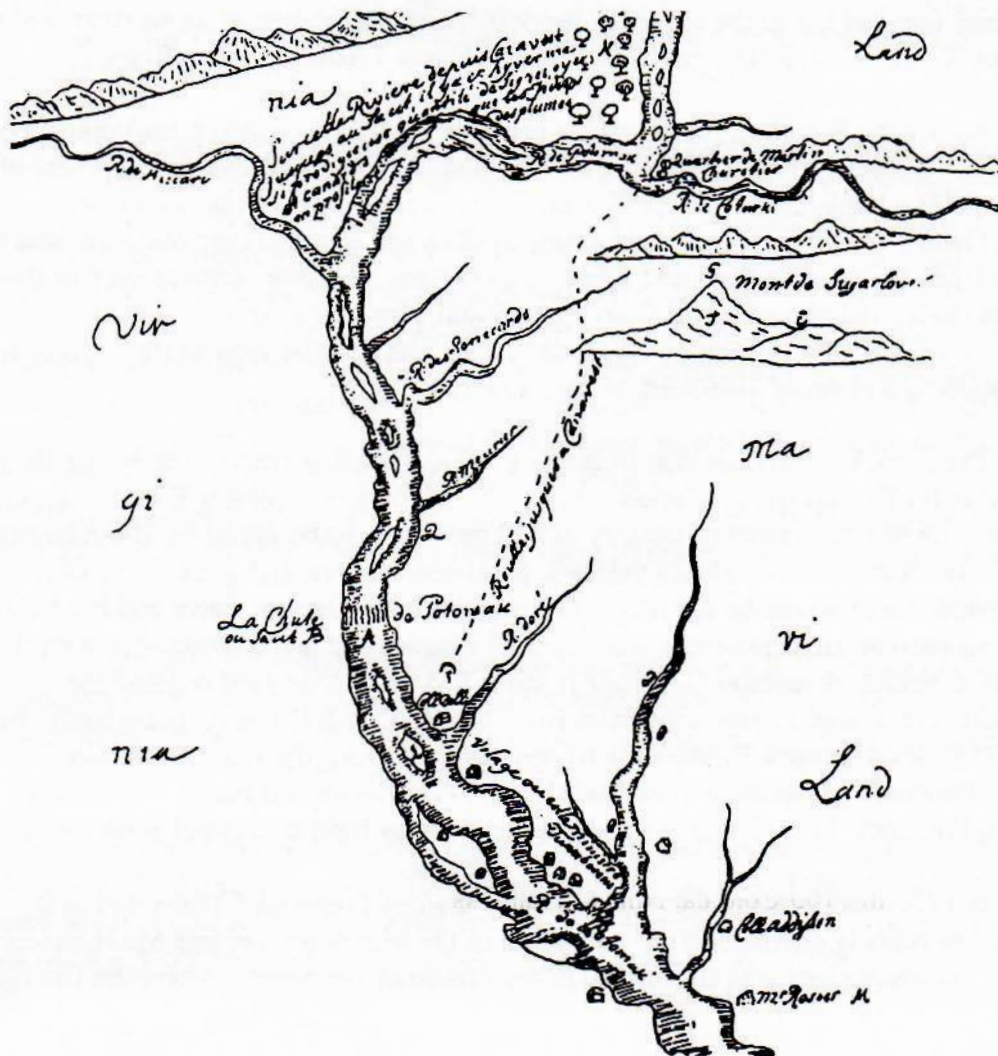
A fatal weakness of tobacco cultivation was that without fertilizers and crop rotation tobacco soon exhausted the nutrients in the soil. After three or four crops it was necessary to move to other land, so colonists took up larger plantations and cleared more trees. As a second and then a third generation of colonists grew to maturity and more immigrants poured in, tobacco plantations inexorably moved farther up the coastal plain.

On the Potomac River just below the fall line, where Georgetown is today, navigation farther upriver was impeded by rapids and waterfalls. There was an Indian village there, called Tahoga, and with river travel difficult and at times impossible, trade between Tahoga, and a trading center at the mouth of the Monocacy River moved over a main Indian trail, referred to as the Conoy Trail and later as the Sinqua Trail. It was an old trail, possibly made originally by wild animals, that lay along the ridge between streams flowing west to the Potomac or east to Rock Creek but avoided the steepest hills. It had long accommodated a surprising volume of trade, including furs, fish, earthenware pots and stone for arrowheads and tools. As colonists moved in, conflicts between the whites and the Indians developed, and in May of 1697 the Piscataway Indians quietly left their homes in Maryland and moved to an unsettled region in Virginia, then to Conoy Island (now Heater's Island) in the Potomac near Point of Rocks.<sup>6</sup>

As early as 1685 some land along the Potomac near Tahoga had been patented by speculators and in 1703 Colonial Ninian Beall was given a patent for a 695-acre tract called "Rock of Dunbarton" (later "Dumbarton") on the Potomac near the mouth of Rock Creek. Born in Scotland in 1625, Beall had fought against Cromwell and was captured in

the Battle of Dunbar. Sent to Maryland and sold as an indentured servant, he was released after a few years, and rose to become Commander-in-Chief of the Rangers. His dwelling plantation was at Bacon Hall in what is still Prince George's County, but he had a "quarter," that is, a separate plantation, on Rock of Dumbarton at the edge of the wilderness. It was probably a tobacco plantation, with some other crops, livestock and a wharf to give access by boat.<sup>7</sup>

This was the situation in 1712 when Swiss Baron Christoph De Graffenried sailed up the Potomac River seeking a possible site for a colony of Swiss and German Palatinate refugees and arrived at Colonel Beall's. Baron De Graffenried obtained a guide and traveled up the trail to the mouth of the Monocacy and beyond, where he found the remnants of the Piscataway people who had left their land on the lower Potomac. He did not succeed in gaining Indian agreement to his proposed colony, but returned to Europe and wrote an extensive report, in both French and German, that included a map. His map shows the route he had followed inland, which started at Colonel Beall's plantation (marked on the map "Coll. Bell's"), a little below Great Falls ("La Chute de Potomac") and just above what we now call Rock Creek ("R. dore" or Gold Creek).<sup>8</sup> De Graffenried's map is the first we have of what came to be the road from Georgetown.



When settlers moved in above the fall line, ships were no longer able to approach each plantation's wharf to take on tobacco and roads became more important for the movement of people and goods. The primitive dirt trails and roads could not sustain the narrow wheels of heavily loaded wagons. Tobacco was packed into large, 1000-pound casks, called "hogsheads," with staves 42 inches long and ends 26 inches in diameter. Instead of attempting to transport them by wagon, saplings were run through the ends of each hogshead, a rope attached to the saplings, and the casks were pulled and rolled to port by oxen or horses on what came to be called "rolling roads." The old Indian trail from George Town became one of the rolling roads and in 1751 George Town was established below the falls on the Potomac, where the river was deep enough to allow ocean-going ships to dock. Georgetown was designated a tobacco inspection station and came to be the busiest tobacco port on the east coast.<sup>9</sup>

At the Monocacy end of the trail, other settlers were moving in. For religious and economic reasons, more Germans were moving to the New World, and came in great numbers along the trail connecting Philadelphia, Lancaster and Hanover with the Winchester section of Virginia. Passing through lands around the Monocacy on the way, many decided to settle there. These new settlers grew wheat and cattle, not tobacco, but they, too, needed access to a port. Frederick Town was established in 1745 and the old Indian trail that had led to the mouth of the Monocacy was shifted at its northern end to Frederick Town and was now called the George Town-Frederick Town Road.<sup>10</sup>

Across the Potomac, meanwhile, a group of wealthy Virginians, including George Washington's older brothers Lawrence and Augustine, convinced that development of the western lands in Ohio country offered great opportunities, formed the Ohio Company in 1747. It held a royal charter and land grants in Ohio and explorers the company sent to develop trade built storehouses and a fort. The Indians, however, dispossessed of their ancestral lands, had moved to the Ohio country and viewed the Appalachian Mountains as a "dam to hold back the British colonials." This was also the view of the French, who began building a chain of forts west of the mountains.<sup>11</sup>

The French and Indian War began in 1754 and the first troops sent by the British to dislodge the French were defeated. To retake the frontier, General Edward Braddock was sent with two regiments of infantry of 500 men each, to be joined by 200 Americans. To move the horse-drawn military vehicles, provision carriers, and guns to the Ohio valley, wider roads would be required. The road between George Town and Frederick Town had become an increasingly well-traveled wagon road and to cooperate with the anticipated British expedition Governor Horatio Sharpe of Maryland ordered the construction of a road 12 feet wide from Rock Creek to Will Creek (Cumberland). In April 1755, when General Braddock's troops marched along the road with heavy artillery, hundreds of loaded wagons and thousands of horses and mules, the George Town to Frederick Town Road became the first military road in colonial America.<sup>12</sup>

In 1776 the Maryland General Assembly divided Frederick County and land below a line running northeast from the mouth of the Monocacy became Montgomery County. Its county seat was established in the middle of the county, where the George

Town-Frederick Town Road crossed the road from Bladensburg to the mouth of the Monocacy, so that no more than a day's horseback ride would be required from anywhere in the county. At first the county seat was referred to as Montgomery Court House, but in 1803 its official name became Rockville.

In 1774, before the Revolutionary War, while Maryland was still a British colony, the Maryland General Assembly (Chapter 21) had ordered that major market roads, including "the road from Frederick Town leading by Dowden's to George Town" be improved, but road building was delayed by the war. After the war, however, at the November Term in 1790 (Chapter 32), the General Assembly passed "An Act to straighten and amend the several public roads in several counties," which stated: "Whereas some of the principal market and post-roads ... are very indirect, much out of repair, and require considerable improvements ... the following roads shall be laid out, surveyed, marked and bounded in the manner hereinafter directed, viz. ... one other road from Frederick-town towards George-town to the line of Montgomery County; one other road from the termination of the last-mentioned road to George-town, ..."

In 1791 the commissioners charged with these instructions for Montgomery County roads reported their detailed findings, along with a map showing the route from George-town to the Frederick County border.<sup>13</sup> Comparison with subsequent maps shows that the road included the section we now call Old Georgetown Road.

In 1790 Congress had decided to build a permanent capital city on the shores of the Potomac River, a ten-mile square that took in parts of Montgomery and Prince George's Counties in Maryland and extended across the Potomac to take in the area of Virginia that now comprises Arlington County and part of Alexandria. (To avoid confusion, it should be noted that this last area was retroceded to Virginia in 1846.) Three commissioners were appointed and given ten years to perfect the transfer of the territory from private ownership and to provide suitable government buildings. The City of Washington was laid out, the Capitol and the President's House (the White House) built, and in the summer of 1800, President John Adams ordered the removal of the United States government from Philadelphia to the District of Columbia. Georgetown already existed as a municipality and the area north of that, where the Georgetown-Frederick Road ran past John Tennally's tavern (later Tennallytown), was part of the County of Washington.<sup>14</sup>

The Georgetown-Frederick Road bore increasingly heavy traffic and was the main road north from the District of Columbia for many years. By 1800 there was a stagecoach from Georgetown to Frederick, leaving Georgetown at 4:00 a.m. and a mail stage leaving Washington three times a week.

In November 1805 (Chapter 76), the Maryland General Assembly passed "An Act to incorporate a Company to make a Turnpike Road from the line of the District of Columbia where it crosses the Post Road leading from George-Town to Frederick-Town, through Montgomery and Frederick Counties, to Frederick-Town." The road was to go through Rockville and Clarksburg in Montgomery County to Market Street and along

Market Street to the main square at Patrick Street in Frederick Town. Funds were to be raised by subscription, with the return to be derived from the collection of tolls.

This act was not carried out, but at the November session in 1812 (Chapter 182), it was revived and amended, with a different list of persons to receive subscriptions and carry it into effect. There was a proviso in the Maryland law that the turnpike act would not go into effect until a law of the United States authorized the turnpike's extension into the District of Columbia to George Town and in 1813 President Madison signed a bill authorizing construction of the road from the District of Columbia line into George Town. In 1816 the Maryland General Assembly passed an act for alteration of the turnpike between Georgetown and Rockville and construction thereafter changed its route from the route mapped by the commissioners in 1791.<sup>15</sup>

The old George Town-Frederick Town Road had curved to the west to avoid the steeper hills in the area, but instead the turnpike builders followed a straight line from what is now the town of Bethesda to Montrose, which was half a mile shorter. This bypassed section never became part of the turnpike and came to be called "Old Georgetown Road." The divergence was probably carried out by 1820, as that was the year that members of the Bethesda Presbyterian Church, seeking a suitably accessible site, built their church, not along the route of the old George Town-Frederick Town but along the west side of the turnpike. Completed by 1823, the turnpike was the first paved road in the county and although tolls were collected for many years, toll gates were finally abandoned in 1887.<sup>16</sup>

American independence had not ushered in a period of prosperity for Georgetown. The British market became hostile to American imports and tobacco production on the Piedmont was facing the same problem of soil exhaustion that had faced farmers earlier in the lower part of Maryland. Some farmers picked up and moved west and the Montgomery County population actually declined in the 1830s, before recovery in the 1840s with discovery of the benefits of Peruvian guano fertilizers by the farmers of Sandy Spring.<sup>17</sup>

The silting up of Georgetown's harbor, hastened by construction of the bridge to Annapolis Island (now Theodore Roosevelt Island), added to Georgetown's difficulties. Georgetown leaders saw hope, however, in the prospect of greater trade with the burgeoning agriculture west of the Appalachian Mountains, if only the Potomac River gateway to the west could be cleared. Baltimore had faced west with the National Road to Frederick and then Ohio, along which pioneers coming up the Georgetown-Frederick road were moving west. Georgetown, Washington and Alexandria cooperated, therefore, in launching construction of the Chesapeake and Ohio Canal on July 4, 1828, the same day the Baltimore and Ohio Railroad was being started in Baltimore. The railroad beat the canal to the west, however, and mule power pulling barges through the canal could not compete with the steam power of the railroad engines. Some grains moved through the canal, but its principal freight was coal from the Cumberland area.<sup>18</sup>

In a last bid for the Ohio traffic, Georgetown merchants, with support from Frederick and Hagerstown interests, obtained a charter from the Maryland legislature in 1853 for the Metropolitan Railroad Company to run from Georgetown to the Ohio area. When the engineers brought in their map of proposed routes in 1855, however, it was clear that intervening mountains made routing through Frederick and Hagerstown unfeasible and support from these two cities evaporated. Government maps of the period show the proposed railroad running from Rockville, across Old Georgetown Road, and through Bethesda to Georgetown.<sup>19</sup>

Following the Civil War, the Baltimore and Ohio Railroad was persuaded to build a railroad north from Washington – the Metropolitan Branch. Opening in 1873, it ran not through Bethesda to Georgetown but through Silver Spring to the Baltimore and Ohio terminal in Washington at New Jersey Avenue and C Street. Along its route, east of the Rockville Pike, a string of suburbs sprang up where people could live and commute by train to their work in Washington.<sup>20</sup> Georgetown did not develop industrially, and as a center of commerce was gradually replaced by Washington. Bethesda had to await other means of transportation to stimulate its growth.

This came in the form of trolley cars, which reached Old Georgetown Road in 1890. Horse-drawn omnibuses began operating in Washington in 1860 and horse-drawn cars on tracks in 1862. Electric streetcars were introduced in 1888 and in 1890 the Georgetown and Tennallytown Railway Company ran a line from Georgetown past Tennallytown to the District of Columbia line. In March of 1890, the Tennallytown and Rockville Railroad Company was incorporated and the trolley line was extended from the District of Columbia line up Rockville Pike to Old Georgetown Road and then along a 16-foot right-of-way on the east side of Old Georgetown Road to Alta Vista village. It was hoped the trolley would promote home buying along the way. This route along Old Georgetown Road was chosen to avoid the steeper grades on the Pike, the same reason the old Indian trail had followed it.<sup>21</sup>

The trolley line had a single track, with the first siding located where the line left Rockville Pike for Old Georgetown Road and the second just below Alta Vista, about two miles farther north. The Georgetown and Tennallytown Railway Company supplied the power and conducted road and rolling stock repairs, since the Tennallytown and Rockville Railroad Company had no barn, shop or power station, and stored out-of-service cars at the Alta Vista terminal, with cars on night service probably parked near the motorman's house.<sup>22</sup>

On a tree-covered fifty-and-a-quarter-acre tract of land at the end of the line, Bethesda Park opened July 4, 1891, and was soon the most popular amusement place around Washington. It was on the west side of Old Georgetown Road with its main entrance at Sonoma Road, just above today's Greentree Road. The park offered a hotel, a theater, hot-air balloon ascensions, a Ferris wheel, a roller coaster, a small zoo, a botanical garden and conservatories, picnic grounds, light refreshments (but no liquor), a bowling alley, shooting galleries, dancing Tuesday and Thursday evenings and much more. At one concession, visitors could listen to music on the new talking machine that

used brown beeswax cylinders. Unfortunately, the park did not last long. The hotel and theater were destroyed by fire in 1894 and the remainder in 1896 by a hurricane.<sup>23</sup>

In 1900 the trolley line was extended to Rockville. It ran up Old Georgetown Road, then across country diagonally from Alta Vista to Rockville Pike at Montrose, and then on to Rockville. For the right-of-way on Old Georgetown Road and the turnpike, the Washington and Rockville Railway Company of Montgomery County paid the county \$600 per mile. The trolleys continued to run until 1935, when they were replaced by busses. In 1929 the Capital Transit Company, successor to the railway company, ceded the right-of-way to the state "in consideration of five dollars and other good and valuable considerations."<sup>24</sup>

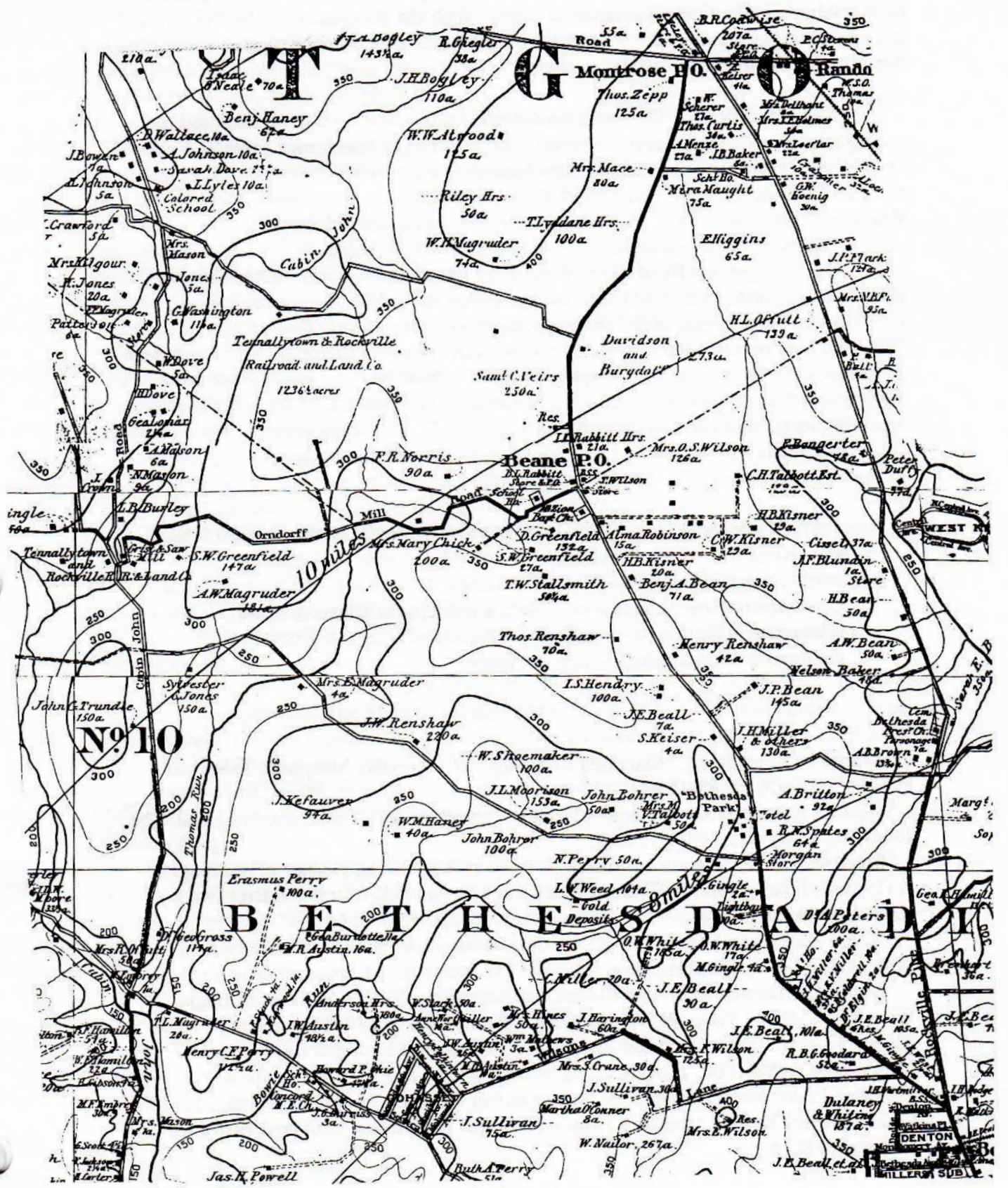
The map on the opposite page, part of Griffith M. Hopkins' 1894 *The Vicinity of Washington*, shows Bethesda Park and Hotel on Old Georgetown Road, just above the road coming into it from the west, now called Greentree Road. At the southwest corner of Old Georgetown and Greentree the map shows the Morgan Store, a landmark country store still standing today. Bethesda Presbyterian Church Parsonage is north of these on Rockville Pike. Contour lines along the Pike indicate the hills which were avoided on the route taken by Old Georgetown Road.

The provision of reliable public transportation – by train, trolley or bus – permitted people to move from their place of work and live in the suburbs. Private transportation accelerated this process, as the widespread ownership of private automobiles and their use for commuting brought a seemingly unending expansion of traffic on the roads. In 1900, 90 percent of the roads in Maryland were dirt roads; in Montgomery County the figure was 95 percent. In 1909 the State Roads Commission paved the 5.47 miles of Old Georgetown Road with a six-inch macadam covering, and the state did further paving in 1921, 1923, 1926, 1927 and 1929. When the federal system of numbering highways was introduced in the 1920s, Old Georgetown Road became Route 187, and in 1942 it was widened to carry three lanes, then in 1966 further widened to its present configuration.<sup>25</sup>

Rockville Pike was renamed Wisconsin Avenue in the District of Columbia in 1891 and this name was extended to Bethesda by 1913. When property along Old Georgetown Road was zoned single family residential in 1928, at its lower end merchants with businesses in the blocks between Auburn Avenue and Wisconsin Avenue applied for reclassification to commercial. This area has since been reclassified and is now part of Bethesda's central business district. North of this, new neighborhoods sprang up – Alta Vista, Huntington Terrace, Maplewood, Ashburton, Wildwood and Lux Manor.<sup>26</sup>

Over the past two decades, Old Georgetown Road traffic has been maintained at roughly two-thirds the volume on Wisconsin Avenue. While most of this traffic no doubt represented commuting between the ever-expanding suburbs and District of Columbia job sites, other factors were at play. In 1935 the National Institute of Health (still singular at that time) was established along Old Georgetown Road, opposite the site of the one-time Bethesda Park. On the western side of Old Georgetown Road at McKinley





Street, Suburban Hospital was started by the Federal government in 1943 and taken over by the Suburban Hospital Association in 1950. With the completion of the Beltway and Interstate 70S, later renamed I 270, Old Georgetown Road became a conduit to the area's major east-west and north-south thruways.<sup>27</sup>

Over the centuries, Old Georgetown Road was part of a major Indian trail, a rolling road for moving tobacco, the main wagon and stage coach road from Georgetown to Frederick, the first military road in the American colonies, the route of a trolley line to a popular amusement park, and a conduit to the primary east-west and north-south thruways in the area. The road has had a long and distinguished history.

Old Georgetown Road has withstood the introduction of new names that has affected other roads around it. There was resistance to the loss of old names, however. In a 1930 letter, Mrs. Bertha Hall Talbott, an expert on Montgomery County history, wrote, "We have long resented the extension of Wisconsin Avenue into our county ... but thank goodness, a portion of the old Georgetown road, or Braddock's road, has held its own all the years, and nothing can now disturb its ancient glory. Dear Old Trail: Hold fast what thou hast; let no man take thy crown!"<sup>28</sup>

---

Jonathan V. Levin, Ph.D. has been a resident of Bethesda since 1962 and retired from the International Monetary Fund nine years ago. He has written several books, including "The Export Economies" and "A Manual on Government Finance Statistics." He is a collector of atlases and, while researching historical maps at Peerless Rockville, began to focus on Old Georgetown Road, which is near his home.

#### NOTES

<sup>1</sup> Martin F. Schmidt, Jr., "Maryland's Geology" (Centreville, Maryland: Tidewater Publishers, 1997) pp. 88-111.

<sup>2</sup> Robert J. Brugger, "Maryland: A Middle Temperament" (Baltimore, Maryland: The Johns Hopkins Press, 1988) pp. 5-6.

<sup>3</sup> Erica S. Maniez, "Piscataway Creek to Point of Rocks: The Decline of An Empire, A History of the Piscataway Tribe of Maryland" (Brunswick, Maryland: Brunswick Railroad Museum, 1994).

<sup>4</sup> Arthur Pierce Middleton, "Tobacco Coast, A Maritime History of Chesapeake Bay in the Colonial Era" (Newport News, Virginia: The Mariners' Museum, 1953) pp. 33-34.

<sup>5</sup> Richard S. Dunn, "Sugar and Slaves: The Rise of the Planter Class in the English West Indies" (New York: W. W. Norton and Company, Inc., 1973) pp. 206, 224-238. Alan Kulikoff, "Tobacco and Slaves: The Development of Southern Cultures in the Chesapeake, 1680-1800" (University of North Carolina Press, 1986) pp. 37-43.

<sup>6</sup> Ralph Fraley Martz, "History of Indians in Our Counties," *Sentinel*, March 21, 1969. Louise Joyner Hinton, "Prince George's Heritage" (Baltimore: Maryland Historical Society, 1972) p. 31.

<sup>7</sup> Hienton, pp. 29, 91.

<sup>8</sup> Vincent H. Todd, "Christoph Von Graffenried's Account of the Founding of New Bern, Edited With An Historical Introduction and An English Translation" (Raleigh: Edwards & Broughton Printing Co., 1920, publication of the North Carolina Historical Society). Maniez, *op.cit.*, p. 26.

<sup>9</sup> Clarence P. Gould "Money and Transportation in Maryland, 1720-1765" (Baltimore: The Johns Hopkins Press, 1915) pp. 142-144. Vertrus Wyckoff, "Tobacco Regulation in Colonial Maryland" (Baltimore: Johns Hopkins University Studies in Historical and Political Science, New Series, No. 22, 1936) p. 12.

<sup>10</sup> Grace L. Tracey and John P. Dern, "Pioneers of Old Monocacy, The Early Settlement of Frederick County, Maryland, 1721-1743" (Baltimore: Genealogical Publishing Company, Inc., 1989) p. 52.

<sup>11</sup> Frederick Gutheim, "The Potomac," (Baltimore: The Johns Hopkins Press, 1986 edition) pp. 8, 131-132. Francis Jennings, "The Founders of America (New York: W.W. Norton & Co., 1993) p. 287.

<sup>12</sup> Alan Powell, "Maryland and the French and Indian War" (Baltimore: Gateway Press, 1998) pp. 1-32. Judith Beck Helm, "Tenleytown, D.C., Country Village into City Neighborhood" (Washington, D.C., Tennally Press, Second Edition, 2000) pp. 10-11.

<sup>13</sup> Montgomery County Land Records, F-6, f. 195. T.H.S. Boyd, "The History of Montgomery County, From Its Earliest Settlement in 1650 to 1879" (Baltimore: Regional Publishing Company, 1968, originally published in 1879) p. 75.

<sup>14</sup> Eleanor M.V. Cook, "Guide to the Records of your District of Columbia Ancestors" (Silver Spring, Maryland, Family Line Publications, 1987) pp. 2-3.

<sup>15</sup> J. Thomas Scharf, "History of Western Maryland" (Baltimore: Regional Publishing Co., 1968, originally Philadelphia 1882) Vol. I, p. 656.

<sup>16</sup> Doree Germaine Holman, "Old Bethesda" (Gaithersburg: Franklin Press, 1956) pp. 39, 61-63.

<sup>17</sup> Boyd, *op.cit.*, pp. 108-109. Richard K. MacMaster and Ray Eldon Hiebert, "A Grateful Remembrance, The Story of Montgomery County, Maryland" (Rockville: Montgomery County Government and Montgomery County Historical Society, 1976) p. 123.

<sup>18</sup> Helm, *op.cit.*, p. 29. Scharf, "History of Western Maryland, *op.cit.*, pp. 701-716.

<sup>19</sup> William E. Hutchinson, "Gaithersburg, The Heart of Montgomery County" (City of Gaithersburg, 1978) pp. 11-15.

<sup>20</sup> Herbert H. Harwood, Jr., "Impossible Challenge, The Baltimore and Ohio Railroad in Maryland" (Baltimore: Barnard Roberts and Company, 1979) pp. 265-302. Susan Cooke Soderberg, "The Met, A History of the Metropolitan Branch of the B & O Railroad, Its Stations and Towns" (Germantown, Maryland: The Germantown Historical Society, 1998).

<sup>21</sup> Leroy O. King, Jr., "100 Years of Capital Transit, The Story of Street Cars in the Nation's Capital" (Dallas: Taylor Publishing Company, 1989) pp. 3-42. Helm, *op.cit.*, p. 96. William Offutt, "Bethesda, A Social History" (Bethesda: The Innovative Game, 1995) p. 78.

<sup>22</sup> *Ibid.*

<sup>23</sup> William G. Allman, "Bethesda Park: The Handsomest Park in the United States," The Montgomery County Story, August 1991. Holman, op.cit., pp. 51-52. King, op.cit., p. 42. Offutt, op.cit., pp. 79-86.

<sup>24</sup> Deed dated September 16, 1939, in the files of the Maryland State Highway Administration, Baltimore.

<sup>25</sup> State Roads Commission of Maryland, "A History of Road Building in Maryland" (Baltimore: 1958) p, 39, 48. Construction records of the Maryland State Roads Commission and, subsequently, the Maryland State Highway Administration, Baltimore.

<sup>26</sup> Joseph Connor, "Old Georgetown Road Today," Sentinel, June 20, 1974. Helm, op.cit., p. 103. "The Automobile Blue Book, 1913," Vol. 3, p. 554.

<sup>27</sup> Maryland Department of Transportation, State Highway Administration, Traffic Volume Maps. Holman, op.cit., pp. 97, 101. Washington Post, August 16, 1964. Montgomery Journal, August 17, 1989.

<sup>28</sup> Bertha Hall Talbott, letter to Mrs. Beth Getzendanner, December 24, 1930, in the files of the Montgomery County Historical Society.

---

**The Montgomery County Historical Society**  
111 West Montgomery Avenue  
Rockville, Maryland 20850

Non-Profit Org. U.S. POSTAGE <b>PAID</b> Rockville, MD Permit No. 24
--