



P.O. Box 1160 • Silver Spring, Maryland • 20910-1160

December 27, 2002

Mr. Steven Spurlock, Chairman  
Montgomery County  
Historic Preservation Commission  
1109 Spring Street, Suite 801  
Silver Spring, MD 20910

Dear Chairman Spurlock:

The Silver Spring Historical Society (SSHS) hereby nominates the original building of the former Blair Station Post Office, established in 1950 and located at 8051 Newell Street in Silver Spring, to the County's Locational Atlas and Index of Historic Sites. The nomination form, prepared by David Berg, is enclosed. The SSHS supplied Mr. Berg with some information for his research.

We hope you will agree that this building deserves the protection and recognition that Locational Atlas status confers. We believe it meets the following ordinance criteria:

**Historical and cultural significance:** The historic resource:

- a. *Has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation.*

It was the first post office built in Silver Spring following construction in 1937 of the main postal facility on Georgia Avenue. It is one of the markers of the post-World War II development of SS as a burgeoning suburb (Other markers of the era include the train station in 1945, the Canada Dry bottling plant in 1946, and the Hecht Company department store in 1947).

- b. *Is the site of a significant historic event.*

In 1957, the Transorma, a machine that represented a major step forward in automated mail sorting, was pilot-tested in the adjoining section of the post office added in 1954--8045 Newell. Assuming the proposed development of this property is approved, the property at 8051 Newell will be the only remaining physical link to that event.

- d. *Exemplifies the cultural, economic, social, political or historic heritage of the County and its communities.*

The Blair Station post office exemplifies one aspect of the economic and social heritage of Silver Spring. The years immediately following World War II were a period of rapid suburban growth nationwide, with Silver Spring no exception. The Blair Station is one of the few remaining physical reminders of that period.

**Architectural and design significance:** The historic resource:

- e. *Represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.*

This small structure, built to meet a public need, is nevertheless distinctive in its blend of architectural styles and types of building materials. In scale, it fits well with the apartment buildings and single-family dwellings (the latter in Washington, DC) adjacent to it or nearby. Post offices are one of the few places in which citizens have the opportunity to interact with the federal government on a

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

## 1. Name of Property (indicate preferred name)

historic Blair Station Post Office Annex

other Blair Station; (Old Falklands Mansion Site).

## 2. Location

street and number 8051 Newell Street not for publication  
 city, town Silver Spring vicinity  
 county Montgomery

## 3. Owner of Property (give names and mailing addresses of all owners)

name Lee, E. Brooke Jr., Et Al.  
 street and number C/O David L. Scull, 6707 Democracy Blvd., Suite 404 telephone  
 city, town Bethesda state MD zip code 20817

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Circuit Court (deeds) liber 21126 folio 295  
 city, town Rockville tax map JN33 tax parcel N975 tax ID number 00979310

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research Report at MHT  
 Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<u>1</u>
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	Noncontributing
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> buildings
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> sites
		<input type="checkbox"/> funerary	<input type="checkbox"/> structures
		<input type="checkbox"/> government	<input type="checkbox"/> objects
		<input type="checkbox"/> health care	<u>1</u>
		<input type="checkbox"/> industry	<input type="checkbox"/> Total
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			<u>0</u>

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## 7. Description

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Inventory No.

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Blair Station Post Office combines the architecture of International and Neoclassical styling. It has a varied façade that departs from the true simplicity of the International Style by the use of rustic stone facing and massive window and door surrounds, yet other walls are plain and unadorned.

The Blair Station Post Office is an unusual combination of International and Neoclassical styling. It is a one-story building that has faces on both Newell Road and Kennett Street. The main façade of the building faces Newell Road. It has a rusticated coursed stone face of three bays. The outer two bays are eight-light, steel sash windows with massive limestone surrounds. The sills of the windows are limestone and rest on a limestone water table. The central entrance bay is an extremely large configuration of steel sash windows approximately 20' high that surround a double glass door. There are two sets of six fixed light windows on each side of the double doors separated by a large steel-supporting framework. Four large single light windows rests on top of the doors. The entire entranceway is framed by a massive limestone architrave. The top of the front entrance has a roof parapet that is capped with a limestone coping.

The section to the west of the central entrance is faced with large limestone blocks and consists of a single bay that consists of a four-light, steel sash awning window set in an unadorned brick recess. A bay to the right of the central entrance occupies the corner of Newell Road and Kennett Street and is angled at approximately 45-degrees from the sides facing either street. This bay also consists of a sandstone façade with a bay set in a recessed brick panel, but this bay has a larger window with two single-light center sashes flanked by two four-light sections. The windows on both sides of the central entrance have limestone sills.

The Kennett Street Side of the building consists of a simple, unadorned brick wall with six steel sash awning type windows, each with simple angled brick sill. A protective steel grate covers each window. These grates appear to be original. The rear façade of this building consists of a large loading deck with long, flat roof overhang that is common to the International Style. The loading deck is concrete, and the rear wall is brick.

The building at 8045 Newell Road, constructed in 1954, is attached to the west side of the building. It is a two-story, brick building with much more prominent International Style influence than the main Post Office building. It continues the use of massive limestone surrounds and steel sash fenestration, but with a much more horizontal feeling, as can be seen in the second story windows which are a continuous row of steel sashes with a complete limestone surround and limestone structural supports separating the sashes. Above the flat roof, the parapet terminates in a limestone coping. This building is about five times the size of the original Blair Station building,

## 8. Significance

Inventory No.

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1949, 1956-57. **Architect/Builder** Silver Spring Property Management Company

**Construction dates** 1949

Evaluation for:

National Register       Maryland Register       not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Blair Station Post Office, constructed in 1949 with later additions in 1954, represents the tremendous growth of Silver Spring after World War II. Its unusual architecture, a combination of International and Neoclassical themes, was a departure from the Colonial and Classical Revival architecture common in government buildings that preceded it. Due to the large volume of mail handled at this facility, which was at one time more than any other Post Office in the United States, this office was home to the first successful trial of the automated mail handling machine called the TRANSORMA, an acronym for a sorting system developed by engineers in the Netherlands. Although an earlier version of this machine had been tested in New York, the trial at Silver Spring was the first to succeed. This success forever changed the way mail was handled by the United States postal system.

The Blair Station Post Office annex at 8051 Newell Road was constructed in 1949 on the site of the former Falklands Mansion, the estate of Blair Lee. Because the property had been selected by the U.S. Government for the annex, the Silver Spring Fire Department burned the mansion as a training exercise. The block south of Newell Road and west of Kennett Street had already been chosen by the U.S. Government of other undisclosed laboratories during World War II, and the location of the post office annex at the corner of Newell Road and Kennett Street was a logical choice of location.

The construction of the new Blair Station Post Office as an annex to the Silver Spring Post Office began in mid-1949. It was being used by November for the Christmas rush, although it may not have been fully completed by that time. The Postmaster at the time of its construction was William E. Bowman. The Post Office Department added a much larger section to Blair Station in 1954 with a street address of 8045 Newell Road. It was attached to the west side of the original building and carried the official name of the "Postal Annex". This addition was a brick, 2-story section about five times the size of the 1949 building. A plat executed around the time of its construction illustrates the size and plan of the addition, which is virtually the same today. The plat also shows the footprint of the "Original Blair Lee House" underneath on the plan of the "Postal Annex". Sanborn maps also show this annex as constructed in 1954.<sup>1</sup>

<sup>1</sup> Plat of the "Postal Annex" on file at the M-NCPPC Historic Preservation Division. Sanborn maps, 1955, 1959.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M

Name  
Continuation Sheet

Number 8 Page 1

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Mail through Silver Spring had increased so tremendously after World War II that two branches were opened in 1948 and 1949 in Wheaton.<sup>2</sup> When Mr. Bowman began his tenure as Postmaster in 1944, Silver Spring's single post office on Georgia Avenue had only 52 employees. Within twenty years, there were three branches and six outside contract offices with a total of 400 employees. Even with all these offices, the Blair Station annex handled about 60-percent of all incoming mail in Montgomery County, or about 6 million pieces of mail yearly.<sup>3</sup>

Blair Station illustrates the enormous growth experienced by Silver Spring after the war. It became one of the premier post office annexes in the United States, handling more mail than any other branch. As late as 1955, all mail was still sorted by hand by an employee who would "flip" mail into one of 50 to 75 slots on a wall (known as the pigeon-hole method). This method was becoming impractical as mail handling was increasing at a phenomenal rate. From 1956 to 1957, nationwide annual mail volume increased by a total of over two and a half billion pieces – a four-percent increase. As a result, the U.S. Post Office began to seek new ways to deal with the volume. They turned to science and engineering, and contracted with the National Bureau of Standards to study letter sorting procedures and existing technology for new ways to deal with mail. Eventually, the study found that other nations, notably Holland was far ahead of the United States in the field.<sup>4</sup>

According to the U.S. Postal Service, this research led to the first semi-automatic American-made parcel-sorting machine in Baltimore in 1956. A year later, a Holland-built multi-position letter-sorting machine (MPLSM), known as the TRANSORMA, was installed and tested in Silver Spring's Blair Station. An earlier version of the TRANSORMA had been tested in a New York post office during 1939, but the machines performance did not convince officials of its value<sup>5</sup>

The Post Office purchased and installed the TRANSORMA at Blair Station on an experimental basis, in late 1956. Werkspoor of Amsterdam, of Holland, built this machine. In this system, each letter dropped into a slot and moved in front of an operator, who would punch a symbol based upon its destination. The machine would then route the mail to a slot based upon its destination. The operators had to be skilled, memorizing 400 symbol codes representing different cities and states.<sup>6</sup> The TRANSORMA could sort 15,000 letters in one hour in any of 300 slots with a five man team, or about twice as many as five men could sort by hand in the same time.<sup>7</sup> The Postmaster General, Arthur E. Summerfield, called the move a "major experimental step" in the department's drive toward automation. Others within the

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<sup>2</sup> "Work to Start on Postal Annex in Silver Spring", *Washington Evening Star*, August 19, 1949.

<sup>3</sup> "Postmaster Asks 2 New Branches", *Washington Evening Star*, July 24, 1965.

<sup>4</sup> "Moving The Mail By Magic", *The Baltimore Sun*, Sunday, February 16, 1958.

<sup>5</sup> [www.kjell.smult.com/transorma\\_utl.htm](http://www.kjell.smult.com/transorma_utl.htm)

<sup>6</sup> "New Gadget to Route Mail Faster Will Get Test Here", *Washington Post/Times Herald* September 21, 1956.

<sup>7</sup> Ibid.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M

Name  
Continuation Sheet

Number 8 Page 2

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Postal Service saw it as a history-making event equal to the Pony Express, the train, and the airplane in making mail handling more efficient.<sup>8</sup>

The machine installed in Silver Spring was approximately 13' high and weighed about 15 tons. Workers operating the sorting machine sat on a platform elevated about ten feet from the floor. Its inaugural operation was on May 2, 1957. Dignitaries attending the ceremony and luncheon held for the event included Postmaster General Arthur E. Summerfield; Assistant Postmaster General Eugene J. Lyons; Malcolm Clarke, Regional Director of the U.S. Post Office; Joseph F. Thomas, President of the United National Association of Post Office Craftsmen; Maurice H. Stans, Deputy Postmaster General; William Bowman, Silver Spring Postmaster; J. W. Klitsie of Netherlands PTT, and others.<sup>9</sup>

The name TRANSORMA is derived from the words TRANsport, SORTing, Marchand, and Andriessen. J.J.M.L. Marchand and J.C. Andriessen collaborated on the invention, creating the Marchand-Andriessen Engineering Company at The Hague, Netherlands in 1926. Marchand had served as a postal worker from 1898 to 1925, part of that time he sorted mail. The tedious experience, led him to experiment with ways to automate the process. He patented one machine in 1925, but after collaboration with Andriessen, they produced an advanced prototype in 1927. Although there was some interest in the machine at conferences, no one ordered one. It was not until 1930 that the Netherlands Postal Service (Netherlands PTT) ordered a machine. In that same year, the duo transferred the rights to their TRANSORMA to the Werkspoor Company of Amsterdam. When the first machine proved to be a success, other orders followed. By the mid-1950s, nine other countries, including the United States, had installed the machines.<sup>10</sup>

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<sup>8</sup> "New Gadget to Route Mail Faster Will Get Test Here", *Washington Post/Times Herald* September 21, 1956.

<sup>9</sup> "Transorma Installation at Silver Spring to take Drudgery out of Mail-Handling", *The Washington Region Newsletter*, U.S. Post Office Department. January 1957.; Information of opening ceremonies courtesy of Mr. W. H. Wheeler Jr., Stamford Conn. On file at the Silver Spring Historical Society.

<sup>10</sup> *The Transorma Letter Sorting Machine: 1931-1981*. Booklet published by M.J. Vrijaldenhoven, OOSTRA. Located in the library of the Silver Spring Historical Society, Silver Spring, MD.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M

Name  
Continuation Sheet

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The first American-built letter sorter, based on a 1,000-pocket machine originally adapted from the TRANSORMA design, was developed during the late 1950s. "The first production contract was awarded to the Burroughs Corporation for 10 of these machines. The machine was successfully tested in Detroit in 1959 and eventually became the backbone of letter-sorting operations during the 1960s and 70s".<sup>11</sup>

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<sup>11</sup> [http://www.usps.com/history/history/his3\\_5.htm](http://www.usps.com/history/history/his3_5.htm)

## 9. Major Bibliographical References

Inventory No.

*The Transorma Letter Sorting Machine: 1931-1981*. Booklet published by M.J. Vrijaldenhoven, OOSTRA. Located in the library of the Silver Spring Historical Society, Silver Spring, MD.

McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1990.

United States Geological Survey. *Washington West, MD, Washington D.C. Quadrangle, 7.5 minute series*. Photorevised 1983.

## 10. Geographical Data

Acreage of surveyed property 00.10 acre  
Acreage of historical setting 00.10 acre  
Quadrangle name Washington West

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The boudaries of this proerpty consist of the entire tax parcel of 00.10 acres at the corner of Newell and Bonifant Streets.

## 11. Form Prepared by

name/title David C. Berg, Architectural Historian  
organization \_\_\_\_\_  
street & number R. R. 1, Box 16 date October 15, 2002  
city or town Susquehanna telephone 570 465 2614  
state Pennsylvania

The Maryland Inventory of Historic Properties 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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



## 9. Major Bibliographical References

Inventory No.

*The Transorma Letter Sorting Machine: 1931-1981*. Booklet published by M.J. Vrijaldenhoven, OOSTRA. Located in the library of the Silver Spring Historical Society, Silver Spring, MD.

McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1990.

United States Geological Survey. *Washington West, MD, Washington D.C. Quadrangle, 7.5 minute series*. Photorevised 1983.

## 10. Geographical Data

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Acreage of historical setting 00.10 acre  
Quadrangle name Washington West

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The boudaries of this proerpty consist of the entire tax parcel of 00.10 acres at the corner of Newell and Bonifant Streets.

## 11. Form Prepared by

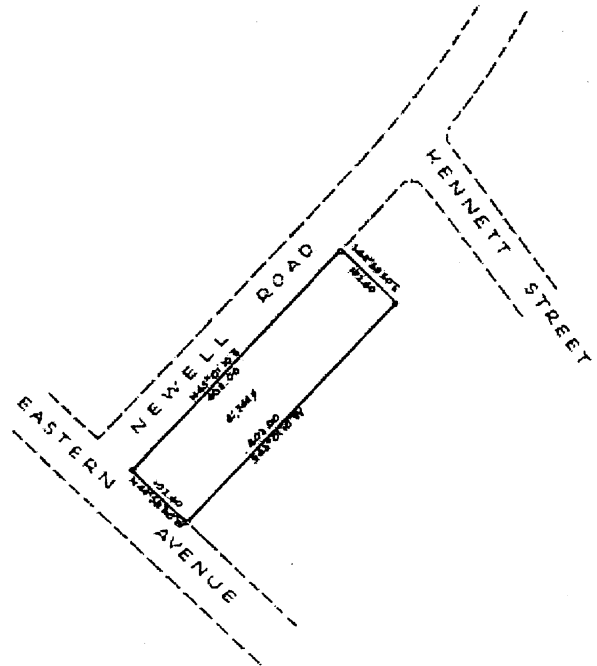
name/title	David C. Berg, Architectural Historian		
organization		date	October 15, 2002
street & number	R. R. 1, Box 16	telephone	570-465-2614
city or town	Susquehanna	state	Pennsylvania

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return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

PLAT No 2972



OWNERS' DEDICATION

We, Sterling & Scull Inc, a Maryland Corporation by John B. Sterling, Pres. and David Scull, Sect. owners of the property shown and described hereon, hereby adopt this plan of subdivision; establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, liens, or trusts on the property shown on this plan of subdivision.  
Date ... Oct 16, 1951

Attest *David Scull* By *John B. Sterling*  
David Scull, Secretary John B. Sterling, President

ENGINEERS' CERTIFICATE

I hereby certify that the plan shown hereon is correct, that it is a subdivision of all the lands conveyed by Blair Lee III et al to Sterling & Scull Inc. by deed dated November 15, 1951 and recorded in Liber... at Faint... and also a subdivision of part of block B as shown on the 130 Street Dedication Plat recorded in Plat Book 29 Plat 1783 all among the land records of Montgomery County, Maryland and that iron pipes marked thus are in place where delineated hereon.

Date Nov. 15, 1951... By *Ray T. Maddox*  
Ray T. Maddox  
Registered Land Surveyor 1953

PARCEL A - BLOCK B

SILVER SPRING

MONTGOMERY COUNTY, MARYLAND

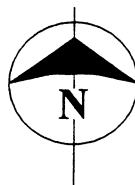
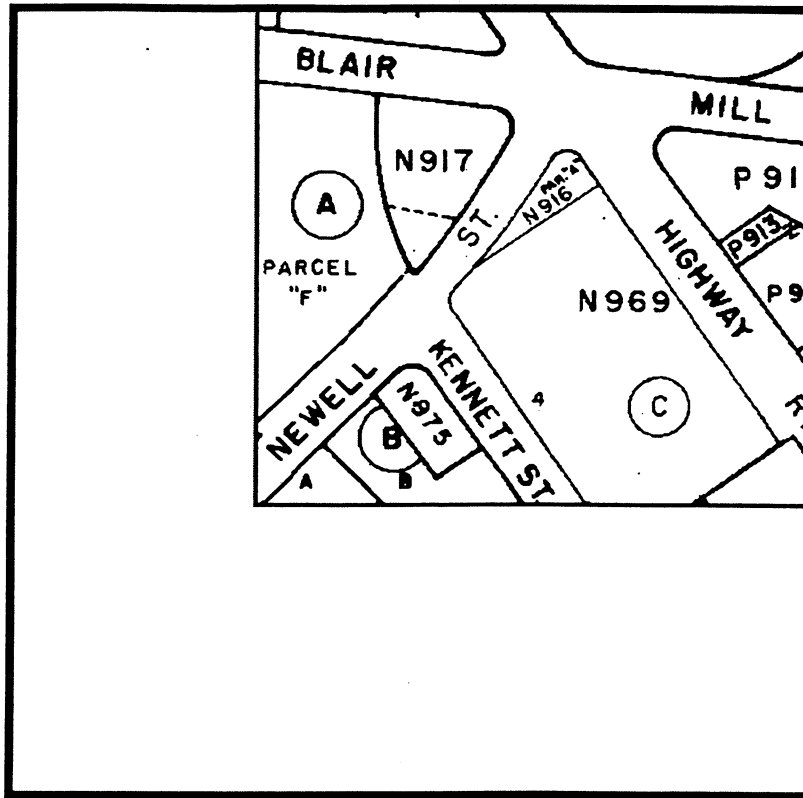
Scale: 1"=100' November, 1951

MADDOX & HOPKINS, INC.  
CIVIL ENGINEERS  
SILVER SPRING, MD.

<p>The Maryland-National Capital Area Planning Commission APPROVED: NOVEMBER 15, 1951 <i>John B. Sterling</i> M-N-C-P-A-C RECORD FILE NO 187-69</p>	<p>RESOLUTION SUBDIVISION SURVEY COMMISSION APPROVED: NOV 15, 1951 SUBJECT: THE ABOVE DESIGN WITHOUT COMMENT AS TO CORRECTION AT 100 <i>Ray T. Maddox</i> CIVIL ENGINEER</p>
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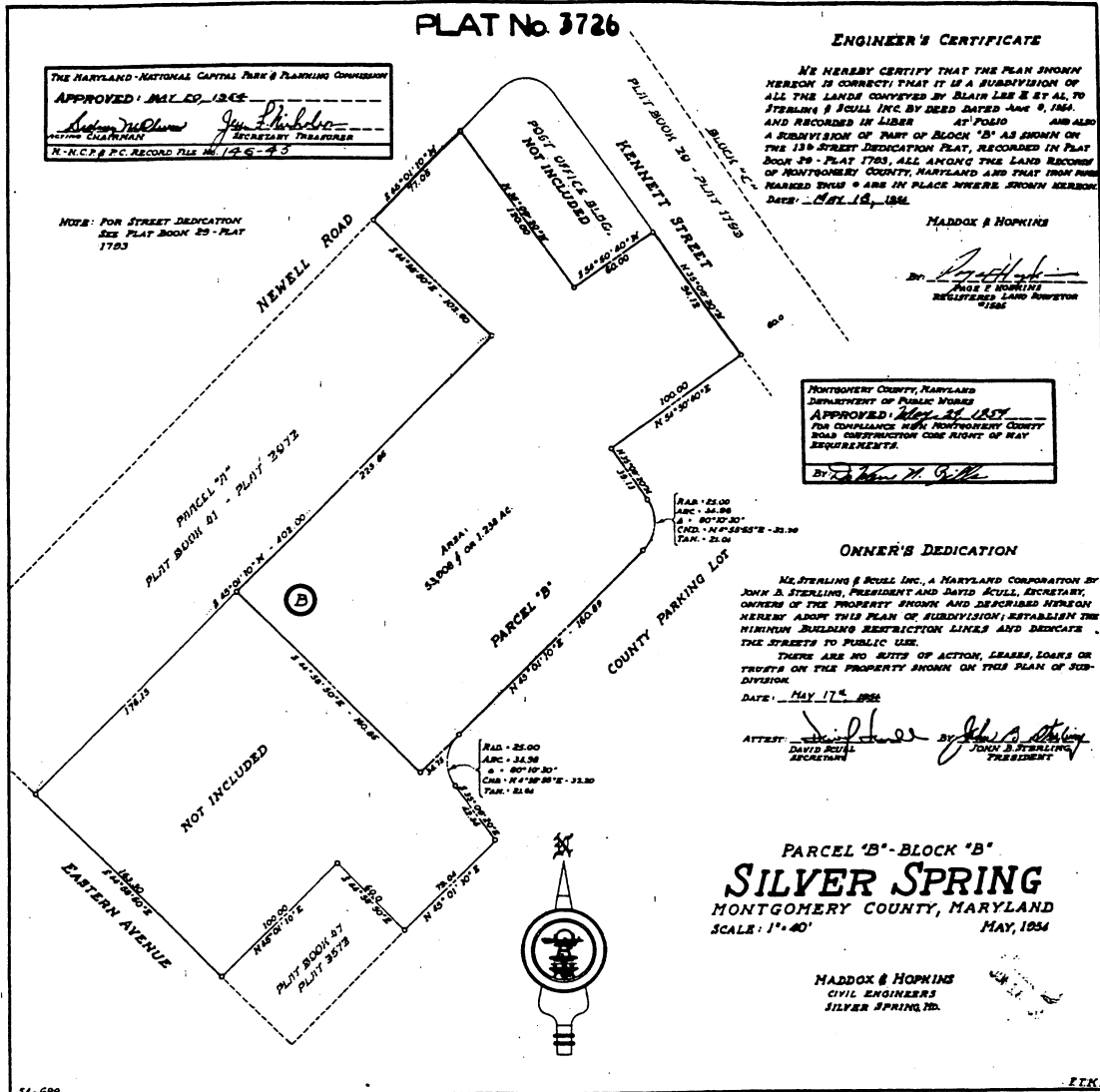
Blair Station Post Office Annex  
Silver Spring  
Montgomery County

MIHP No.  
Washington West



Blair Station Post Office Annex  
 Silver Spring  
 Montgomery County

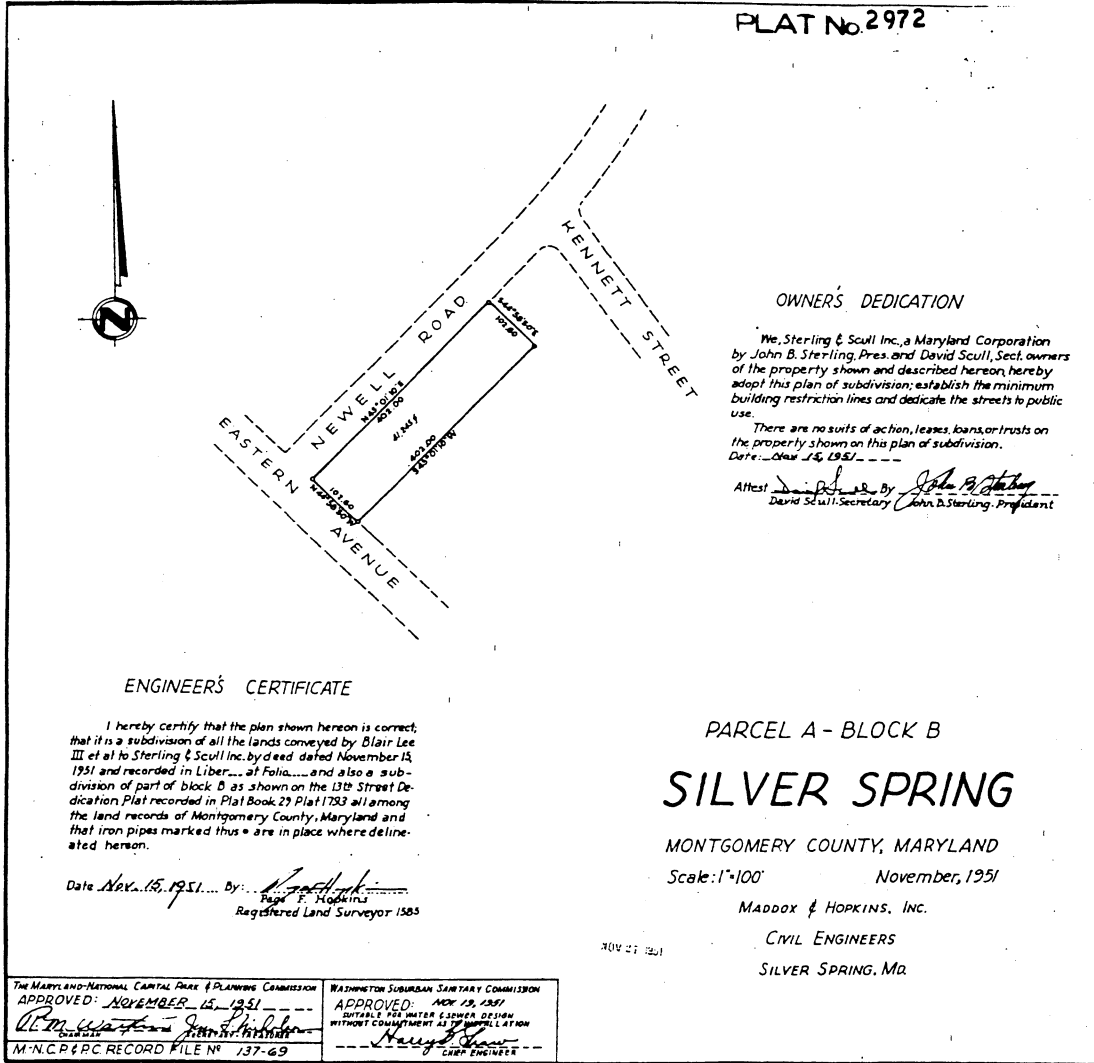
MIHP No.  
 Washington West



Blair Station Post Office Annex  
 Silver Spring  
 Montgomery County

MIHP No.  
 Washington West

PLAT No. 2972



OWNERS' DEDICATION

We, Sterling & Scull Inc., a Maryland Corporation by John B. Sterling, Pres. and David Scull, Sect. owners of the property shown and described hereon, hereby adopt this plan of subdivision; establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, loans, or trusts on the property shown on this plan of subdivision.

Date: Nov. 15, 1951

Attest \_\_\_\_\_ By: *John B. Sterling*  
 David Scull, Secretary John B. Sterling, President

ENGINEERS' CERTIFICATE

I hereby certify that the plan shown hereon is correct, that it is a subdivision of all the lands conveyed by Blair Lee III et al to Sterling & Scull Inc. by deed dated November 15, 1951 and recorded in Liber... at Folio... and also a subdivision of part of block B as shown on the 13th Street Dedication Plat recorded in Plat Book 23 Plat 1793 all among the land records of Montgomery County, Maryland and that iron pipes marked thus \* are in place where delineated hereon.

Date Nov. 15, 1951... By: *Paul F. Hopkins*  
 Paul F. Hopkins  
 Registered Land Surveyor 1585

PARCEL A - BLOCK B

SILVER SPRING

MONTGOMERY COUNTY, MARYLAND

Scale: 1"=100' November, 1951

MADDOX & HOPKINS, INC.

CIVIL ENGINEERS

SILVER SPRING, Md.

The Maryland-National Capital Area Planning Commission  
 APPROVED: NOVEMBER 15, 1951  
*Paul F. Hopkins*  
 M-N.C.A.P.C. RECORD FILE NO. 137-69

WASHINGTON SUBURBAN SANITARY COMMISSION  
 APPROVED: NOV. 15, 1951  
 DETAILED TREATMENT & SEWER DESIGN  
 WITHOUT COMMITMENT AS TO INSTALLATION  
*Harry G. ...*  
 CIVIL ENGINEER

Blair Station Post Office Annex  
 Silver Spring  
 Montgomery County

MIHP No.  
 Washington West

**ENGINEER'S CERTIFICATE** **PLAT No 171**

WE HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF ALL OF THE LANDS CONVEYED BY DEED DATED APR. 1, 1953 AND RECORDED IN LIBER BOOK 47 FOLIO 185, AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND AND THAT IRON PINS MARKED THIS "A" AND STONE MARKERS THIS "B" ARE IN PLACE WHERE SHOWN.  
 DATE: June 4, 1955

**MADDOX & NOPKINS**

*[Signature]*  
 REGISTERED PROFESSIONAL ENGINEER  
 NO. 1182 (LAND SURVEYOR)

**OWNER'S DEDICATION**

MR. WILLIAM ROBINOWITZ AND STELLA ROBINOWITZ, HIS WIFE, OWNERS OF THE PROPERTY SHOWN AND BEING HERON HEREBY ADOP THIS PLAN OF SUBDIVISION AND ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE EXCEPT AS SHOWN.  
 DATE: JUNE 4, 1955

*Wm. Robinowitz* *Stella Robinowitz*  
 WITNESS WILLIAM ROBINOWITZ

*Wm. C. Bell* *Stella Robinowitz*  
 WITNESS STELLA ROBINOWITZ

WE ASSENT TO THIS PLAN OF SUBDIVISION:  
 THE BANK OF SILVER SPRING

*Wm. C. Bell* *William S. Blair*  
 WITNESS WILLIAM S. BLAIR, TRUSTEE

*Donald H. Staley*  
 WITNESS DONALD H. STALEY, TRUSTEE

NOTE: FOR STREET DEDICATION SEE PLAT BOOK 29 - PLAT 1793

THE MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION

APPROVED: JUNE 23, 1955

*[Signature]* *[Signature]*  
 CHAIRMAN SECRETARY/TREASURER

M-N-C-P & P.C. RECORD FILE NO. 18823

PARCEL 'C'  
 PART OF BLOCK 'B'  
**SILVER SPRING**  
 MONTGOMERY COUNTY, MARYLAND  
 SCALE: 1"=40'  
 MAY, 1955

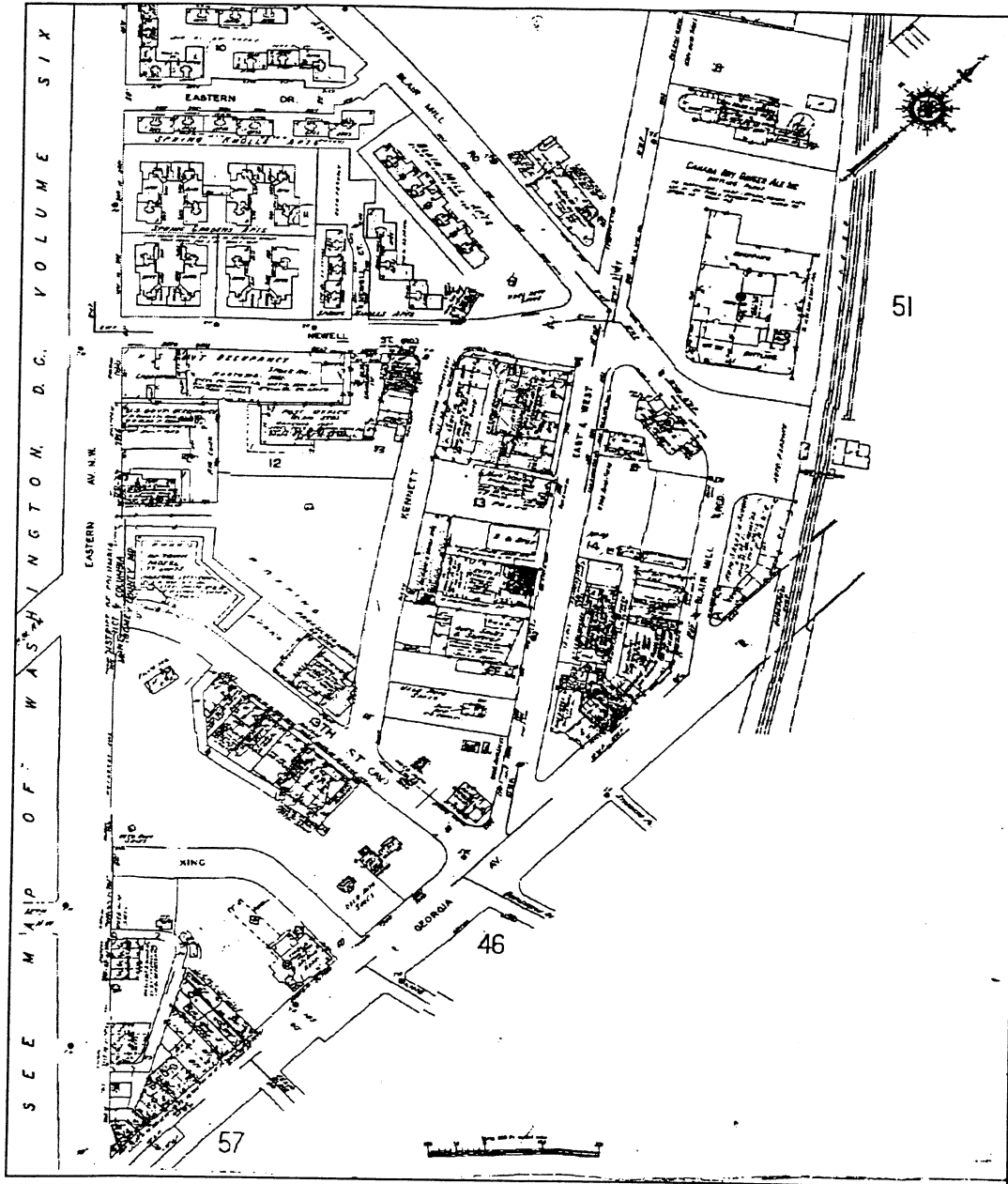
MADDOX & NOPKINS  
 CIVIL ENGINEERS  
 SILVER SPRING, MD

FILED  
 JUL - 6 1955



Blair Station Post Office Annex  
Silver Spring  
Montgomery County

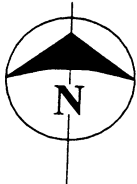
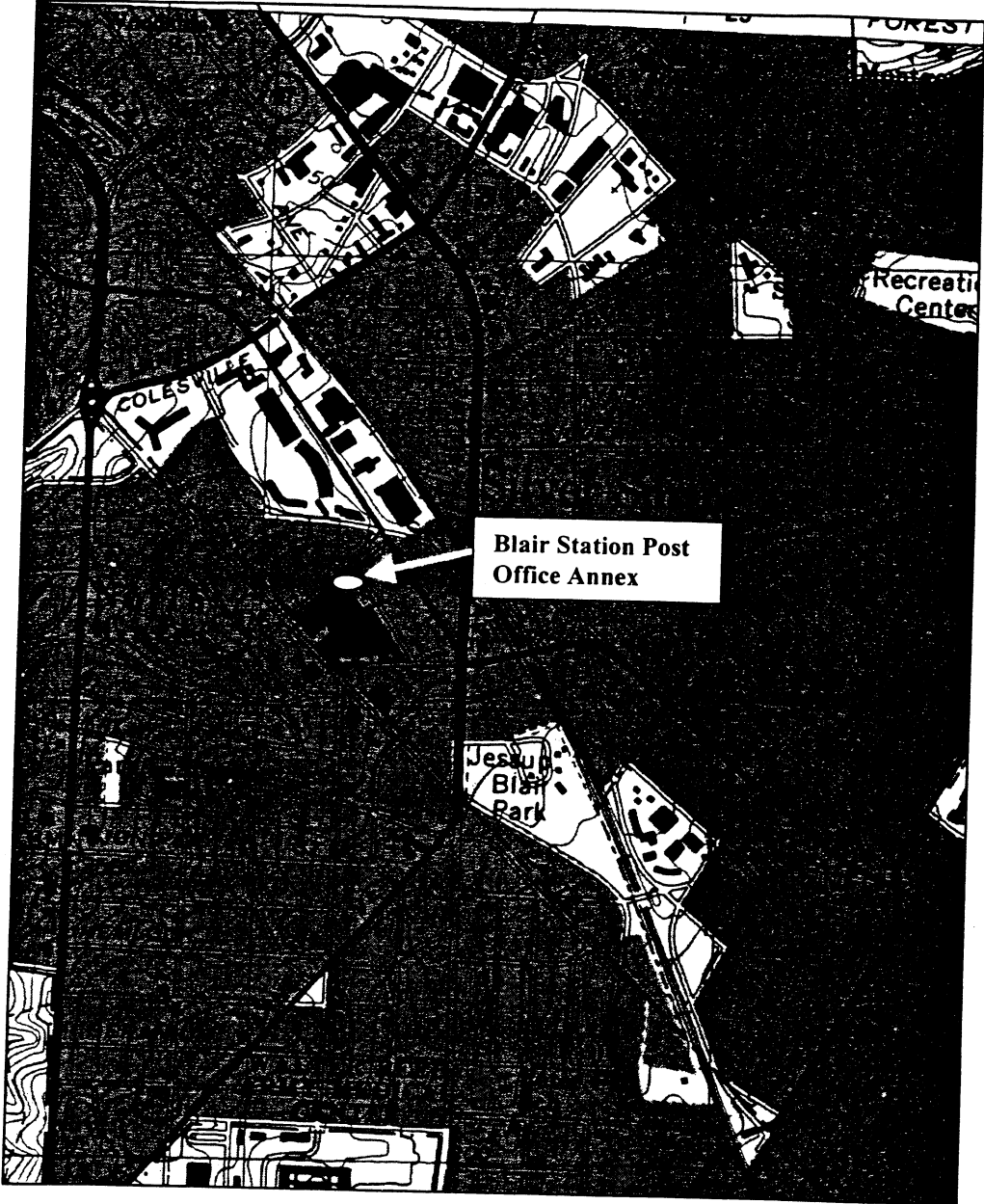
MIHP No.  
Washington West





Blair Station Post Office Annex  
Silver Spring  
Montgomery County

MIHP No.  
Washington West



TO: Gwen Wright, Historic Preservation Commission

FROM: Mary Reardon, Silver Spring Historical Society

DATE: 14 January 203

RE: Comment on nomination form for Blair Post Office

I know you're really busy, but I wanted to let you know my take on David Berg's write-up for the nomination of the post office. After a careful reading of his nomination of the post office for historic status, my impression is that while he assigns significance to the Transorma, he is discussing it in the context of the post-war expansion of Silver Spring. The expansion is why the mail volume expanded so significantly. He does spend a number of paragraphs on the Transorma, and he ends with it, but I think he provides all this information because it was available in newspaper reports and I assume he thought it was interesting. But as I read this, it's part of his argument about the expansion of Silver Spring--equally if not more important than the successful testing of the Transorma. That expansion is really important, and one could argue that in the late 1940s to early 1950s the whole relationship of city to suburb changed radically.