

Maryland Historical Trust State Historic Sites Inventory Form



1. Name (indicate preferred name)

historic

and/or common B&O Railroad Building

2. Location

street & number Baltimore Avenue at the south end of the viaduc not for publication

city, town Hyattsville _____ vicinity of _____ congressional district _____

state Maryland _____ county Prince George's _____

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name

street & number _____ telephone no.: _____

city, town _____ state and zip code _____

5. Location of Legal Description

courthouse, registry of deeds, etc. _____ liber _____

street & number _____ folio _____

city, town _____ state _____

6. Representation in Existing Historical Surveys

title

date _____ federal ___ state ___ county ___ local

depository for survey records

city, town _____ state _____

7. Description

Survey No. PG:63-41-10

Condition

- excellent
- good
- fair

- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date of move _____

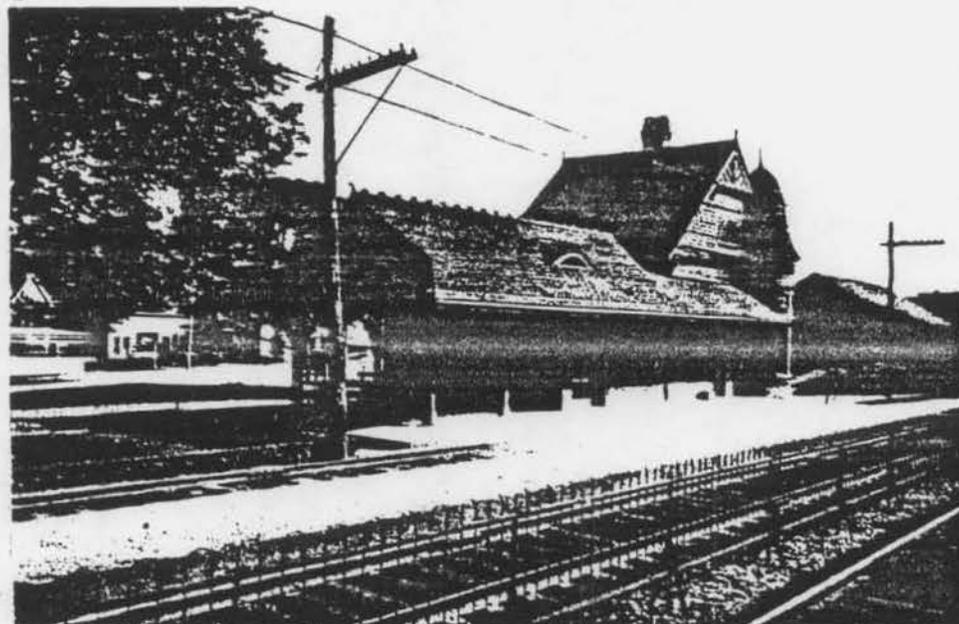
Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This one story building is all that remains of the Hyattsville Railroad Station. It has a hip roof and is covered with asbestos shingles. A small loading platform is attached to the east elevation. The building is in deteriorated condition and appears to be used for storage.

B&O Railroad Station Significance Continuation Sheet #1



A. Two views of the 1884 Hyattsville station, one of the largest and most ornate on the Washington branch. The track directly in front of the station was used by Chesapeake Beach Railway trains between 1898 and 1913. Credits: A-Smithsonian Institution—B-B&O Museum Archives.



The B&O Railroad Station, Hyattsville, Maryland
E. Francis Baldwin, 1884. Photo from The Impossible
Challenge, by Herbert W. Harwood, Jr. (Baltimore:
Barnard, Roberts and Co., Inc., 1979.)

8. Significance

Survey No. PG 68-41-12

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates **Builder/Architect**

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

This one story building is all that remains of a once-fine railroad station commissioned by the B&O Railroad of E. Francis Baldwin, a Baltimore architect, and constructed in 1884.

The significance of this building, which has lost its integrity, lies in the fact that it is part of a physical legacy reflecting the association of transportation with the development of Hyattsville.

The building stands at the intersection of the railroad tracks and Route 1, the former Baltimore-Washington Turnpike. In the early 1830s a small trade center sprang up at this site, following the completion of the railroad to this point, to serve the transfer of passengers and freight. In 1845 Christopher Hyatt established a store nearby and in 1859 he founded the town, which developed around the intersection.

The railroad provided quick and convenient access to the area and after the Civil War facilitated the development of the town as a resort for well-to-do Washington business men and later, between 1870-1900, contributed to its transformation into one of Washington's earliest suburbs.

Although the railroad's function was partially supplanted by the introduction of streetcars in 1899, it was not until after the overwhelming acceptance and proliferation of automobiles that it became of markedly decreased importance to the town.

The railroad station functioned until then as an integral part of the old "main street", one and one-half blocks of Baltimore Avenue and Farragut and Gallatin Streets, and was of central commercial and social importance in the town

Hyattsville Bibliography

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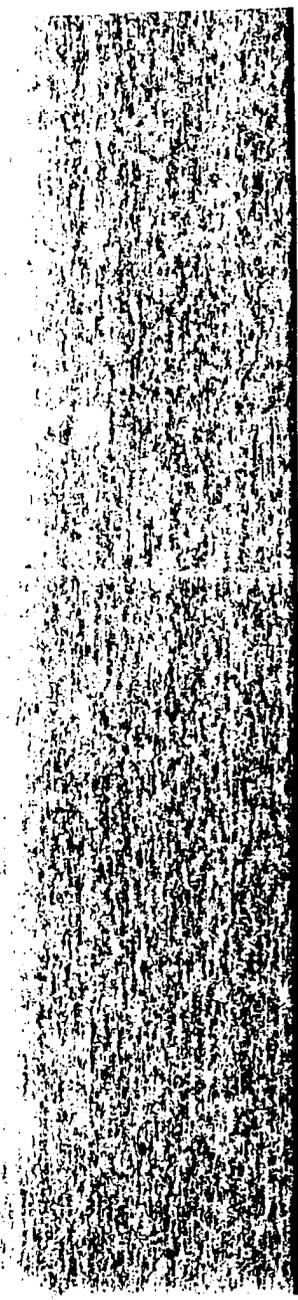
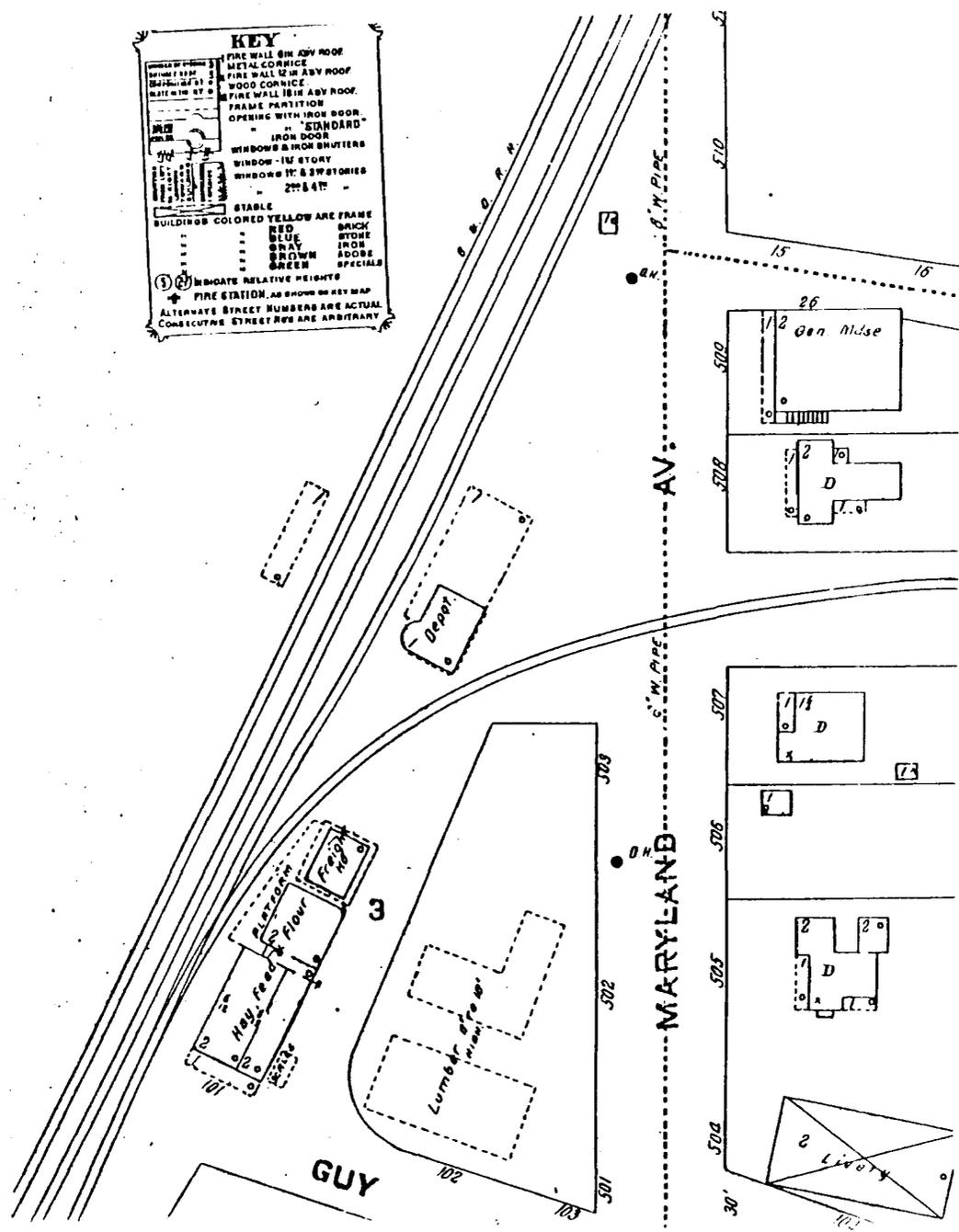
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KEY

PIRE WALL 8 IN ASV ROOF
METAL CORNICE
PIRE WALL 12 IN ASV ROOF
WOOD CORNICE
PIRE WALL 18 IN ASV ROOF
FRAME PARTITION
OPENING WITH IRON BOOR
STANDARD
IRON DOOR
WINDOWS & IRON SHUTTERS
WINDOWS - IV STORY
WINDOWS IV & 3V STORIES
2ND & 4TH
STABLE
BUILDINGS COLORED YELLOW ARE FRAME
RED BRICK
BLUE STONE
GRAY IRON
BROWN DOOR
GREEN SPECIALS

③ ④ INDICATE RELATIVE HEIGHTS
 * FIRE STATION, AS SHOWN ON KEY MAP
 ALTERNATE STREET NUMBERS ARE ACTUAL
 CONSECUTIVE STREET NOS ARE ARBITRARY



7-14-87-88

JULY 1906
HYATTSVILLE
M.D.

2
1

