

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON: Laurel Railroad Station

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

2. LOCATION

STREET AND NUMBER: East Main Street

CITY OR TOWN: Laurel

STATE: Maryland

CODE: COUNTY: Prince George's

CODE: CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input checked="" type="checkbox"/>	Public <input checked="" type="checkbox"/>	Occupied <input checked="" type="checkbox"/>	Yes: Restricted <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input type="checkbox"/>	Private <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	No: <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	_____
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	_____

4. OWNER OF PROPERTY

OWNERS NAME: Baltimore and Ohio Railroad

STREET AND NUMBER: _____

CITY OR TOWN: _____ STATE: _____ CODE: _____

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: _____

STREET AND NUMBER: _____

CITY OR TOWN: _____ STATE: _____ CODE: _____

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.1+

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Michael Bourne, HABS Inventory form

DATE OF SURVEY: June 12, 1968 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: Maryland Historical Trust

STREET AND NUMBER: Box 1704

CITY OR TOWN: Annapolis, STATE: Maryland

SEE INSTRUCTIONS

STATE:

COUNTY:

ENTRY NUMBER DATE

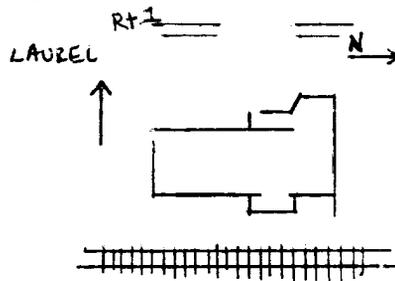
FOR NPS USE ONLY

7. DESCRIPTION

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

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 plus attic on the track (east) side, with cellar exposed on parking lot (west) side. The roof is formed of a gable roof running parallel with the tracks which abuts at right angle into a larger hipped gable roof; smaller gable roof project on 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 slate roof overhangs with 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 asymmetrical.



SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

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 type="checkbox"/>	19th Century <input checked="" type="checkbox"/>	

SPECIFIC DATE(S) (If Applicable and Known) c1890s

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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"/>	<u>Architecture</u> p/sz 04/17
Agriculture <input type="checkbox"/>	Invention <input type="checkbox"/>	Sculpture <input type="checkbox"/>	_____
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input type="checkbox"/>	_____
Commerce <input type="checkbox"/>	Architecture <input type="checkbox"/>	Theater <input type="checkbox"/>	_____
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>	_____
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		_____
	Music <input type="checkbox"/>		_____

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

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 1960s, railroads hired outstanding architects to design their stations, especially in the latter half of the 19th C. After Henry Hobson Richardson's suburban railroad stations outside of Boston (for the Boston and Albany Railroad) in the 1880s showed 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 the 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, also a Philadelphia firm (e.g. Newark, Delaware). Although probably 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 the building. Within the creative eclecticism of the 1890s, the wood decoration on the gable ends would qualify the Laurel Station as "American Queen Anne."

Long in disfavor, such examples of 19th C. 'transportation Picturesque' are becoming increasingly rare, and few are in such unaltered condition. Worthy of preservation. (The architect may be an important figure.)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Carroll L. V. Meeks The Railroad Station: an Architectural History
(1956)
Sadayoshi Omoto "The Queen Anne Style and Architectural Criticism"
Journal of Society of Arch. Historians XXIII, No. 1
March 1964, pp 29-37 (examples of buildings in
similar style)

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 ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

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:
William Morgan

ORGANIZATION: University of Delaware

DATE: June 3, 1969

STREET AND NUMBER:
Department of Art History

CITY OR TOWN: Newark

STATE: Delaware

CODE:

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 _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

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

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

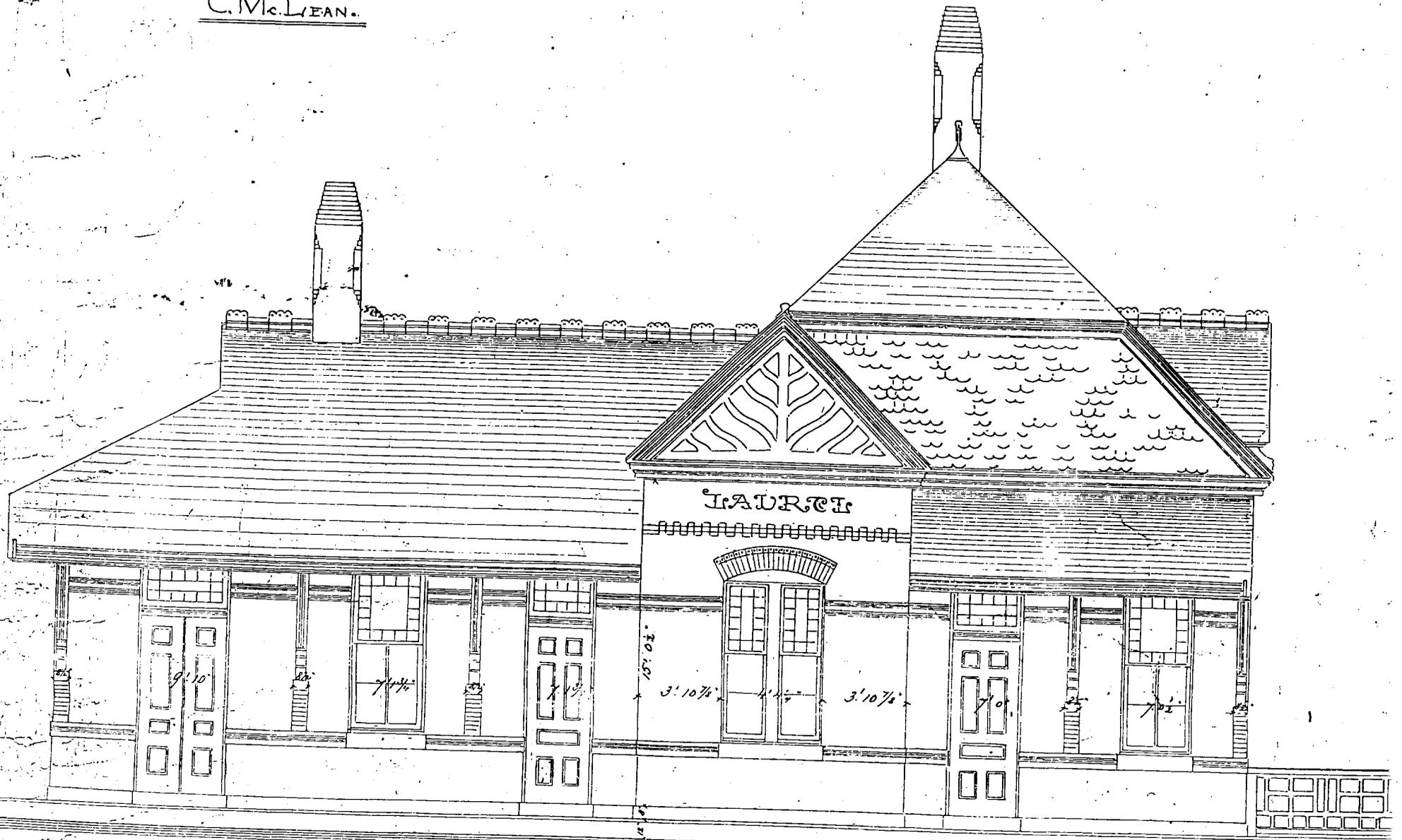
Date _____

SEE INSTRUCTIONS

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

<p>1. STATE Maryland COUNTY Prince Georges TOWN Laurel VICINITY STREET NO.</p> <p>ORIGINAL OWNER Baltimore & Ohio R.R. ORIGINAL USE Passenger Station PRESENT OWNER Baltimore & Ohio R.R. PRESENT USE Freight Station WALL CONSTRUCTION brick NO. OF STORIES 1</p>	<p>HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY</p> <p>2. NAME Laurel Station</p> <p>DATE OR PERIOD 1890's STYLE eclectic ARCHITECT BUILDER</p> <p>3. FOR LIBRARY OF CONGRESS USE</p>
<p>4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC</p> <p style="text-align: center;">Baltimore and Ohio Railroad at the peak of its operation in 1890 built the station located at Laurel. Constructed of brick on a granite foundation of unusual style it has a hipped roof with set-backs and gables covering an irregular interior arrangement. The brick is laid in all-stretcher bond and there are molded string courses at water table level, sill level and below the segmental arches which span the double windows. The bricks of the arch also have a molded portion. The roof overhangs; the ends of the rafters are exposed and shaped. In the center of the building, on the approach facade is a roof gable which has a tree branch motif - undoubtedly a design which evolved from a half-timber precedent. The roof is crowned with a cut-out comb ornamentation and portions of the roof have fish scale shingles. The station is worthy of preservation as an example of the eclectic style of the late 19th century.</p>	
<p>5. PHYSICAL CONDITION OF STRUCTURE Endangered Interior Exterior</p>	
<p>6. LOCATION MAP <i>(Plan Optional)</i></p>	<p>7. PHOTOGRAPH</p>
<p>8. PUBLISHED SOURCES <i>(Author, Title, Pages)</i> INTERVIEWS, RECORDS, PHOTOS, ETC.</p>	<p>9. NAME, ADDRESS AND TITLE OF RECORDER</p> <p style="text-align: center;">Michael Bourne Maryland Historical Trust</p> <p>DATE OF RECORD June 12, 1968</p>

C. McLEAN.

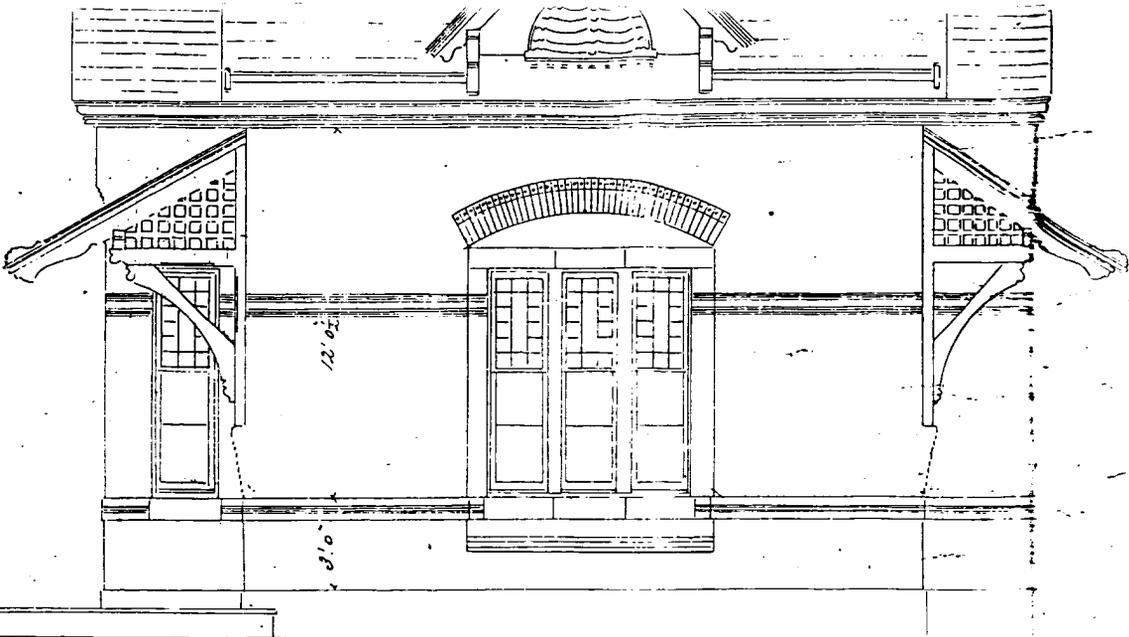


FRONT ELEVATION.

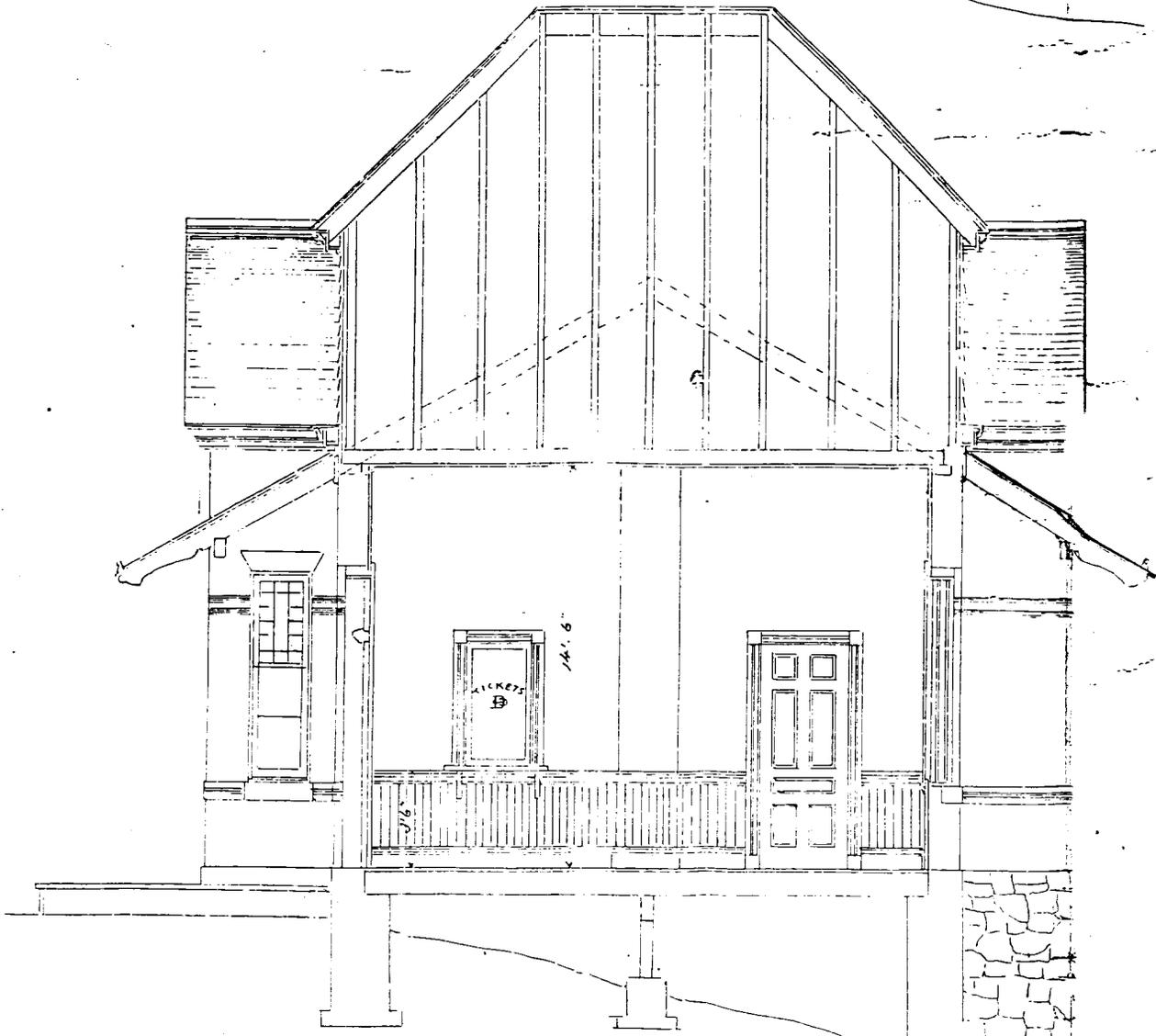
26'3"

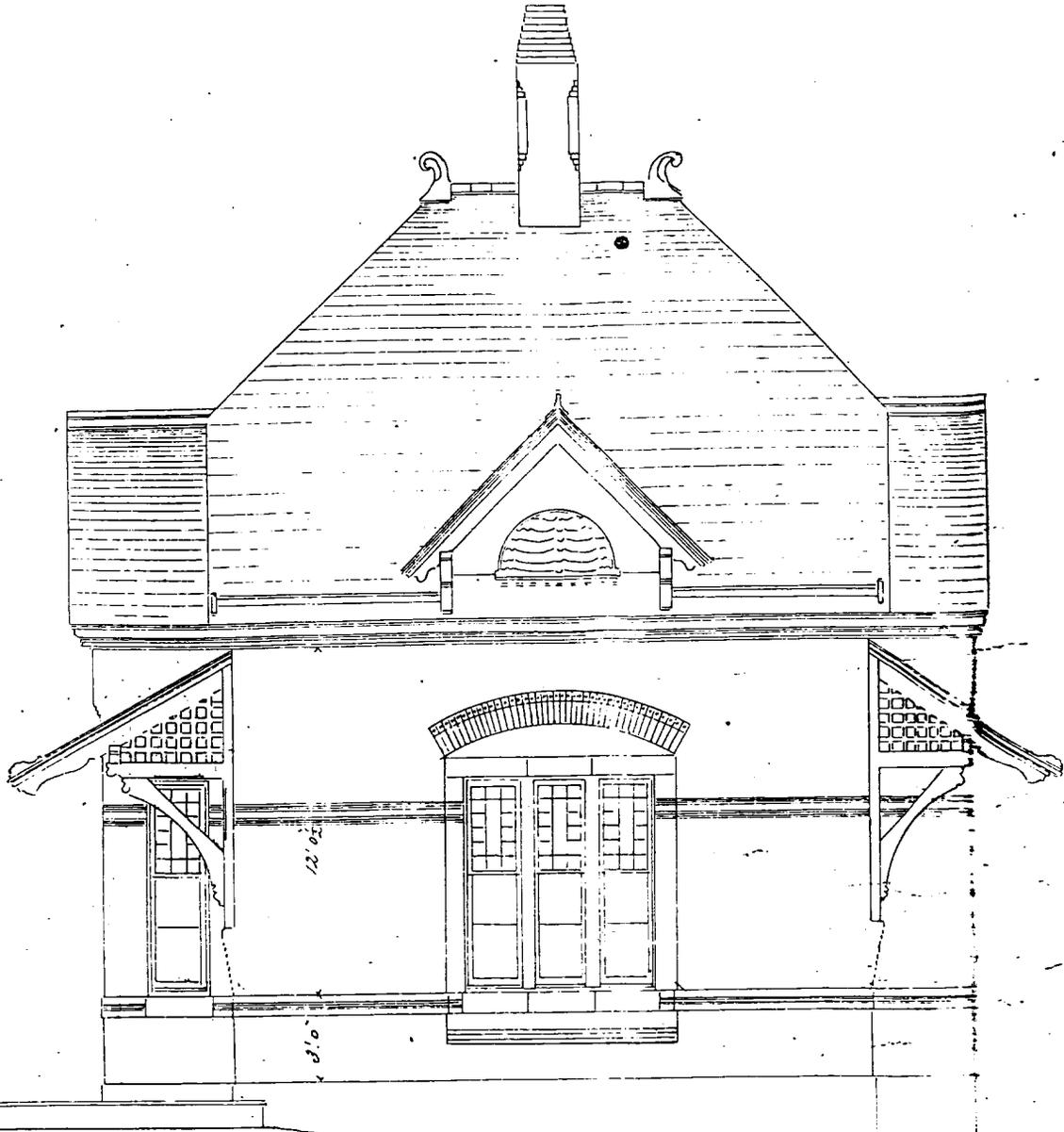
12'3"

15'6"

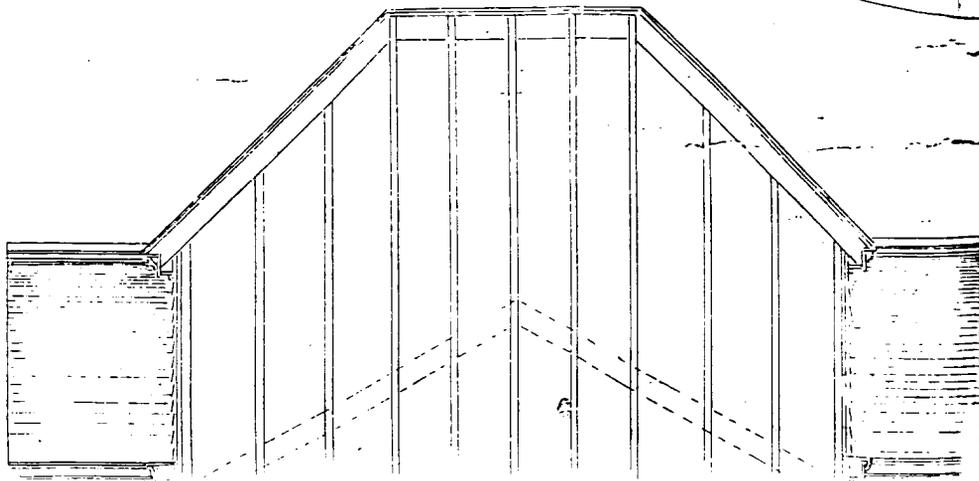


EAST END.

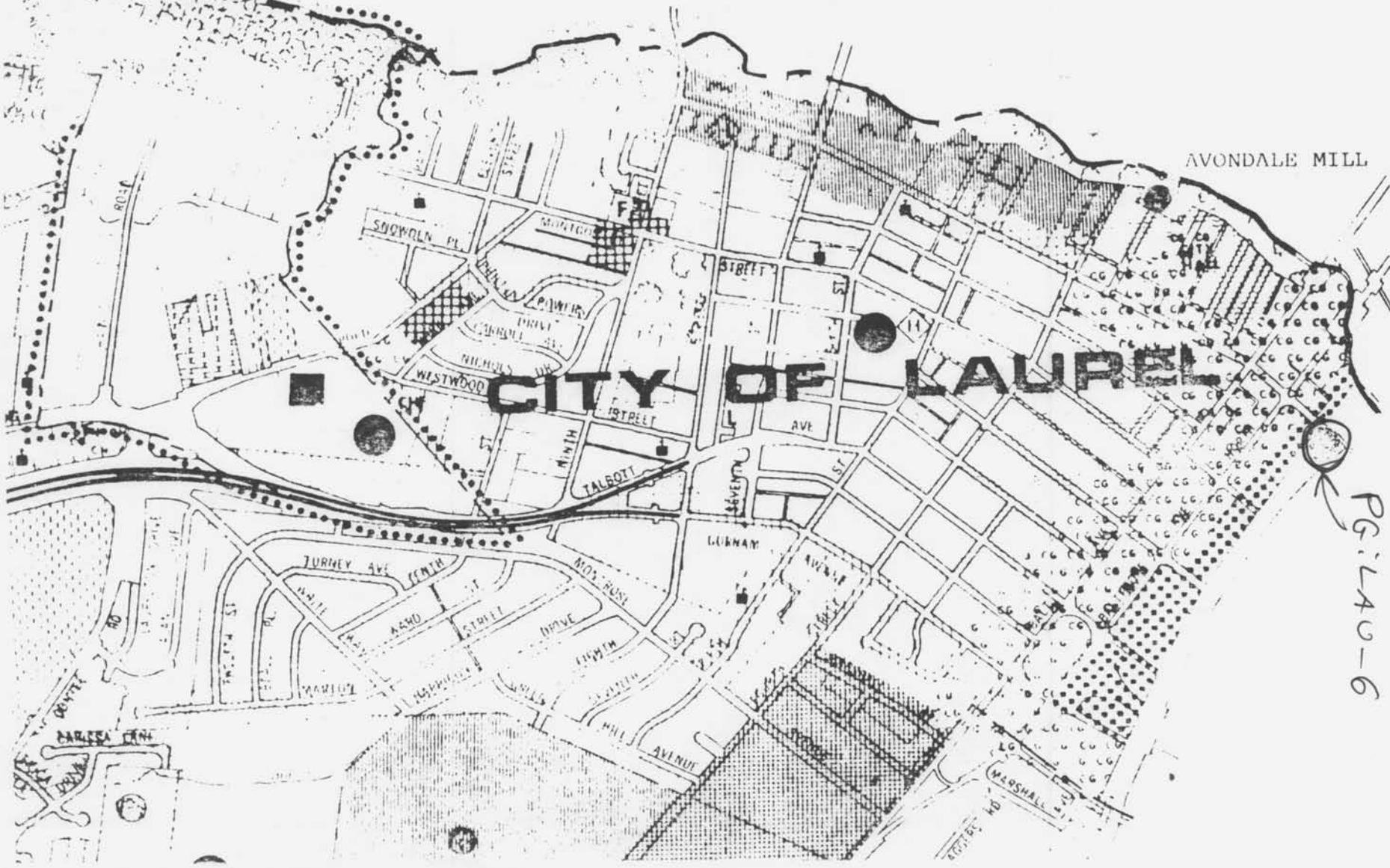




EAST END.



NOTE: THE CITY OF LAUREL IS OUTSIDE THE BOUNDARIES OF PLANNING AREA 60 AND HAS ITS OWN PLANNING RESPONSIBILITY. THE PROPOSED LAND USE SHOWN WITHIN THE CITY OF LAUREL IS REPRESENTATIVE OF THE CITY OF LAUREL'S MASTER PLAN DATED OCTOBER 1974.



AVONDALE MILL

CITY OF LAUREL

Pg: LAU-6

339° 00' E 2800 FT 2.8 MI 340

341

50'

342

BALTIMORE 18 MI SAVAGE 1 MI

5662 III NE 343 (SAVAGE)

LAUREL QUADRANGLE
USGS 7.5 minute map
scale: 24 000
1965

(Maryland)



lat. $37^{\circ} 06' 04''$
long. $76^{\circ} 50' 30''$



Walter Reed



NAME LAUREL RR STATION

(LAUREL HIST. DIST.)
PG: LAU-6

LOCATION B&O TRACKS + MAIN ST., LAUREL, MD.

FACADE SE

PHOTO TAKEN 4/14/75

M. RUYER



LAUREL STATION, PRINCE GEORGE

PG: LAU-6

725

MOS 6/68