

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ___
no ___

Property Name: Wilson's Station Signal Tower Inventory Number: PG:72-1
 Address: North side Amtrak Rail Line at MD 202 (Landover City: Landover Zip Code: 20785
 County: Prince George's USGS Topographic Map: Washington East
 Owner: Amtrak Is the property being evaluated a district? ___ yes
 Tax Parcel Number: 3 Tax Map Number: 59 Tax Account ID Number: 1476134
 Project: Baltimore-Washington Maglev Amtrak Agency: MTA
 Site visit by MHT staff: X no ___ yes Name: _____ Date: _____
 Is the property is located within a historic district? ___ yes X no

If the property is within a district District Inventory Number: _____
 NR-listed district ___ yes Eligible district ___ yes Name of District: _____
 Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible X yes ___ no

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in: Prince George's County Historic Site Summary Sheet, MIHP Form, and incomplete NR Nomination for Wilson's Station Signal Tower; MIHP Form for Bowie Railroad Buildings (PG:71B-2-9)

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*
 The Wilson's Station Signal Tower is a small, two-story frame structure with a pyramidal roof and a two-story, hip-roofed rear ell. The roof is covered with multicolored asphalt shingles with masonry corner ridge caps, and the walls are sided with asbestos shingles. The first floor has no openings except a door into the ell section, and a flight of metal stairs leads to a door on the second floor of the ell. The main block features a band of four windows on the south façade facing the tracks, and bands of three windows on each side. The building is currently unused and all of its openings are boarded over with plywood.

The tower marks the location of Wilson's Station, an early stop on the Washington Spur of the Baltimore and Potomac Railroad's Pope's Creek Line, which was constructed in 1872 with help from the Pennsylvania Railroad. At the time, present-day Landover Road was an important county route known as the Old Bladensburg-Marlboro Road. Commonly, early rail stations were built at the point where a new rail line crossed a major existing road, and Wilson's Station, named for a local family, was no exception. A station was constructed there at the time the spur began service, now under control of the Pennsylvania Railroad. A notable early moment came in 1884, when Belva Lockwood, the first woman ever nominated for the presidency of the United States, opened her campaign at a friend's home near Wilson's Station. Her supporters rode the train from Washington to Wilson's Station for the rally, and returned to the station in a torchlight procession afterward to go home.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <u>X</u>	Eligibility not recommended ___
Criteria: <u>X</u> A ___ B <u>X</u> C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
MHT Comments	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>8/14/03</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>8/15/03</u> Date

Wilson's Station Signal Tower

Page 2

Before 1900, the developing area near Wilson's Station was renamed Landover. In 1906, as the new Union Station was being built in Washington and the Washington approach reconfigured, a second railroad line was constructed from Landover to Union Station and named the Magruder Branch. Due to the new Landover junction, the Wilson's Station Signal Tower was constructed in 1906 to control traffic on the two lines. At that time, train movements were controlled through a complex system of interlocking signals, which passed electrical current through "blocks" of rails to indicate when tracks were clear for passage. This system developed in the 1880s, and most main lines utilized it by the early 1900s. Signal towers were typically situated at railroad junctions and were staffed 24 hours a day by three operators taking eight-hour shifts. At the time the Wilson's Station Signal Tower was built, the existing Wilson's Station depot and a new frame passenger shelter near the tower were accomodating increasing numbers of trains and commuting passengers. These commuters built homes in Landover, fueling the town's initial growth.

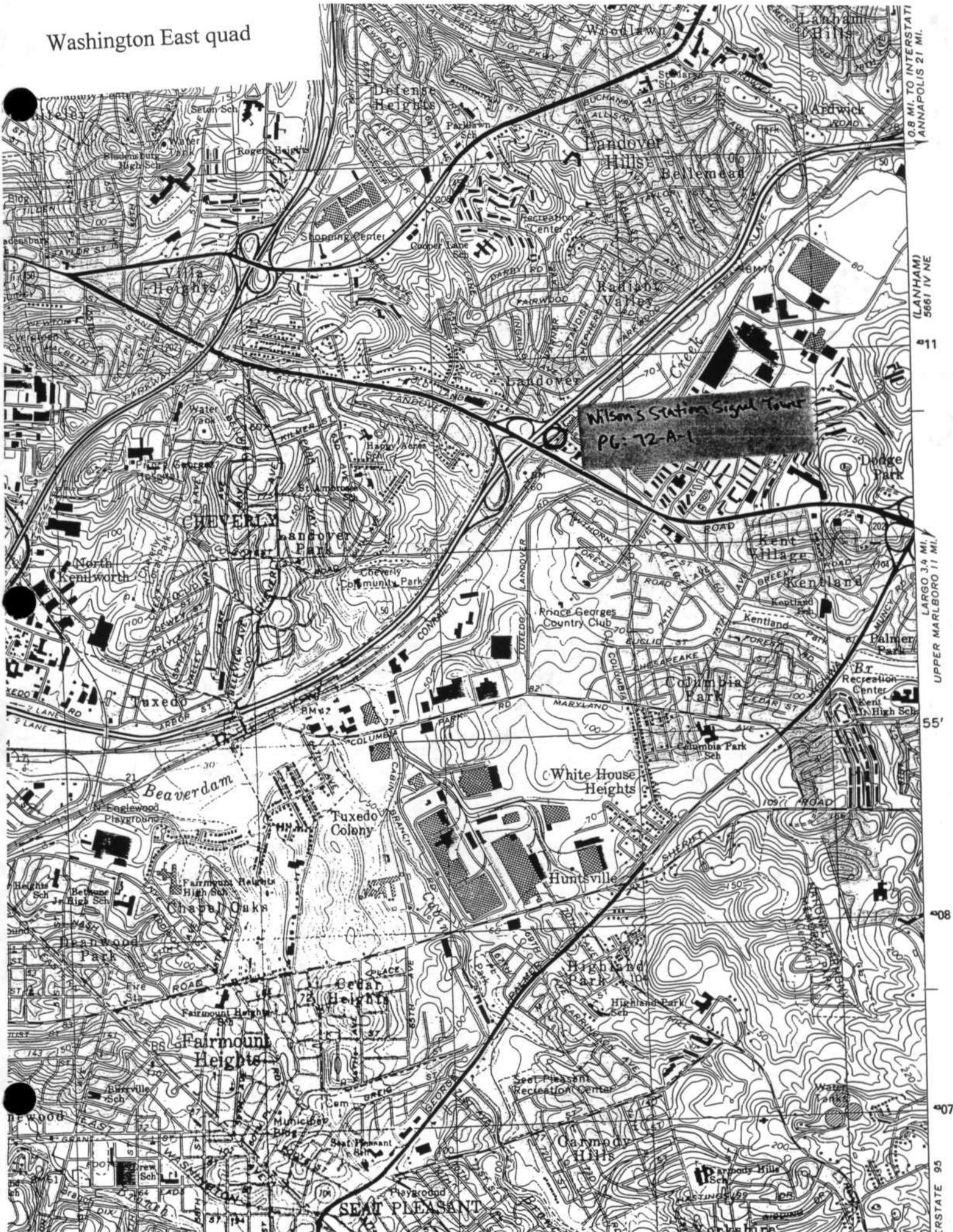
After World War I, the rise of the automobile spurred new suburban development in areas not served by train. At the same time, local railroad passenger traffic declined in the post-World War II era as automobiles became the primary transportation mode. Landover's hub moved away from the station area as development intensified further north. Local passenger service eventually ceased on the Pennsylvania line, and the Magruder Branch line was closed. Amtrak took control of the Pennsylvania line in the early 1970s, and the old switch tower served as a block tower with Amtrak signal relay equipment on its first floor. In 1978, Metrorail was built along the same line to New Carrollton and bypassed the old stop at Wilson's Station. Finally, modern equipment upgrades made the existing signal relay system obsolete by the early 1980s. The signal system was computerized and could be controlled from a remote location, eliminating the need for localized interlocking signal towers along Amtrak's lines. The Wilson's Station Signal Tower was closed around 1986, and has been mothballed since then.

The Wilson's Station Signal Tower is the last vestige of this once-busy passenger stop. It is also one of only a few old signal towers surviving on the Amtrak corridor between Washington and Baltimore. The 1906 "K Tower" in the rail yard near Union Station, is a large, elaborate masonry example and remains in use, and an abandoned, modern-style concrete-block 1943 signal tower survives in deteriorated condition in Odenton. A third tower, which is a frame model similar to the Wilson's Station tower, stood at the Bowie Station. This tower was originally built in the early 1900s for a junction at Severn and was relocated to Bowie in 1930 after the Severn junction closed and Bowie's old tower was torn down. The Bowie tower initially suffered the same treatment in the 1980s as the Wilson's Station tower, but was rescued and relocated to a railroad-themed museum park offset from the tracks as part of a collection of moved railroad structures. This group of buildings has since been restored and placed on the National Register. However, the removal of the Bowie tower from its historic setting means that the Wilson's Station Signal Tower is the only surviving pre-1910 frame railroad building in its original location on the old Washington spur.

The Wilson's Station Signal Tower is thus one of the oldest surviving railroad-associated buildings remaining in its original location between Bowie and Washington. It is a significant remnant of the late nineteenth and early twentieth century railroad suburbs that developed outside Washington and other major cities as commuting by rail first rose in popularity. It also represents the rail traffic control technology in use nationwide by 1910, and which survived much of the twentieth century. Thus it is eligible for the NRHP under Criterion A. The signal tower also retains considerable integrity of location and design. Despite its replacement siding and deteriorated condition, its form typifies the simple, two-story rural railroad signal towers commonly built at rail junctions from the 1880s into the early 1900s, making it also eligible for the NRHP under Criterion C.

Prepared by: Kate Farnham, John Milner AssociatesDate Prepared: 9/22/2002

Washington East quad



Wilson's Station Signal Tower
PG: 72-A-1

0.8 MI. TO INTERSTATE
ANNAPOLIS 21 MI.

(LANHAM)
5661 IV NE

911

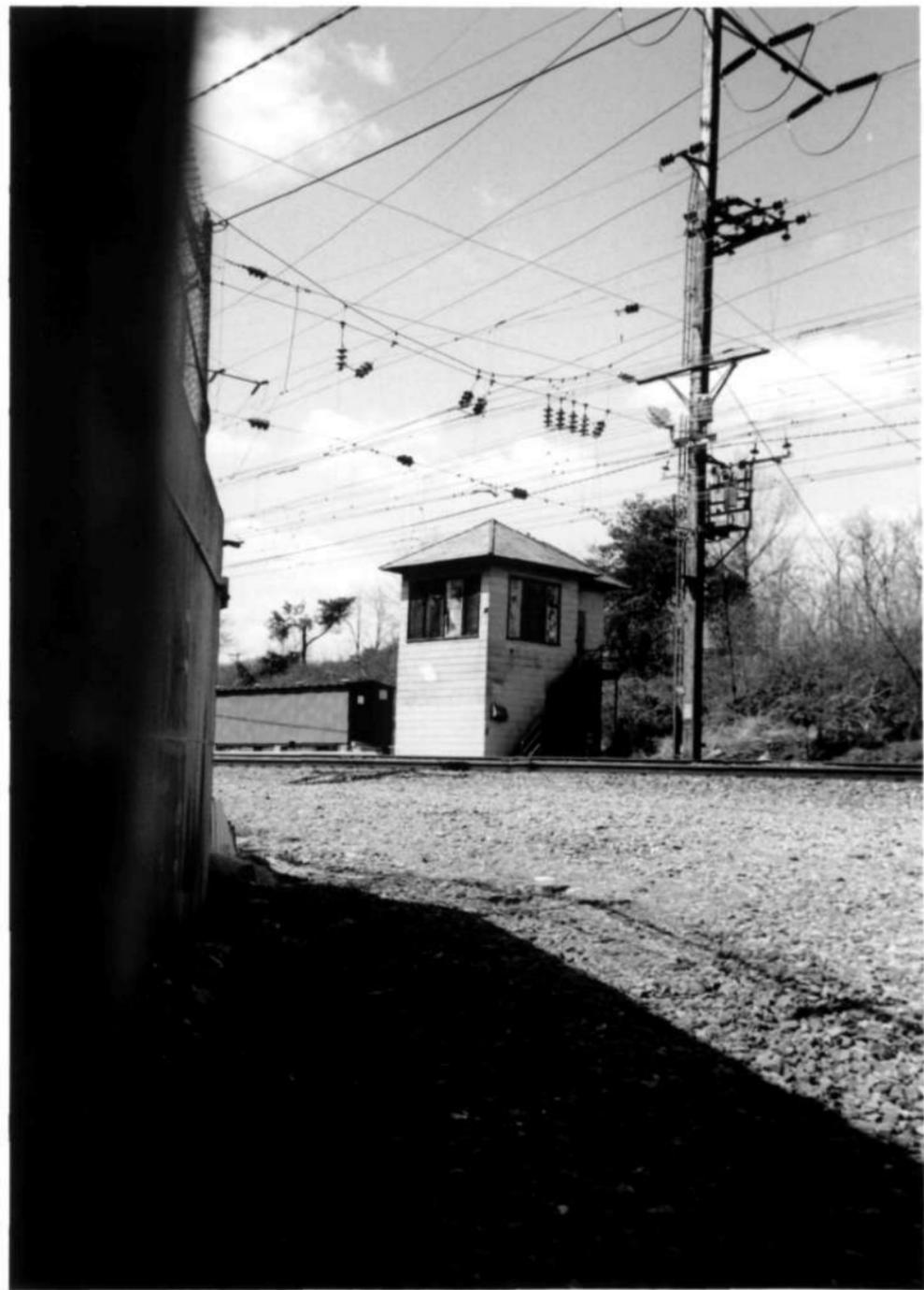
0.8 MI. TO INTERSTATE
LARGO 3.4 MI.
UPPER MARLBORO 11 MI.

55'

908

907

95
STATE



MIHP# PG:72-1

Wilson's Station Signal Tower
Prince George's County, Maryland

Kerri Culhane

March 20, 2002

MD SHPO

Wilson's Station Signal Tower, looking west from
culvert ~~at~~ end of Old Landover Rd.

1 of 1

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #72A-1 Building Date: early 20th c.

Building Name: Wilson's Station Railroad Tower

Location: Amtrak Railroad Tracks at Md. Route 202, Landover, Maryland

Private/Transportation/Unoccupied/Fair/Inaccessible

Description

The Wilson Station Railroad tower is a two-story L-shaped structure with a pyramidal roof. Its south facade faces directly on the Amtrak railroad track into Washington. The main section of the structure has a four-part 6/6 window across the entire south side of the second story. There is one 6/6 window on the east facade. An exterior flight of metal steps rises along this east facade to a second-story door in the east facade of the rear ell section, under which there is also an entrance to the first story. The entire structure is covered with asbestos shingle siding; the roof is covered with asphalt shingle. East of the control tower is a small gable-roofed waiting shelter, open on the south side facing the tracks.

Significance

The Wilson Station Railroad tower is a small early twentieth century control tower which stands by the side of the Washington spur line of the Pennsylvania Railroad. Next to it is a small waiting shelter, which recalls the days when trains moved slowly along this line between Washington and the Bowie junction, picking up passengers at each of the small community stops. The Baltimore and Potomac Railroad was constructed through Prince George's County in the early 1870's, to connect Baltimore with Southern Maryland. A spur line was built by the Pennsylvania Railroad Company from the Bowie junction into the City of Washington; it was along this spur line that many of the northeastern suburbs of Washington began to develop, e.g. Landover, Lanham, Seabrook, Glenn Dale, and Bowie itself. From the earliest years of operation of the Washington line, there was a station, known as Wilson's Station, located at the crossing of the railroad tracks and the old Bladensburg-Marlboro Road, now Maryland Route 202. (It was from Wilson's Station that the National Equal Rights party marched in September 1884 when they nominated Belva Ann Lockwood for the presidency of the United States.) The tower and waiting shelter were constructed sometime early in this century. Except for a similar tower at the Bowie junction, it is probably the only one remaining on this line of the railroad.

Acreage: 4.853 acres

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. P.G. #72A-1

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Wilson's Station Railroad Tower

and/or common

2. Location

street & number Antrak Railroad tracks at Md.Rt. #202 not for publicationcity, town Landover vicinity of congressional district 5

state Maryland county Prince George's County

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" 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 type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name National Railroad Passenger Corporation

street & number 400 North Capitol Street telephone no.:

city, town Washington, D. C. state and zip code 20001

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 5258

street & number Mainstreet folio 62

city, town Upper Marlboro state Maryland

6. Representation in Existing Historical Surveys

title Prince George's County Inventory of Historic Sites

date 1974 federal state county local

depository for survey records History Division, M-NCPPC

city, town Riverdale state Maryland

7. Description

Survey No. P.G. #72A-1

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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

The Wilson Station Railroad tower is a two-story L-shaped structure with a pyramidal roof. Its south facade faces directly on the Amtrak railroad track into Washington. The main section of the structure has a four-part 6/6 window across the entire south side of the second story. There is one 6/6 window on the east facade. An exterior flight of metal steps rises along this east facade to a second-story door in the east facade of the rear ell section, under which there is also an entrance to the first story. The entire structure is covered with asbestos shingle siding; the roof is covered with asphalt shingle.

East of the control tower is a small gable-roofed waiting shelter, open on the south side facing the tracks.

8. Significance

Survey No. P.G. #72A-1

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 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates early 20th Century 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.

The Wilson Station Railroad tower is a small early twentieth century control tower which stands by the side of the Washington spur line of the Pennsylvania Railroad. Next to it is a small waiting shelter, which recalls the days when trains moved slowly along this line between Washington and the Bowie junction, picking up passengers at each of the small community stops.

The Baltimore and Potomac Railroad was constructed through Prince George's County in the early 1870's, to connect Baltimore with Southern Maryland. The main line continued through Charles County to its southern terminus at Popes Creek. At a point just inside Prince George's County (in the area which would come to be known as Bowie) a spur line was built by the Pennsylvania Railroad Company, leading from this junction into the City of Washington. (The agreement between the Baltimore and Potomac Company and the Pennsylvania Railroad Company stated that the spur line could operate only as long as the main line remained open.) It was along this spur line that many of the northeastern suburbs of Washington began to develop, e.g. Landover, Lanham, Seabrook, Glenn Dale, and Bowie itself.¹

From the earliest years of operation of the Washington line, there was a station located at the crossing of the railroad tracks and the old Bladensburg-Marlboro Road, now Maryland Route 202. It was known as Wilson's Station after the family which owned the adjoining farmland. (It was from Wilson's Station that the National Equal Rights party marched in September 1884 when they nominated Belva Ann Lockwood for the presidency of the United States.) By the turn of the century, Wilson's Station had come to be known as Landover, after the old land tract, and the area still goes by that name today.² The tower and waiting shelter were constructed sometime early in this century. Except for a similar tower at the Bowie junction, it is probably the only one remaining on this line of the railroad.

9. Major Bibliographical References

Survey No. P.G. #72A-1

cf. Notes Item #8

10. Geographical Data

Acreege of nominated property 4.853 acres

tax map 59, parcel 3

Quadrangle name Washington East, Section F

Quadrangle scale _____

UTM References do NOT complete UTM references

A

Zone	Easting			Northing							

B

Zone	Easting			Northing							

C

Zone	Easting			Northing							

D

Zone	Easting			Northing							

E

Zone	Easting			Northing							

F

Zone	Easting			Northing							

G

Zone	Easting			Northing							

H

Zone	Easting			Northing							

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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11. Form Prepared By

name/title Susan G. Pearl, Research Historian

organization Historic Preservation Commission date September 1985

street & number c/o County Planning Division, M-NCPPC telephone 952-3521

city or town Upper Marlboro, state Maryland

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

#8. Continued

The Washington line is heavily used today, by high speed Amtrak trains along the New York corridor; the Popes Creek line remains open, as required, but carries only one or two freight trains per day. Today the Landover Metrorail Station stands a short distance northeast of the tower, and the surrounding area is densely developed with commercial buildings. The tower is the only surviving reminder in this area of the early days of the Washington line of the Pennsylvania Railroad.

Notes

¹ G.M. Hopkins maps of Prince George's County, 1878, 1894; cf. also MHT forms for 70-11, 70-13, 70-14, 70-26, 70-27.

² Hopkins maps 1878 and 1894; History of Pennsylvania Railroad, 1949; notes on Belva Lockwood, S.G. Pearl, unpublished.

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM

for the

NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Wilson Station

2. LOCATION

STREET AND NUMBER: Old Landover Road at Penn Central RR

CITY OR TOWN: Landover

STATE: Maryland COUNTY: Prince George's

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 type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input 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 type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ <input type="checkbox"/> Comments _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: Penn Central Railroad

STREET AND NUMBER:

CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION

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

STREET AND NUMBER:

CITY OR TOWN: STATE: Upper Marlboro Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: None

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

7. DESCRIPTION	
CONDITION	(Check One)
	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	(Check One)
	<input checked="" type="checkbox"/> Altered <input type="checkbox"/> Uncltered <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The station now is a waiting shelter and control tower. The shelter has an A-roof and is open on the track facade with horizontal boarding below a chair-rail moulding and vertical boarding above. The tower is two stories with a hipped roof and several 6/6 double hung sash windows on each face. The exterior staircase is steel.</p>	

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" 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)

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/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	losophy	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	Architecture	<input type="checkbox"/> Social/Human-	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature	itarian	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	_____

STATEMENT OF SIGNIFICANCE

This was known as Wilson's Station when it was on the old Balto. and Potomac Line in the 1800's. The county fair grounds were nearby. The present tower is of 20th Century vintage and is now covered with asbestos shingles.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION: MNCPPC

DATE: 25 Oct 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN: Silver Spring

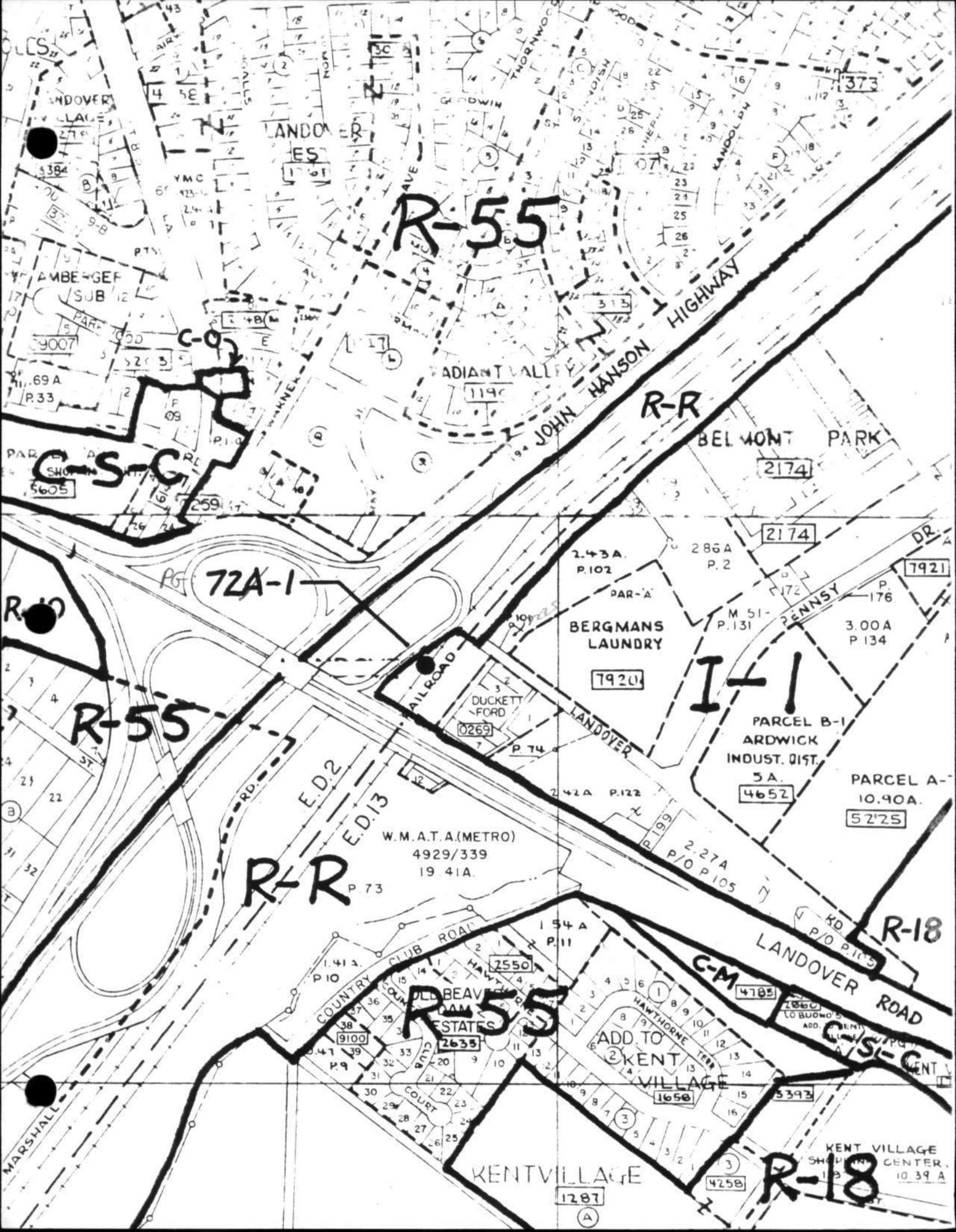
STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National State Local

Signature _____



R-55

C-S-C

72A-1

R-55

R-R

R-55

I-1

R-18

R-18

ADIANT HALL

BERGMANS LAUNDRY

OLD BEAVER DAM ESTATES

ADD TO KENT VILLAGE

KENT VILLAGE SHOPPING CENTER

C-M

C-S-C

R-R

BELMONT PARK

AIRROAD

LANDOVER

LANDOVER ROAD

W.M.A.T.A. (METRO)
4929/339
19 41A.

PARCEL B-1
ARDWICK
INDUST. DIST.
5A.
4652

PARCEL A-1
10.90A.
5225

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BERGMANS LAUNDRY

OLD BEAVER DAM ESTATES

ADD TO KENT VILLAGE

KENT VILLAGE SHOPPING CENTER

C-M

C-S-C

R-R

BELMONT PARK

AIRROAD

LANDOVER

LANDOVER ROAD

W.M.A.T.A. (METRO)
4929/339
19 41A.

PARCEL B-1
ARDWICK
INDUST. DIST.
5A.
4652

PARCEL A-1
10.90A.
5225

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Wilson's station Railroad Tower

Prince George's County, MD.

Susan G. Pearl

April 1985

Southeast 3/4 elevation

Neg: Md. Hist. Trust, Annapolis, MD.

PG:

72 A-1

PG: 72-1



NAME (WILSON STATION TOWER)
LANDOVER STATION

P6.72-1

LOCATION PENN. CENTRAL R.R. LANDOVER, Md

FACADE N.E.

PHOTO TAKEN 10/25/74 MDWYER