

MARYLAND HISTORICAL TRUST

BA-68

MAGI # 030068955

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC LUTHERVILLE STATION

(Within Central RR)

AND/OR COMMON

2 LOCATION

STREET & NUMBER

1601 Lutherville-Riderwood Drive

CITY, TOWN

Lutherville

2nd CONGRESSIONAL DISTRICT

VICINITY OF

3rd Councilmanic District

STATE

Maryland 21093

COUNTY

Baltimore County

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

4 OWNER OF PROPERTY

NAME

Rev. and Mrs. Barrett R. Rudd

Telephone #: 252-8850

STREET & NUMBER

1601 Lutherville-Riderwood Drive

CITY, TOWN

Lutherville

STATE, zip code

VICINITY OF

Maryland 21093

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. County Courts Building

Liber #: EHK JR. 5922

Folio #: 381

STREET & NUMBER

401 Bosley Avenue, Room 406

CITY, TOWN

Towson

STATE

Maryland 21204

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Baltimore County Historic Sites Inventory
Maryland Historic Trust

MHT No. BA 68

dated 7/29/65

DATE

On-going since 1964

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

21 State Circle

CITY, TOWN

Annapolis

STATE

Maryland 21401

on National Register in Lutherville Historic District

DESCRIPTION

B7-68

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

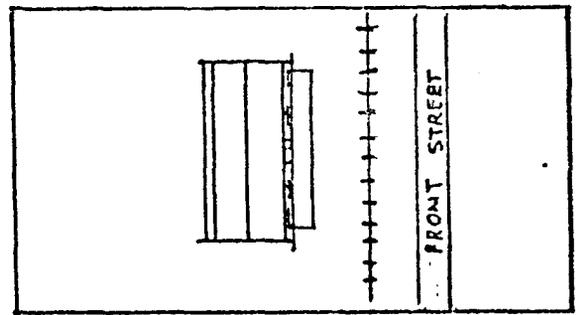
DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

by Rodd L. Wheaton (1971)

The train station, which provided the point of departure and arrival of the early Lutherville commuters, is a blend of domestic scale and utilitarian architecture suited to the needs of transportation for the suburban village. Though the gambrel-roofed form was not typically a mid-nineteenth century usage, it was probably employed in this instance to provide, as it did in the previous century, usable second floor space within the roof structure.

Of particular note is the superb random ashlar stonework of the structure as well as the large brackets which support the overhanging front eaves which partially protected, at the tracks, the front concourse and the rhythmic spacing of the doors and windows with their flat heads at the wall of the first floor. The end facades have two bays with segmentally arched windows at the first floor constructed in stone and flat lintels, like the front windows, set over the second floor openings. The sash is typically two over two lights.

The station has suffered a 1940's removal of a front porch that extended the length of the entrance concourse as seen in the old photograph. This porch appears to have had square columns with small corner brackets supporting the roof and the jigsaw cut slat balustrade of the balcony with its access from the central gables dormer of five set on the lower slope of the front roof. Also shown [in old photographs], but now missing, are extremely delicate, open-worked verge boards at the gable ends with a collar beam detail at the break of the roof slope decorated with Gothic trifoil pattern in jigsaw cutwork. Evidence within the stonework at the rear of the station indicated the original existence of a rear platform and stairs up to the roof eaves. The rear elevation, somewhat higher above grade, has similar treatment of openings at the main floor and three gabled dormers at the roof.



CONTINUE ON SEPARATE SHEET IF NECESSARY

SIGNIFICANCE

37-63

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES 1873

BUILDER/ARCHITECT Thos. Dixon, arch. (?)

STATEMENT OF SIGNIFICANCE

The Lutherville Station is at least the second structure on the site. In the Baltimore County Advocate of April 6, 1861, there was a news item:

A fine spacious station house has been erected at Lutherville by John R. Cockey, Esq., for the use of the N. Central R.R. A portion of it is occupied by Mr. Jacob D. Smith as a store

Smith was both storekeeper and ticket agent. This station was probably not suitable for a thriving college town like Lutherville (founded 1852), and in 1873, John G. / Graff / Cockey and his wife Mary A. E. Cockey made a lease to the Northern Central Railway and agreed "to erect a building suitable for a Passenger Station of such plan as shall be approved of by the President of said Company." The arrangement permitted Cockey to operate a "store room" on the first floor and to have a dwelling on the second floor. The lease prohibited the sale of malt or spirituous liquors on the premises. The contract was signed on May 13 of 1873 and recorded on June 27. The tract was west of the main line, 400 feet parallel to the tracks and 50 feet deep. (1)

Rodd L. Wheaton credited the design of the station to Thomas Dixon, architect of the Baltimore County Courthouse and Baltimore City Jail, but there is no documentary evidence for this statement, nor for dates ranging from 1853 to 1890s, nor for stories of a fire.

The station appears in the inset map of Lutherville in the 1877 G. M. Hopkins atlas. The station was just south of Morris Avenue. John G. Cockey lived two blocks north in a large tract between Melancton and Spring Avenues. In the atlas patron list, he gave his occupation as "Resident" and gave his nativity as 1829 in Baltimore County. His own house has subsequently vanished but his Greek Revival springhouse remains.

In 1886, Cockey and wife sold the station property to the Northern Central for \$6,000 and the railway company retained it until 1978. (2) The Sun of January 4, 1930 reported a shooting at the station by Alonzo Price. Passenger service was discontinued in 1959.

CONTINUE ON SEPARATE SHEET IF NECESSARY

(continued)

19 MAJOR BIBLIOGRAPHICAL REFERENCES

B4-68

Rodd L. Wheaton, National Register Form (one-page format),
Lutherville Station, 1971.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

Begin on west limit of right-of-way, 900 feet north of county road.
Thence 50 feet west; 400 feet southerly parallel to right-of-way.
Thence 50 feet east; thence along right-of-way to beginning.

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

STATE None

COUNTY None

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John W. McGrain

ORGANIZATION

Office of Planning and Zoning

DATE

August 1978

STREET & NUMBER

401 Bosley Avenue

TELEPHONE

494-3495

CITY OR TOWN

Towson

STATE

Maryland 21204

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

1. STATE Maryland
 COUNTY Baltimore
 TOWN Lutherville VICINITY
 STREET NO. Front Avenue at Morris Avenue

ORIGINAL OWNER Pennsylvania R.R.
 ORIGINAL USE Station
 PRESENT OWNER same
 PRESENT USE
 WALL CONSTRUCTION stone
 NO. OF STORIES 1½

HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY

2. NAME Lutherville Station of the Northern Central Branch of the Penna. R.R.
 DATE OR PERIOD 1853
 STYLE utilitarian
 ARCHITECT Thomas Dixon
 BUILDER John Graff Cockey

3. FOR LIBRARY OF CONGRESS USE

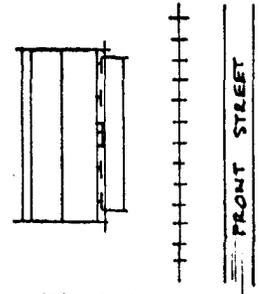
4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC

The train station, which provided the point of departure and arrival of the early Lutherville commuters, is a blend of domestic scale and utilitarian architecture suited to the needs of transportation for the suburban village. Though the gambrel roofed form was not typically a mid-nineteenth century usage, it was probably employed in this instance to provide, as it did in the previous century, usable second floor space within the roof structure.

Of particular note is the superb random ashlar stone work of the structure as well as the large brackets which support the overhanging front eaves which partially protected, at the tracks, the front concourse and the rhythmic spacing of the doors and windows with their flat heads at the wall of the first floor. The end facades have two bays with segmentally arched windows at the first floor constructed in stone and flat lintels, like the front windows, set over the second floor openings. The sash is typically two over two lights.

The station has suffered a 1940's removal of a front porch that extended the length of the entrance concourse as seen in the old photograph. This porch appears to have had square columns with small corner brackets supporting the roof and the jig-saw cut slat balustrade of the balcony with its access from the central gables dormer of five set on the lower slope of the front roof. Also shown, now missing, are extremely delicate, open worked verge boards at the gable ends with a collar beam detail at the break of the roof slope decorated with Gothic trifoliol pattern in Jig-saw cut work. Evidence within the stone work at the rear of the station indicated the original existence of a rear platform and stairs up to the roof eaves. The rear elevation, somewhat higher above

5. PHYSICAL CONDITION OF STRUCTURE Endangered



6. LOCATION MAP (Plan Optional)

7. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC.

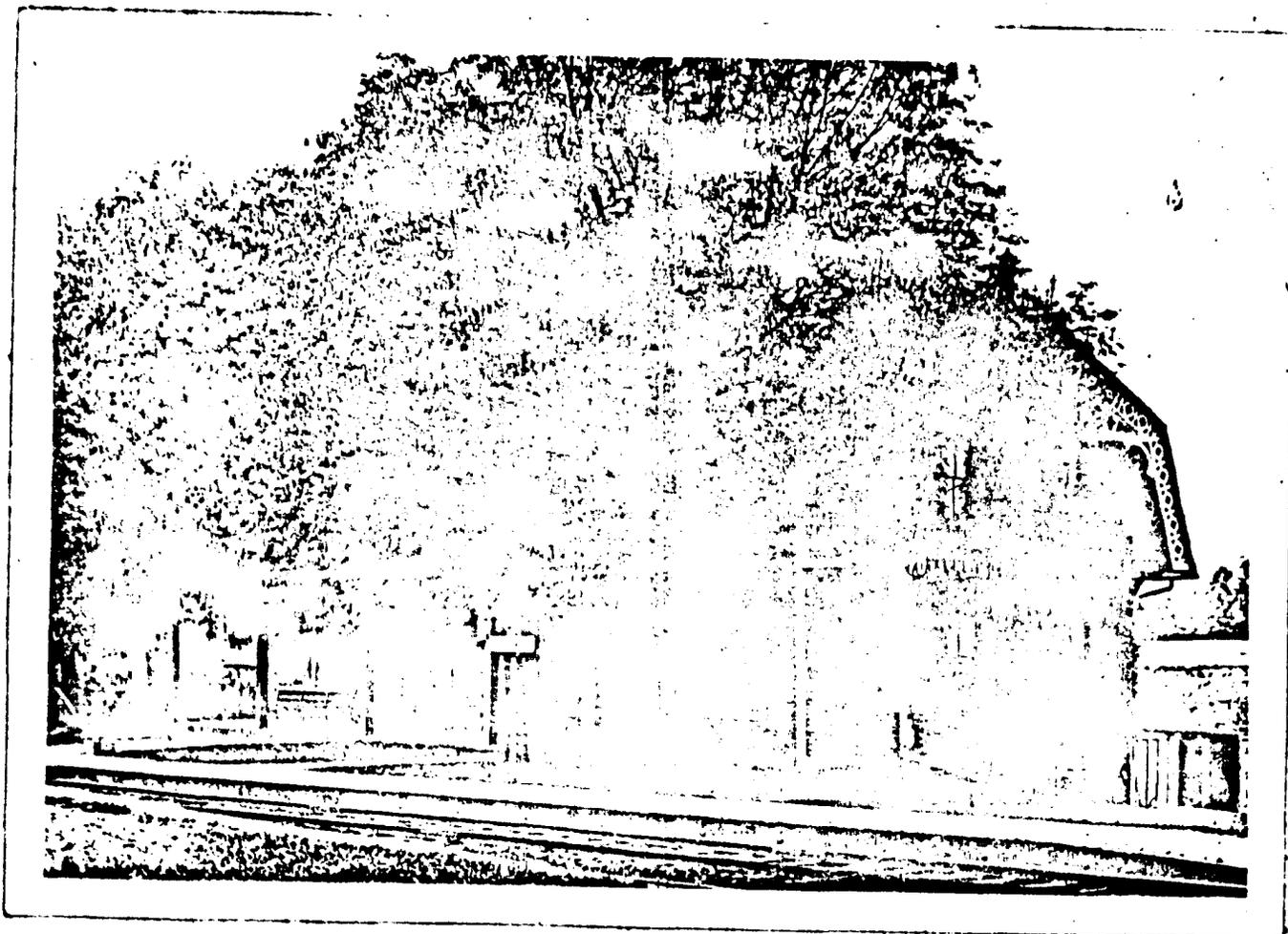
Rodd L. Wheaton Sept. 1971



SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

grade, has similar treatment of openings at the main floor and three gabled dormers at the roof.

Finally it is to be noted that this station is a very early train depot and may prove to be historically significant.



An old view of the Lutherville Station circa 1915.



BA-0068

Lutherville Station

Lutherville V.O. (BA-2211)

BALTIMORE COUNTY, MD

KERKI CORP

2/2000

ND SHPO

PROJECT 2000 < 2002
220 02**K N H 1 14 200400

TRACESIDE ELEVATION OF LUTHERVILLE STATION
VIEW TO SOUTHWEST.