

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Laurel Railroad Station Survey Number: PG:Lau-6
Project: Laurel MARC Parking Expansion Agency: MTA

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

E. Francis Baldwin of Baltimore designed the 1884 Railroad Station building for the B&O Railroad Company. He created a one story brick building, using the ~~common~~ American bond ~~style~~, with hip and gable roofs on various portions of the building. The roof has acroteria along the ridges, and exposed rafters and wooden brackets supporting it. The MTA continues to work on the building to make it usable as a MARC station. The building was placed in the National Register of Historic Places in March 1973 and continues to be eligible as an example of a 19th century railroad station which is a contributing element to a transportation movement, thus meeting Criterion A, and as an example of late 19th century stick style as expressed in a service building, thus meeting Criterion C.

Documentation on the property/district is presented in: REview & Compliance Files

Prepared by: John Newton, MTA

Anne E. Bruder 2/25/98
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Arthur Keen 2/25/98
Reviewer, NR program Date

Handwritten signature

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

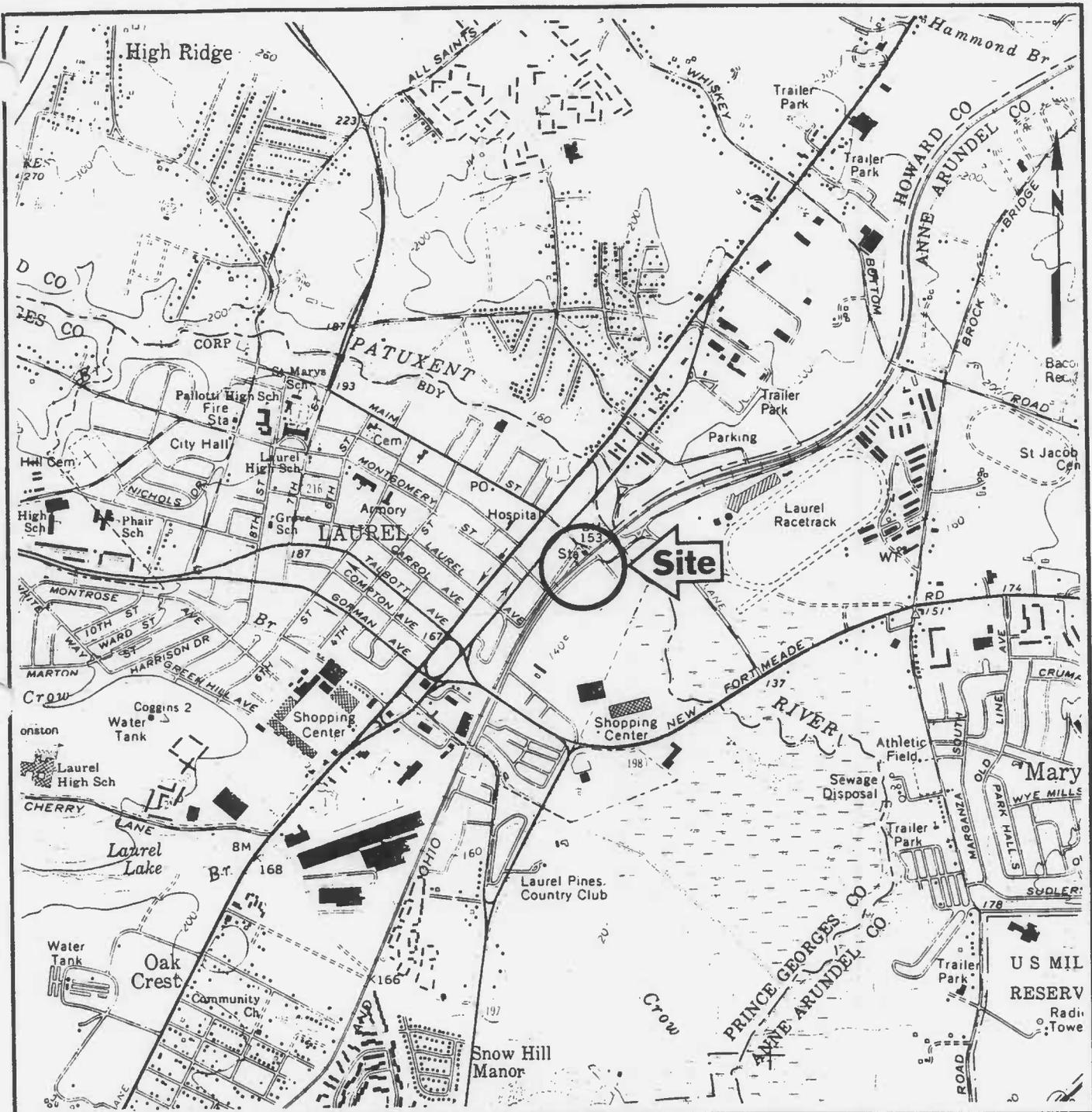
- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Building
 Historic Environment: Sururban/Semi-rural
 Historic Function(s) and Use(s): Passenger train station
 Known Design Source: E. Francis Baldwin



FROM USGS QUADRANGLE:
 LAUREL, MARYLAND
 7.5 MINUTE (TOPOGRAPHIC)
 SCALE: 1"=2,000'

MATA MASS TRANSIT ADMINISTRATION
MDOT'S FASTEST GROWING AGENCY

LAUREL MARC STATION EXPANSION

PHASE I - INITIAL SITE ASSESSMENT

SITE LOCATION MAP

| | | |
|---|---------------|--------|
| RUMMEL, KLEPPER & KAHL Consulting Engineers | Date | Figure |
| | December 1996 | 1 |

HISTORIC SITES SUMMARY SHEET

P.G. County Survey # (Laurel Hist. Dist.) Date 1884
Building Name Baltimore & Ohio Railroad Station at Laurel
Location B & O tracks and Main Street, Laurel, Maryland
Open to Public yes no

The Laurel station is a one story brick structure built on a granite base. The longer gable roof runs parallel with the tracks, and abuts at a right angle with the higher hipped roof over a small attic room; smaller gable roofs project from both front and rear. The roof ridges are decorated with terra cotta acroteria; the gables are decorated with fish-scale shingles and tree-branch motifs. The overhanging roof is supported by large wooden brackets.

The Laurel station was designed by E. Francis Baldwin, who also designed the rear wing of the Maryland State House. The station was constructed in 1884. Such examples of nineteenth century transportation structures are becoming increasingly rare, and few are in such unaltered condition as the Baltimore & Ohio station at Laurel.

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 |
| | |

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 type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure | <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No |
| 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) <input type="checkbox"/> Comments |

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 21201

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
ENTRY NUMBER:
DATE:

FOR NPS USE ONLY

2. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian
- 15th Century
- 16th Century
- 17th Century
- 18th Century
- 19th Century
- 20th 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

SEE INSTRUCTIONS

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-

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

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 |
| NW | ° ' " | ° ' " | | 37° | 06' | 04" |
| NE | ° ' " | ° ' " | | 76° | 50' | 30" |
| 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 |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |

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 | NATIONAL REGISTER VERIFICATION |
|--|---|
| <p>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:</p> <p>National <input type="checkbox"/> State <input checked="" type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u>Orlando Ridout IV</u> Orlando Ridout IV</p> <p>Title: <u>State Liaison Officer for Maryland</u></p> <p>Date: <u>June 22, 1972</u></p> | <p>I hereby certify that this property is included in the National Register.</p> <p>_____ Chief, Office of Archeology and Historic Preservation</p> <p>Date: _____</p> <p>ATTEST:</p> <p>_____ Keeper of The National Register</p> <p>Date: _____</p> |

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

9G:LAU-6

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

(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.

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

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"/> | Comments <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

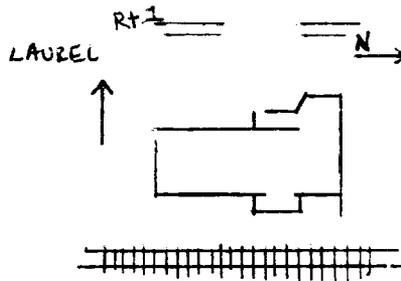
FOR NPS USE ONLY

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) cl890s

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/Phi- <input type="checkbox"/> | Other (Specify) <input type="checkbox"/> |
| Historic <input type="checkbox"/> | Industry <input type="checkbox"/> | osophy <input type="checkbox"/> | <u>Architecture</u> <i>pl. 2 0/11</i> |
| Agriculture <input type="checkbox"/> | Invention <input type="checkbox"/> | Science <input type="checkbox"/> | _____ |
| Art <input type="checkbox"/> | Landscape <input type="checkbox"/> | Sculpture <input type="checkbox"/> | _____ |
| Commerce <input type="checkbox"/> | Architecture <input type="checkbox"/> | Social/Human- <input type="checkbox"/> | _____ |
| Communications <input type="checkbox"/> | Literature <input type="checkbox"/> | itorion <input type="checkbox"/> | _____ |
| Conservation <input type="checkbox"/> | Military <input type="checkbox"/> | Theater <input type="checkbox"/> | _____ |
| | Music <input type="checkbox"/> | Transportation <input checked="" 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: | COOE | 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

COOE:

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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 _____

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

 Chief, Office of Archeology and Historic Preservation

Date _____

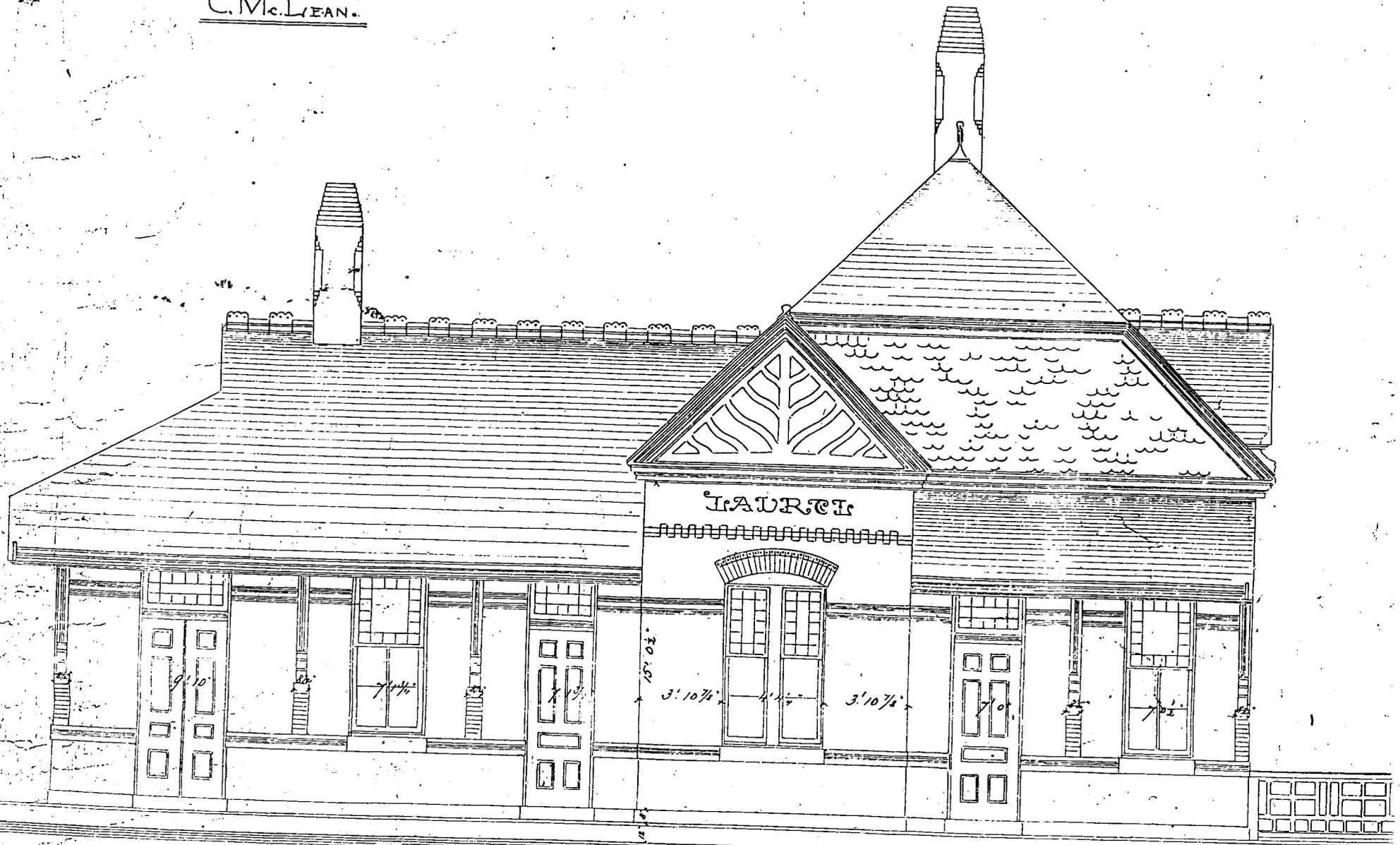
ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

C. McLEAN.

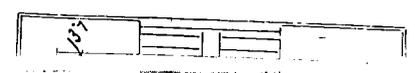


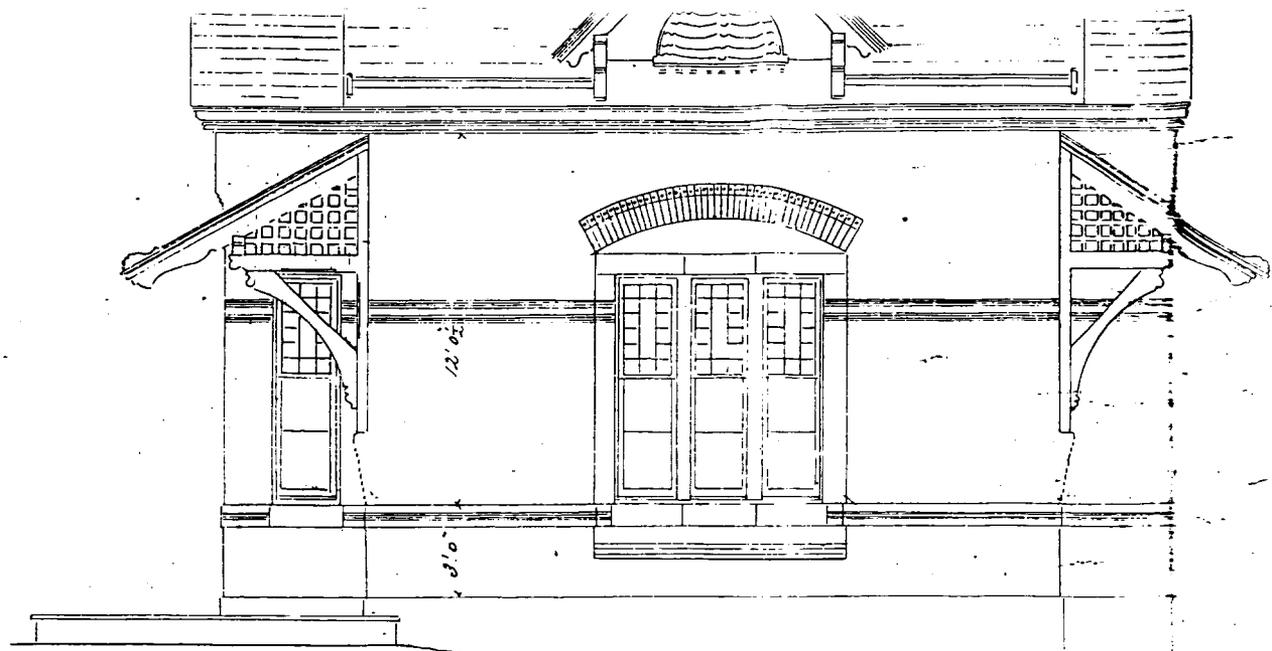
FRONT ELEVATION.

26'3"

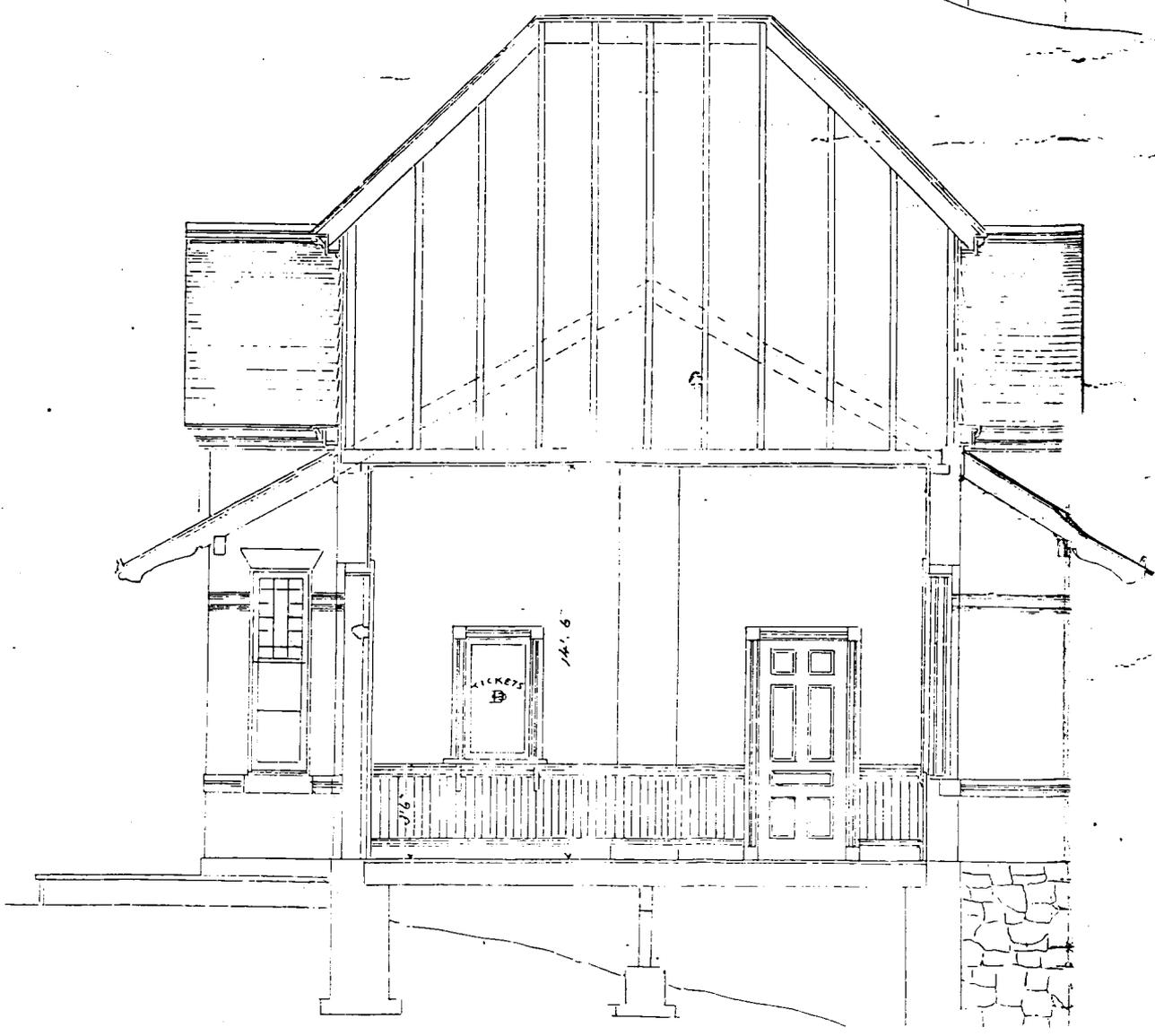
12'2"

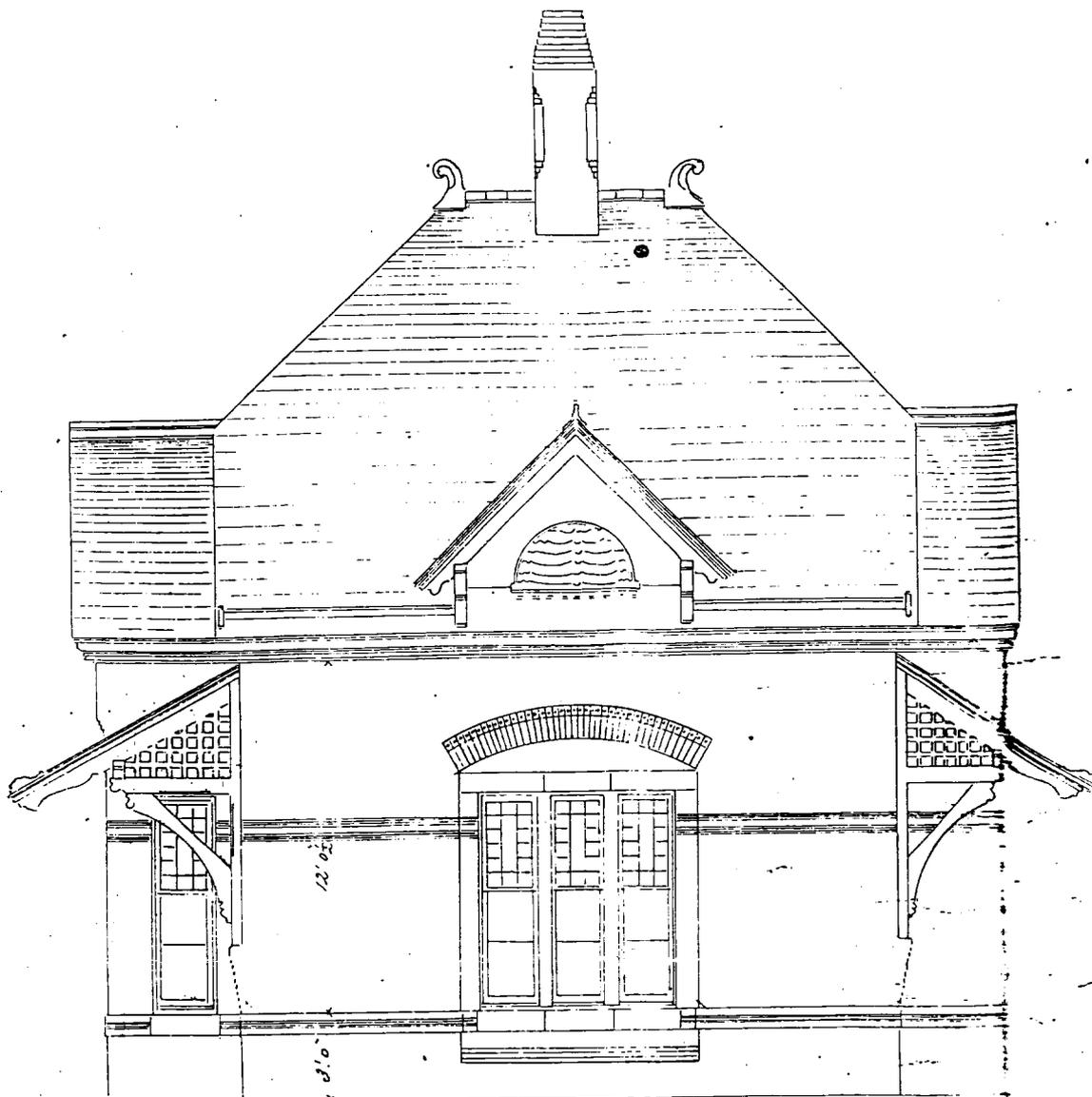
15'6"



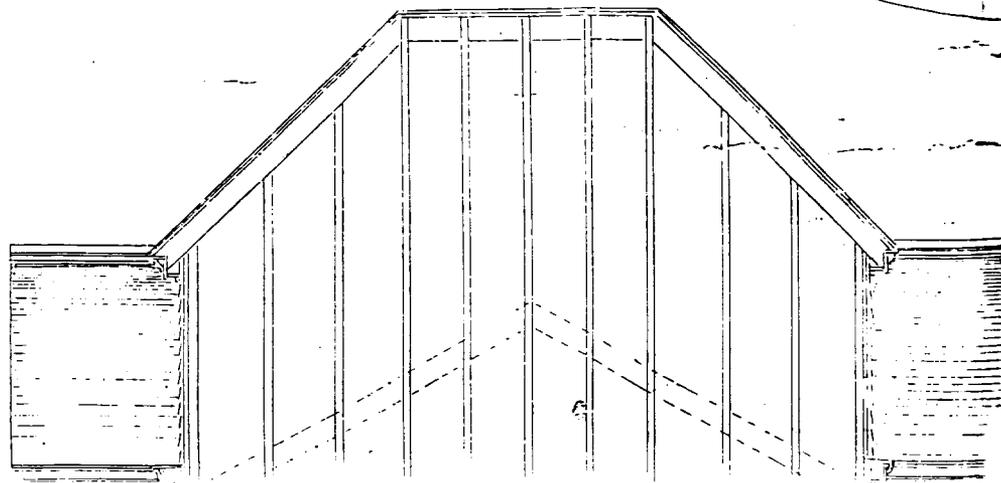


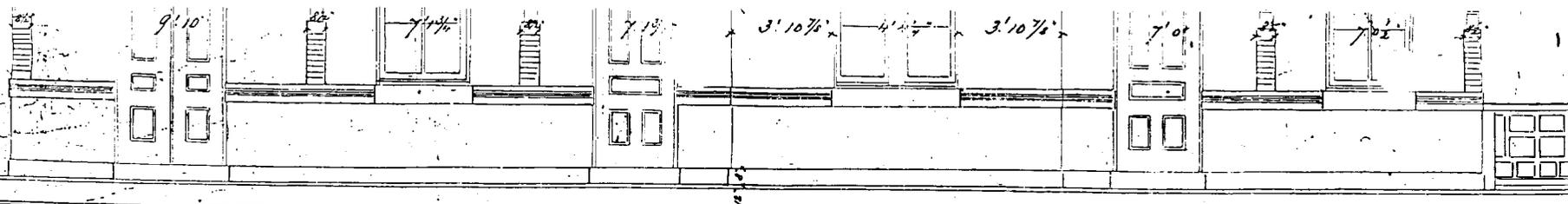
EAST END.



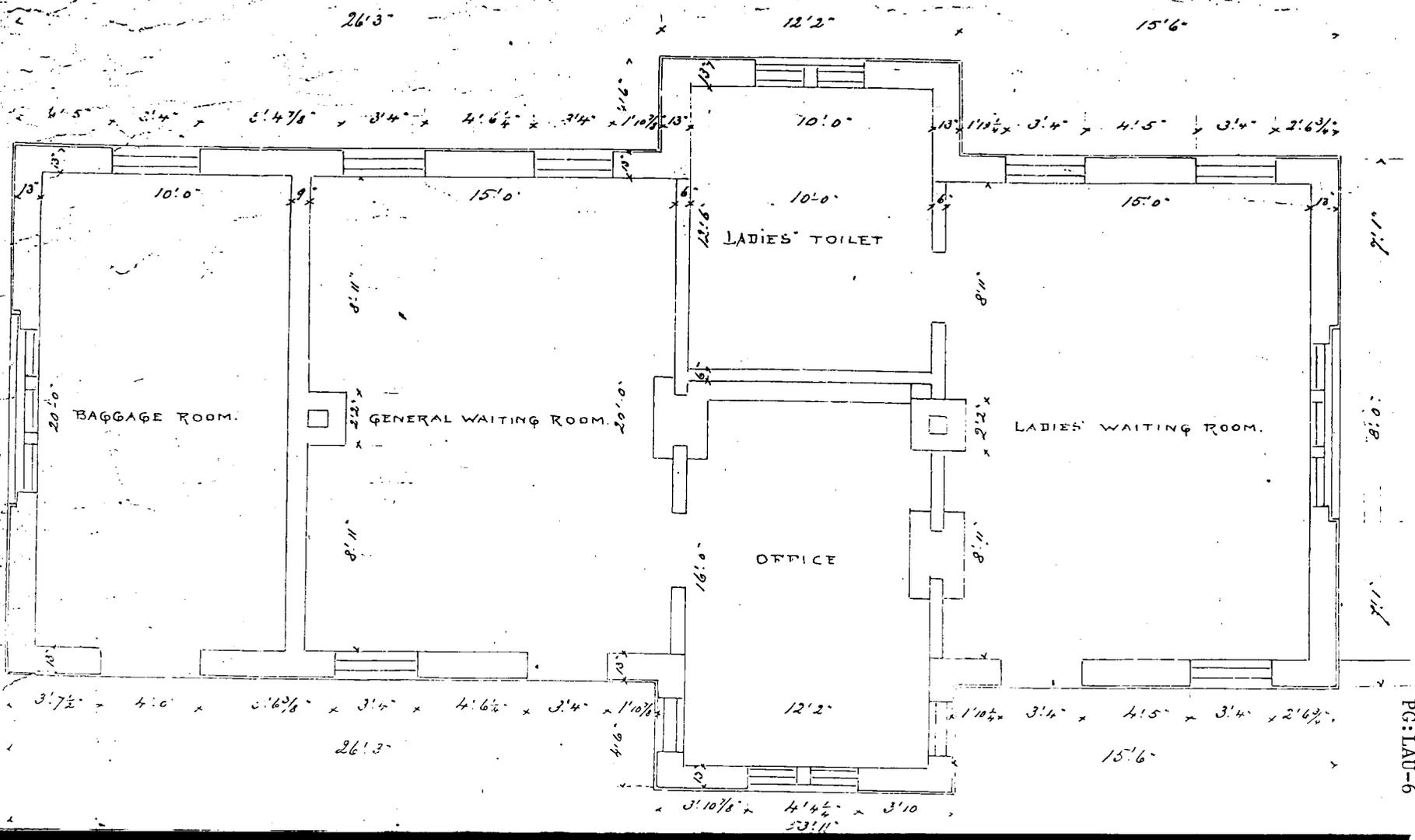


EAST END.

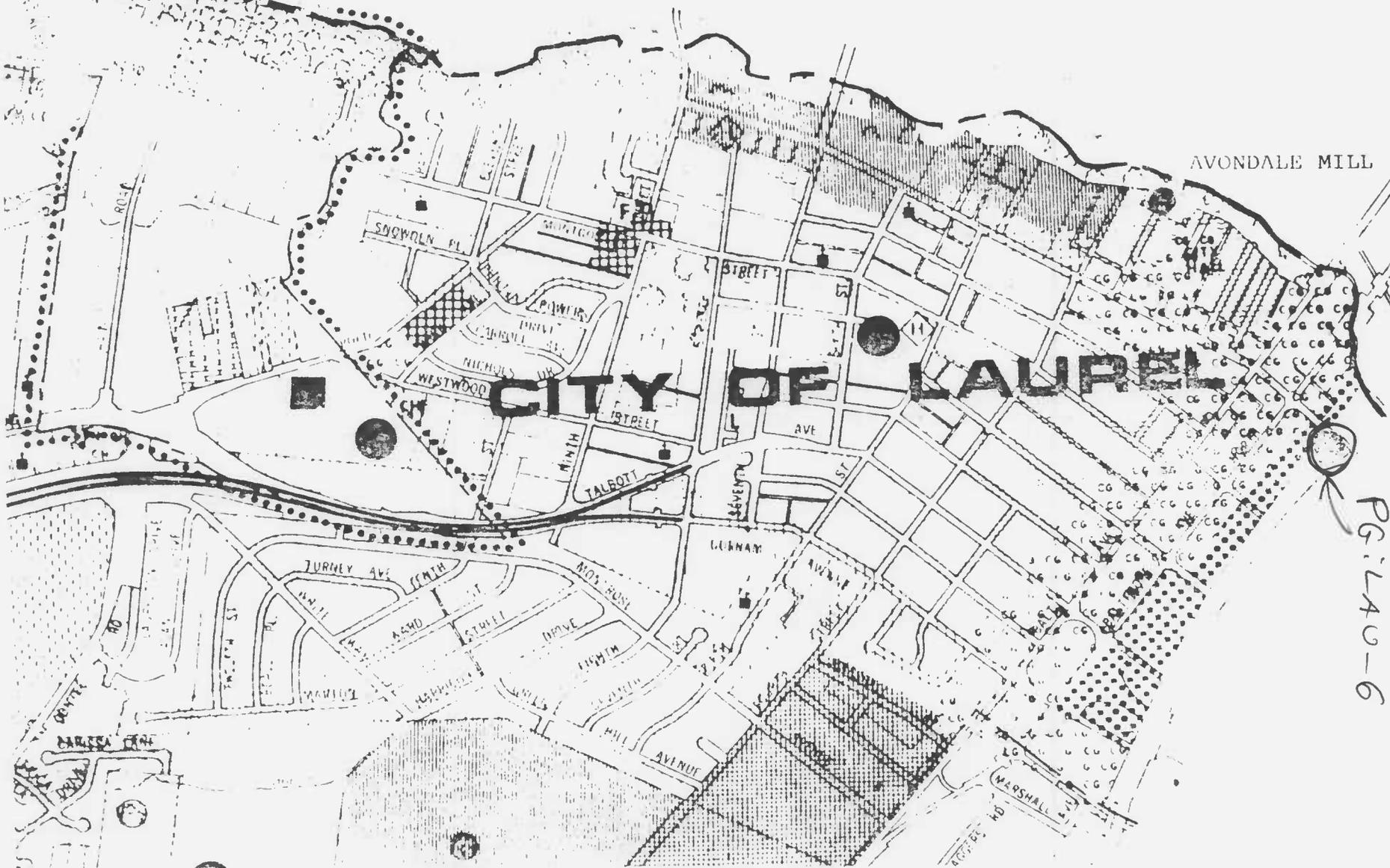




FRONT ELEVATION.



NOTE THE CITY OF LAUREL IS OUTSIDE THE BOUNDARIES OF PLANNING AREA 80 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

339000 E GAAGSVILLE 2.8 MI 340

341 50' 342

BALTIMORE 18 MI SAVAGE 1 MI 5662 111 NE 343 (SAVAGE)

LAUREL QUADRANGLE
USGS 7.5 minute map
Scale: 24 000
1965

(Maryland)

Fig. 10000



Lat. 37° 06' 04"
Long. 76° 50' 30"

U S MILITARY
RESERVATION
Radio
Tower



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

920

MAR 6/68