

PH0026115

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | |
|----------------------------|---------|
| STATE: Maryland | |
| COUNTY: Prince George's | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| | 30 1973 |

1. NAME

COMMON:
Laurel Railroad Station

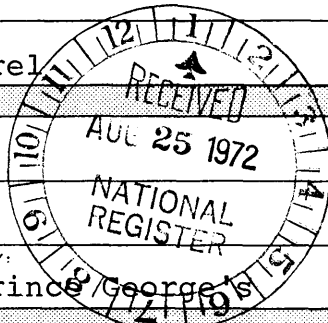
AND/OR HISTORIC:
Baltimore & Ohio Railroad Station, Laurel

2. LOCATION

STREET AND NUMBER:
East Main Street

CITY OR TOWN:
Laurel

STATE: Maryland CODE: 24 COUNTY: Prince George's CODE: 033



3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|--|---|---|
| <input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object | <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____ |

4. OWNER OF PROPERTY

OWNER'S NAME:
Baltimore & Ohio & Chesapeake & Ohio Railroad Companies

STREET AND NUMBER:
2 North Charles Street

CITY OR TOWN: Baltimore STATE: Maryland CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Prince George's County Courthouse

STREET AND NUMBER:
14735 Main Street

CITY OR TOWN: Upper Marlboro STATE: Maryland CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Maryland Register of Historic Sites and Landmarks

DATE OF SURVEY: 1970 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Maryland Historical Trust

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN: Annapolis STATE: Maryland CODE: 24

SEE INSTRUCTIONS

STATE: Maryland

COUNTY: Prince George's

FOR NPS USE ONLY

ENTRY NUMBER: 30 1973

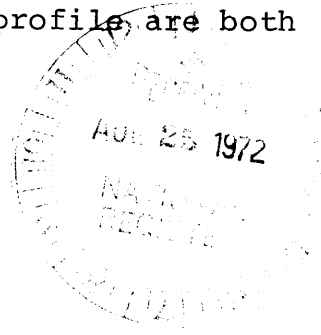
DATE

7. DESCRIPTION

| | | | | | | |
|-----------|------------------------------------|---|--|---------------------------------------|---|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input type="checkbox"/> Good | <input checked="" type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input type="checkbox"/> Altered | <input checked="" type="checkbox"/> Unaltered | | <input type="checkbox"/> Moved | <input checked="" type="checkbox"/> Original Site | |

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

An all header brick structure with a granite base, the Laurel Railroad Station is one story high with an attic on the track (east) side, and a cellar exposed on the parking lot (west) side. The roof is formed of a gable roof running parallel with the tracks which abuts at right angles into a larger hipped gable roof. Smaller gable roofs project from both front and rear. All of the roof ridges are lined with terra cotta acroteria. The roof gables are decorated with 'fish scale' shingles, and an applied tree branch motif decorates one of these vertical gables on the east side, all of wood. The overhanging slate roof has exposed rafters and is supported by large wooden brackets. All windows have segmental arches with molded bricks. There are granite window sills. The plan and profile are both asymmetrical.



SEE INSTRUCTIONS

SIGNIFICANCE

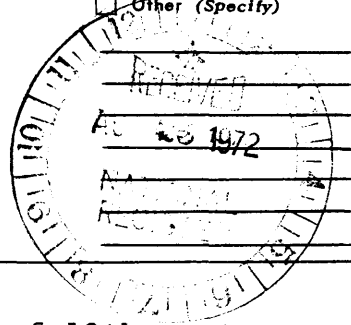
PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1884

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |



STATEMENT OF SIGNIFICANCE

Railroad stations form an important phase of 19th century architecture, both structurally and aesthetically. Just as the leading architects are called upon to design the airport structures of the 1970's, railroad companies hired outstanding architects to design their stations, especially in the latter half of the 19th century. After Henry Hobson Richardson's suburban railroad stations outside of Boston (for the Boston and Albany Railroad) in the 1880's had demonstrated the aesthetic possibilities of the small railroad station, some companies lavished funds on their small as well as large stations. The Baltimore and Ohio hired Philadelphia architect Frank Furness to design many of their stations during this period (e.g. Wilmington, Delaware), and the Pennsylvania Railroad hired the Wilson Brothers, a Philadelphia firm (e.g. Newark, Delaware). Although it is not by Furness himself, that architect's influence can be detected in the terra cotta ornament, the stubby, corbel-supported roof brackets, and in the handling of the masses and the outline of Laurel Railroad Station. Within the creative eclecticism of the 1890's, the wood decoration on the gable ends would qualify the Laurel Station as "American Queen Anne."

Long in disfavor, such examples of 19th century 'transportation Picturesque' are becoming increasingly rare, and few are in such unaltered condition.

E. Francis Baldwin, the architect for the Baltimore and Ohio Railroad, designed the Laurel Railroad Station.¹ Although his relationship to Furness is unknown, it is believed that Baldwin's architectural firm is responsible for the majority of the B & O stations in Maryland. The Oakland Railroad Station, also built in 1884, shares stylistic similarities (although on a grander scale) with the Laurel depot.

Baldwin's architectural career included two office buildings for the B & O in Baltimore, numerous churches, and structures for the Johns Hopkins and Catholic Universities. His firm designed the rear wing of the Maryland State House and the Court of Appeals Building in Annapolis.

-see continuation sheet-

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Recorders: William Morgan, Department of Art and Archaeology,
Princeton University, Princeton, New Jersey.

Nancy Miller, Historian, Maryland Historical Trust,
2525 Riva Road, Annapolis, Maryland 21401

Architect's drawings for Laurel Railroad Station, B & O Rail-
road (1884). at the Smithsonian Institution, Washing-
ton, D. C., Division of Mechanical & Civil Engineering.

-see continuation sheet-

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | O R | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|--|-------------------------|-------------------------|--------|---|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | ° ' " | ° ' " | | 37° 06' 04" | 76° 50' 30" | |
| NE | ° ' " | ° ' " | | | | |
| SE | ° ' " | ° ' " | | | | |
| SW | ° ' " | ° ' " | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 4 acres

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

| STATE: | CODE | COUNTY | CODE |
|--------|------|---------|------|
| | | | |
| STATE: | CODE | COUNTY: | CODE |
| | | | |
| STATE: | CODE | COUNTY: | CODE |
| | | | |
| STATE: | CODE | COUNTY: | CODE |
| | | | |

11. FORM PREPARED BY

NAME AND TITLE:
Arthur C. Townsend, Associate Director, and staff

ORGANIZATION: Maryland Historical Trust

DATE: June 22, 1972

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN: Annapolis

STATE: Maryland

CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Orlando Ridout IV
Orlando Ridout IV

Title State Liaison Officer for Maryland

Date June 22, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

Date 3/30/73

ATTEST:

J. Bradford
Keeper of The National Register

Date 3/27/73

SEE INSTRUCTIONS

Form 10-300a
(July 1969)UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

| | |
|---------------------------|---------|
| STATE Maryland | |
| COUNTY Prince George's | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| | 30 1975 |

(Number all entries)

8. SIGNIFICANCE, continued

The original plans for the Laurel Station exist in the Smithsonian Institution, Department of Mechanical and Civil Engineering, Museum of History and Technology.

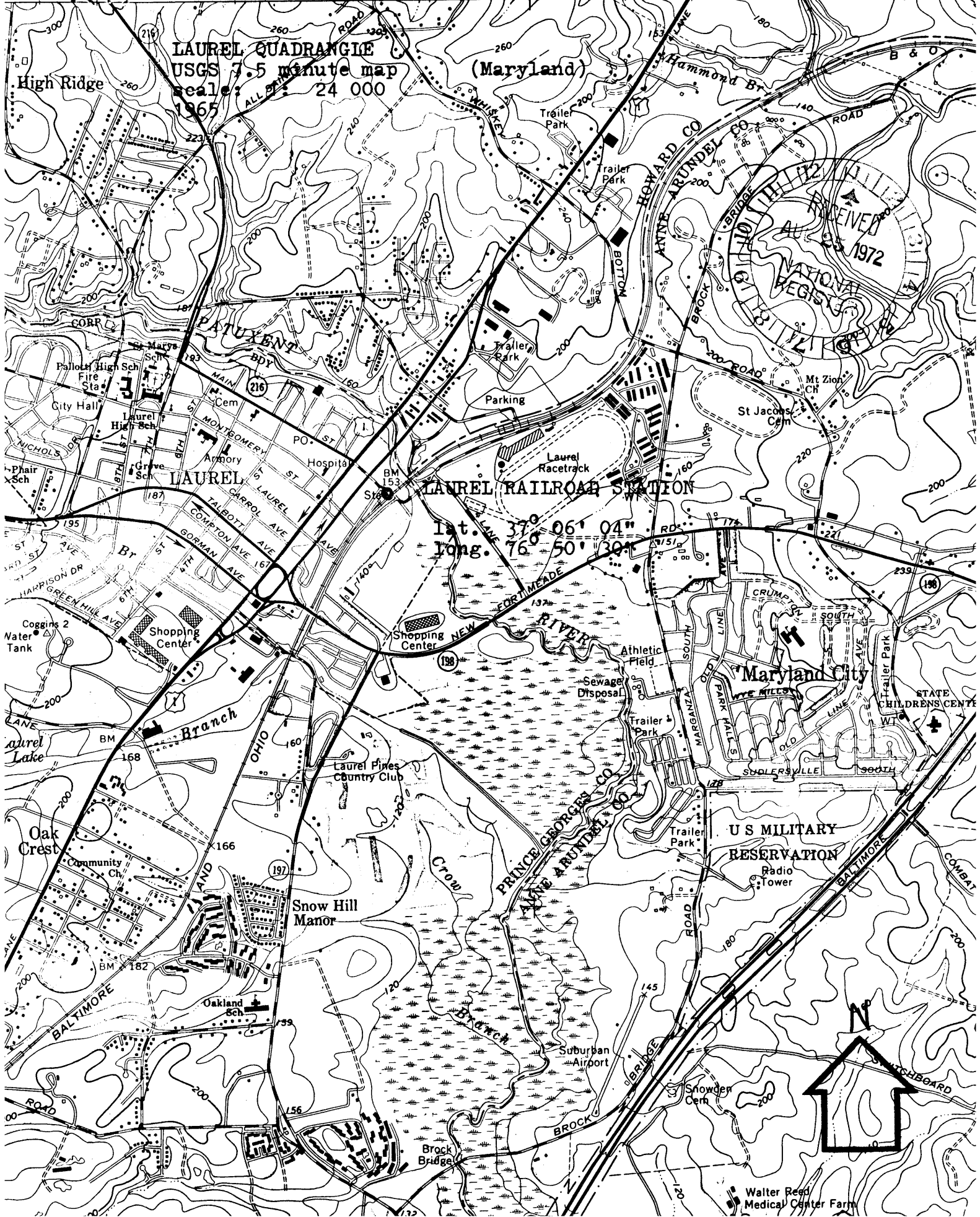
9. BIBLIOGRAPHICAL REFERENCES, continued

- Baltimore: The Gateway to the South, the Liverpool of America.
Baltimore: Merchantile Advancement Co., 1898.
- Howland, Richard Hubbard, and Patterson, Eleanor. The Architecture of Baltimore: a Pictorial History. Baltimore: The Johns Hopkins Press, 1953.
- Hunter, Wilber H., Jr. and Elam, Charles H. Century of Baltimore Architecture: An Illustrated Guide to Buildings Designed by the Baltimore Chapter, AIA. [Baltimore:] Peale Museum, 1957.
- Meeks, Carroll L. V. The Railroad Station: an Architectural History (1956).
- Omoto, Sadayoshi. "The Queen Anne Style and Architectural Criticism." Journal of Society of Architectural Historians. XXIII, No. 1, March 1964, pp. 29-37. [examples of buildings in similar style].
- The Sun. Baltimore, January 21, 1916.



THE INTERIOR
SURVEY

339000m E SCAGGSVILLE 2.8 MI. 340 341 50' 342 BALTIMORE 18 MI. SAVAGE 1 MI. 343 5662 III NE (SAVAGE)



Walter Reed Medical Center Farm