MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes X
no ___

Property Name: Alexandria Junction Tower (B&O Switching Tower) Inventory Number: PG:68-8

Address: 46th Avenue City: Hyattsville Zip Code: 20781

County: Prince Georges USGS Topographic Map: Washington East

Owner: Baltimore & Ohio Railroad

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: Northeast Corridor Improvement Project Agency: F/FRA,DOT

Site visit by MHT staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended X Eligibility **not** recommended ___

Criteria: X A ___ B X C ___ D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Is the property located within a historic district? X no ___ yes Name of District: _____

Is district listed? ___ no ___ yes Determined eligible? ___ no ___ yes District Inventory Number: _____

Documentation on the property/district is presented in:
Maryland Inventory Form PG:68-8; Request for DOE prepared by M. Orelup

---

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Alexandria Junction Tower is significant architecturally because it is an unaltered representative of railroad interlocking towers, a type of railroad structure which will become increasingly rare as remote traffic control systems render such towers useless.

In addition, it is historically significant for its association with the growth of the Baltimore & Ohio Railroad (now part of the Chessie System) as a key operating point on the Washington branch of the line where it controls three main tracks and the switches to the Alexandria (Potomac Yard) branch where it joins the Washington line.

Prepared by: Margaret Orelup Date Prepared: _____

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

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

MHT Comments:
36 CFR Part 63.3 Determination. Boundary is a rectangle around the tower, 15' from each façade.

James T. McQueen (DOT/F	**May 15, 1981**
Reviewer, Office of Preservation Services	**Date**
Susan Minogue (NR)	**May 26, 1981**
Reviewer, NR Program	**Date**

E.O. 11593

PG: 63-8

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: Alexandria Junction Tower

Location: Hyattsville, Prince Georges County **State:** MD

Request submitted by: DOT/FRA James T. McQueen

Date received: 5/15/81 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☒ Eligible ☐ Not Eligible ☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible **Applicable criteria:** ☐ Not Eligible

Comments: 36 CFR Part 63.3 Determination

☐ **Documentation insufficient**
(Please see accompanying sheet explaining additional materials required)

for Susan Monogue
Keeper of the National Register
Determined Eligible

Date: May 26, 1981

FHR 8-265 2/79

PG: 48-8

declared eligible 5/26/81

REQUEST FOR
DETERMINATION OF ELIGIBILITY
FOR THE NATIONAL REGISTER

I. IDENTIFICATION

Name:	Alexandria Junction Tower JD Tower (common)
Location:	Near the intersection of Gallatin Street with 46th Street Hyattsville, Maryland
Classification:	Object
Use:	Transportation
Owner:	Chessie System 2 N. Charles Street Baltimore, MD 21201
Representation in Existing Surveys:	None

II. DESCRIPTION

The Alexandria Junction Tower is of typical interlocking tower design with an unusually decorative facade treatment. It was built, as are all interlocking towers, to house a machine which regulated tracks, switches and signals and to shelter the operator of the machine, while permitting him a clear view of the tracks. The Tower has two floors above ground and one below. It is a frame structure, with a shingled, clapboarded and paneled exterior. The basement level houses the furnace, and the first floor contains the signal operator's office and the interlocking machine's mechanism, while the second floor houses the operator and the interlocking machine and levers.

The two story height enhances the operator's view, and provides the necessary vertical space for the interlocking machine and its operating mechanism. The second story is banded by tall windows and is entered by means of an exterior staircase. The roof has broad overhanging eaves to preserve visibility in poor weather. All of these features are characteristic of interlocking towers.

The structure retains its original configuration and has been unaltered since its construction c.1904 when it replaced an earlier structure on the site.

III. SIGNIFICANCE:

The Alexandria Junction Tower is significant architecturally

because it is an unaltered representative of railroad interlocking towers, a type of railroad structure which will become increasingly rare as remote traffic control systems render such towers useless.

In addition, it is historically significant for its association with the growth of the Baltimore & Ohio Railroad (now part of the Chessie System) as a key operating point on the Washington branch of the line where it controls three main tracks and the switches to the Alexandria (Potomac Yard) branch where it joins the Washington line.

IV. FEDERAL AGENCY REQUESTING DETERMINATION OF ELIGIBILITY

Northeast Corridor Improvement Project
Federal Railroad Administration
U.S. Department of Transportation
Washington, D.C.

V. MAJOR BIBLIOGRAPHIC REFERENCES

Harwood, Herbert H., Jr., Impossible Challenge: The Baltimore and Ohio Railroad in Maryland, (Baltimore: Bernard, Roberts and Co., Inc., 1979).

Droege, John A., Passenger Terminals and Trains (NY: McGraw-Hill Book Corp., Inc., 1916).

John McLemore, Tower Operator and Train Dispatcher.

VI. GEOGRAPHICAL DATA

The boundary is a rectangle around the tower, 15 feet from each facade.

VII. FORM PREPARED BY

Margaret Orelup, Cultural Resources Planner
1201 Connecticut Ave., N.W.
Washington, D.C. 20036
(202) 452-1877

PRINCE GEORGE'S COUNTY

HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #68- 8 Building Date: ca. 1900

Building Name: Baltimore and Ohio Railroad Switching Tower

Location: East end of Kennedy Street at B&O Tracks, Hyattsville, Maryland

Private/Transportation/Occupied/Fair/Inaccessible

Description

The Baltimore and Ohio Railroad Switching Tower stands on the east side of the railroad tracks in Hyattsville. It is a two-story, hipped-roof frame structure, seven bays by one, with siding of vertical and horizontal boards and shingles; the west elevation faces the tracks. On the north elevation, a wooden staircase leads to a second-story entrance; the stoop or entrance platform is supported by undecorated brackets. The second story has three courses of fishscale shingles under the windows on all four elevations. The lower section of the building on all four elevations is covered with board-and-batten siding. There is a ground floor entrance at the south elevation and a chimney in the south plane of the roof. The board and shingle siding is painted beige; the plain board window surrounds and the corner posts are painted a darker brown. The hipped-roof is covered with slate shingle; there is a simple curved acroterion at each point of the ridge.

Significance

The Baltimore and Ohio Switching Tower is a rare surviving reminder of the early days of railroading in Prince George's County. It stands by the side of the Baltimore and Ohio Railroad line in Hyattsville, approximately 1,000 feet north of the junction with the Washington and Point Lookout Branch, and is the only remaining Victorian structure on the B&O railroad in this area. The Baltimore and Ohio Railroad Company began building the line between Baltimore and Washington in the early 1830's and the first train travelled the tracks in August 1835. In the early 1870's, the Washington and Point Lookout Branch was built, connecting with the main line of the B&O at the Alexandria Junction in Hyattsville and continuing south. This small switching tower was built north of the junction, to signal and operate the switching of the rails for southbound trains. It was probably built at the turn of this century, and is distinguished by modest elements of Victorian decorative detail, i.e., the variation of shingle siding and acroteria. It appears still to be functional and (with the fine Victorian railroad Station at Laurel) is one of the last vestiges of the early days of the Baltimore and Ohio Railroad.

Acreage: 27,350 sq. ft.

NATIONAL REGISTER FORMS TEMPLATE
File: NRNOM.FRM
(Volume 2/January 1992)
NPS Form 10-900
(Rev. 10-90)

Catholic University project

OMB No. 1024-0018

PG:68-8

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name ALEXANDRIA JUNCTION TOWER

other names/site number JD TOWER; ALEXANDRIA JUNCTION INTERLOCKING TOWER

2. Location

street & number NEAR INTERSECTION OF GALLATIN & 46TH ST not for publication N/A
city or town HYATTSVILLE vicinity N/A
state MARYLAND code MD county PRINCE GEORGE'S code 033 zip code 20737

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

_____ _____
Signature of certifying official Date

_____
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

_____ _____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

PG:68-8

I, hereby certify that this property is:

_____ entered in the National Register _____ _____
___ See continuation sheet.
_____ determined eligible for the _____ _____
National Register ___ See continuation sheet.
_____ determined not eligible for the _____ _____
National Register
_____ removed from the National Register _____ _____
_____ other (explain): _____

_____ _____ _____
Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

_X_ private
___ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
_X_ structure
___ object

Number of Resources within Property N/A

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
N/A

6. Function or Use

PG:68-8

Historic Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: RAIL-RELATED
INTERLOCKING TOWER

Current Functions (Enter categories from instructions)
Cat: WORK IN PROGRESS Sub: MUSEUM

7. Description

Architectural Classification (Enter categories from instructions)
LATE VICTORIAN / SHINGLE STYLE

Materials (Enter categories from instructions)
foundation CONCRETE
roof SLATE
walls WOOD; SHINGLES
other BRICK CHIMNEY W/ CONCRETE CAP

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

SEE CONTINUATION SHEET

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

___ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.) N/A

PG 68-8

___ A owned by a religious institution or used for religious purposes.

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object,or structure.

___ F a commemorative property.

___ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE
ENGINEERING
TRANSPORTATION

Period of Significance 1917-1992

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

SEE CONTINUATION SHEET

9. Major Bibliographical References

PG:68-8

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

SEE CONTINUATION SHEET

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
_X_ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_X_ Other
Name of repository: PRINCE GEORGE'S COUNTY HISTORIC PRESERVATION COMMISSION

10. Geographical Data

Acreage of Property LESS THAT ONE ACRE (15 SQUARE FEET)

UTM References (Place additional UTM references on a continuation sheet)

WASHINGTON EAST USGS QUAD. MD, N. 3852.5; W 7652.5/7.5

	Zone	Easting	Northing		Zone	Easting	Northing
1	__	_____	_____	3	__	_____	_____
2	__	_____	_____	4	__	_____	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

SEE CONTINUATION SHEET

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

SEE CONTINUATION SHEET

11. Form Prepared By

PG:68-8

name/title MARION T. WOODS LUBBERT

organization THE CATHOLIC UNIVERSITY OF AMERICA date MARCH 25, 1993

street & number 6202 58TH AVENUE telephone 301-699-0382

city or town RIVERDALE state MD zip code 85713

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name CSX TRANSPORTATION

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

NARRATIVE DESCRIPTION:

The Alexandria Junction Tower is a rare surviving reminder of the early days of railroading in Prince George's County. It is typical of interlocking tower design yet has an unusual decorative facade treatment. It was built to house a machine which regulated tracks, switches and signals while sheltering the operator of the machine. The design also allowed the operator an unobstructed view of the tracks.

The Tower stands by the side of the Baltimore and Ohio Railroad line in Hyattsville, approximately 1000 feet north of the junction with the Washington and Point Lookout branch. It has two floors above ground and one below. It is a frame structure with a shingled, clapboard and paneled exterior. The basement houses the furnace. The first floor is the operator's office and interlocking machine's mechanism. The second floor houses the operator and the interlocking machine levers.

The two story height enhances the operator's view, and provides the necessary vertical space for the interlocking machine and its operating mechanism. The second story is banded by tall windows owned is entered by means of an exterior staircase. The roof has broad overhanging eaves to preserve visibility in poor weather.

It is the only remaining victorian structure on the B&O railroad in this area. It is distinguished by modest elements of victorian decorative detail, ie the variation of the shingle siding and acroteria. It is functional and is one of the last vestiges of the early days of the Baltimore and Ohio railroad. The Tower retains its original configuration and has been generally unaltered since its construction in 1917.

The Tower is listed in the Inventory of Historic Resources of Prince George's County, Maryland. It is one of over 500 sites included in the county-wide historical map.

The Northeast Corridor Improvement Project of the Federal Railroad Administration in the U.S. Department of Transportation requested a determination of the towers eligibility for the National Register. On May 26, 1981 it was determined to be eligible.

NARRATIVE STATEMENT OF SIGNIFICANCE:

The Alexandria Junction Tower was opened in March 1894. It held first an eight and then a 16-lever machine used in switching the tracks to accommodate the railway transportation. In August of 1912 the building was modified to house the 40 lever machine that was required for the new tracks and signals. The larger facility opened 62 feet east of the earlier location. The design of this tower was typical of such towers built at that time: the shingled extension just beneath the top floor windows.

On August 11, 1917 a derailed train destroyed the tower. Seven weeks later, on October 3, 1917, the Alexandria Junction Tower was rebuilt and service was restored. Although at that time the B&O's standard tower design used bricks, the Alexandria Junction Tower was built out of wood using the original design because of the lack of time.

The Tower had the Morse telegraph code of JD. The initials could be seen on the door and window of the tower.

A September 19, 1918 inventory reported the furniture and fixtures in place at the tower valued at $72.36 and included three tin basins, two corn brooms, one coal bucket, one Bentwood chair, two pokers, one scoop bucket, and 19 window shades. On June 19, 1919 the Interstate Commerce Commission appraised the tower and erroneously determined the age of the tower and its outhouse, indicating they were 10 and 15 years old respectively. The oil lamp semaphore signals were replaced with electric lights on July 10, 1928. In April 1, 1942 two CPL high signals replaced the semaphore home signals.

In 1943 there were a number of switch and signal additions to the interlocking. The tower's present hanging model board and table interlocker are from that era. These additions covered signaling of the Alexandria Branch from the west leg of the wye at Hyattsvile to Chesapeake Junction. It was configured with two switch levers, one crossover lever, three direction-of-traffic levers, six signal levers, and two spares. Some of the signals has additional buttons as a safety feature for unusual routings. Levers were color-coded. Route locks were automatic. Spare levers were for future expansion.

February 8, 1946 the coal furnace was replaced with the modern water and steam heating system. In 1949 an inside lavatory was installed and the entry door was moved from the west side to the east side where it is now located. The exterior stairs were added at that time to accommodate the lavatory.

In 1978 the armstrong levers and pipe line were retired for electronic switches. This meant the hanging model board was switched to a desk model.

In the era when railroad transportation was the only way to travel, one of the Towers most noteworthy achievements was the assistance of transporting President Franklin D. Roosevelt from Washington, D.C. to his home in Hyde Park, New York. President Roosevelt would board his private car at the government's Bureau of Engraving for reasons of his disability and security. The three car mini-train would be taken to the Anacostia Junction and then up the B&O's Alexandria Branch. At the JD Tower it would be coupled with ten other cars brought from the Washington Branch from Union Station. The entire move would take 45 minutes. All details were confidential and included instructions right to the minute. For reasons of security, direct references to the president were omitted. Instead, he was referred to as "Special Party".

On March 5, 1992 the tower was closed by the present owner CSX Transportation. All switching can now be done electronically from as far away as Atlanta.

Presently the Hyattsville Historical Preservation Neighborhood Association is in the process of acquiring and moving the tower. The structure is suffering from neglect and vandalism although local train enthusiasts maintain a constant vigil. The Neighborhood Association plans on restoring the tower and converting it into a museum in a nearby park.

MAJOR BIBLIOGRAPHIC REFERENCES:

E.O. 11593 Determination of Eligibility Notification, National Register of Historic Places; Heritage Conservation and Recreation Service, 5/15/81.

Brougham, Allen, "The Bull Sheet", 4/1/92.

Prince George's County Historic Site Summary Sheet, Survey P.G., #68-8.

VERBAL BOUNDARY DESCRIPTION:

The boundary is a rectangle around the tower, 15 feet from each facade.

BOUNDARY JUSTIFICATION:

Boundary is described by the National Register of Historic Places, Heritage Conservation and Recreation Service.

Survey No. P.G. #68-8

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Baltimore and Ohio Railroad Switching Tower

and/or common

2. Location

street & number east end of Kennedy Street at tracks ___ not for publication

city, town Hyattsville ___ vicinity of **congressional district** 5

state Maryland **county** Prince George's

3. Classification

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

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

name Baltimore and Ohio Railroad

street & number 100 North Charles Street telephone no.:

city, town Baltimore, state and zip code MD. 21201

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town **state**

6. Representation in Existing Historical Surveys

title Prince George's County Inventory of Historic Sites

date 1974 ___ federal ___ state _X_ county ___ local

depository for survey records History Division, M-NCPPC

city, town Riverdale, **state** MD. 20737

7. Description

Survey No. P.G. #68-8

Condition		Check one	Check one
___ excellent	___ deteriorated	_X_ unaltered	_X_ original site
___ good	___ ruins	___ altered	___ moved date of move _____
_X_ fair	___ unexposed		

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

The Baltimore and Ohio Railroad Switching Tower stands on the east side of the railroad tracks in Hyattsville. It is a two-story, hipped-roof frame structure, seven bays by one, with siding of vertical and horizontal boards and shingles; the west elevation faces the tracks. On the north elevation, a wooden staircase leads to a second-story entrance; the stoop or entrance platform is supported by undecorated brackets.

The second story has three courses of fishscale shingles under the windows on all four elevations. The lower section of the building on all four elevations is covered with board-and-batten siding. There is a ground floor entrance at the south elevation and a chimney in the south plane of the roof.

The board and shingle siding is painted beige; the plain board window surrounds and the corner posts are painted a darker brown. The paint is faded and peeling.

The hipped-roof is covered with slate shingle; there is a simple curved acroterion at each point of the ridge.

8. Significance

Survey No. P.G. #68-8

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	_X_ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates ca. 1900 **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 Baltimore and Ohio Switching Tower is a rare surviving reminder of the early days of railroading in Prince George's County. It stands by the side of the Baltimore and Ohio Railroad line in Hyattsville, approximately 1,000 feet north of the junction with the Washington and Point Lookout Branch. The Victorian station building at Hyattsville, which stood just south of the junction, has been gone for many years; this small switching tower is, therefore, the only remaining Victorian structure on the B&O railroad in this area.

The Baltimore and Ohio Railroad Company began building the line between Baltimore and Washington in the early 1830's and the first train travelled the tracks in August 1835.[1] The railroad had a profound effect on the development of suburbs north of Washington, e.g., Hyattsville, Beltsville and Laurel. In the early 1870's, the Washington and Point Lookout Branch was built, connecting with the main line of the B&O at the Alexandria Junction in Hyattsville and continuing south.[2] This small switching tower was built north of the junction, to signal and operate the switching of the rails for southbound trains. It was probably built at the turn of this century, and is distinguished by modest elements of Victorian decorative detail, i.e., the variation of shingle siding and acroteria. It appears still to be functional and (with the fine Victorian railroad Station at Laurel) is one of the last vestiges of the early days of the Baltimore and Ohio Railroad.

Notes

1 National Intelligencer, August 1835.

2 cf. Prince George's County Land Records #HB #7:525; G.M. Hopkins maps of Prince George's County, 1878 and 1894.

9. Major Bibliographical References

Survey No. P.G. #68-8

cf. Notes, Item #8

10. Geographical Data

Acreage of nominated property 27,530 sq. ft. Tax Map 42, parcel 14

Quadrangle name Washington East, D.C.-Md. Section E Quadrangle scale

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan G. Pearl, Research Historian, and Lois Snyderman, Researcher

organization Historic Preservation Commission date September 1985

street & number c/o County Planning Division, M-NCPPC 14741 Gov. Oden Bowie Drive telephone 952-3521

city or town Upper Marlboro, state MD. 20772

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

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

1700685619

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: B & O Railroad Switching Tower

2. LOCATION

STREET AND NUMBER: (On Railroad right of way near end of Kennedy St.)

CITY OR TOWN: Hyattsville

STATE: Maryland

COUNTY: Prince George's

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building ☐ Site ☐ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☐ Unrestricted ☒ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☒ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Baltimore and Ohio Railroad

STREET AND NUMBER:

CITY OR TOWN: Baltimore

STATE: Maryland

5. LOCATION OF LEGAL DESCRIPTION

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

STREET AND NUMBER:

CITY OR TOWN: Upper Marlboro

STATE: 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)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(If known)* PHYSICAL APPEARANCE

The building is a two story, hipped roof structure with siding of vertical and horizontal board and shingles. The window frames are plain boards. The base color is fawn with umber trim. On the north side, stairs lead to the second story entrance; the stoop or entrance platform is supported by undecorated brackets.

SEE INSTRUCTIONS

8. 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)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
  - ☐ Prehistoric
  - ☐ Historic
- ☐ Agriculture
- ☐ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☒ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	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:

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

STATE:		COUNTY	
STATE:		COUNTY:	
STATE:		COUNTY:	
STATE:		COUNTY:	

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION
M-NCPPC

DATE
3/9/73

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN:
Silver Spring

STATE
Maryland

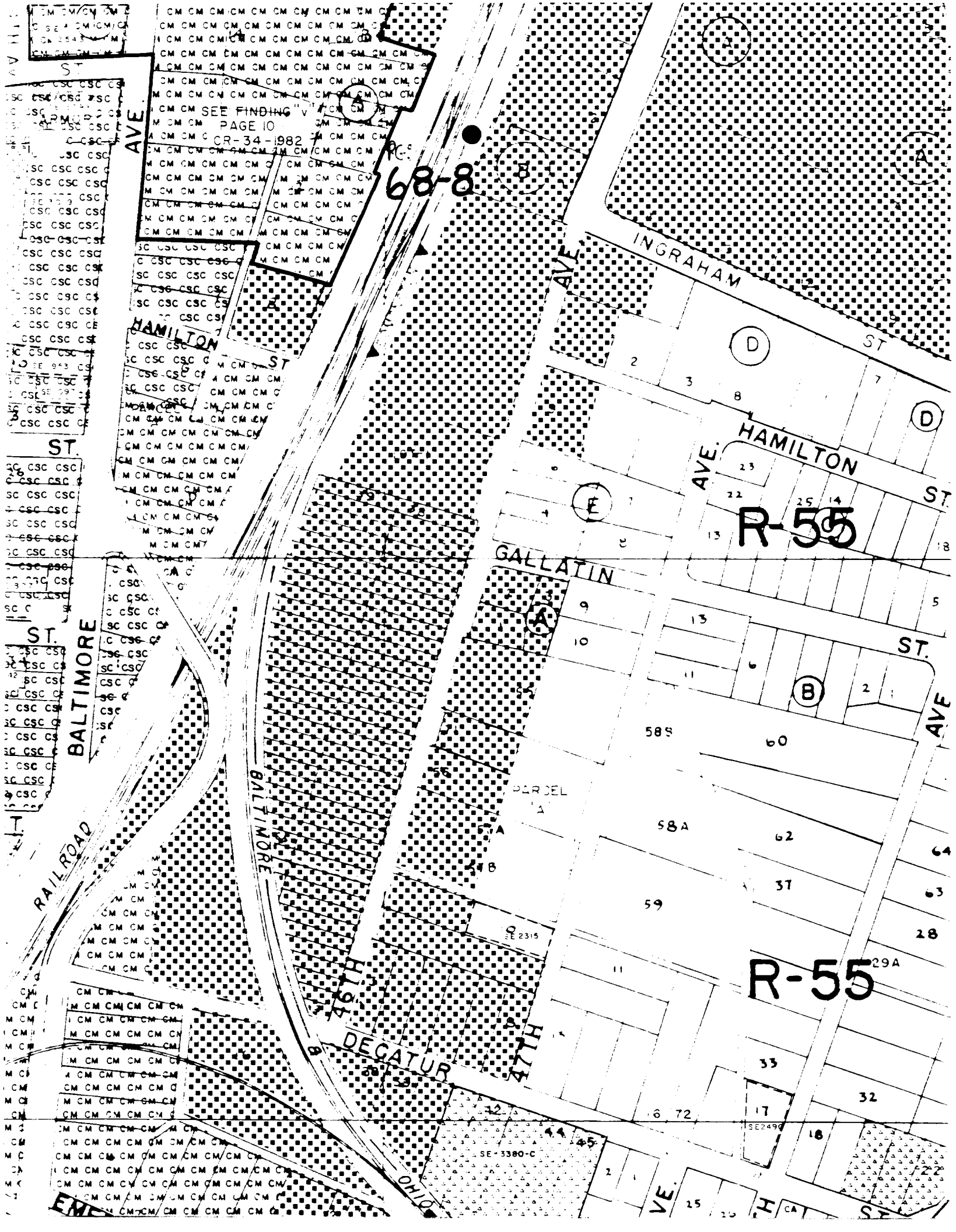
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

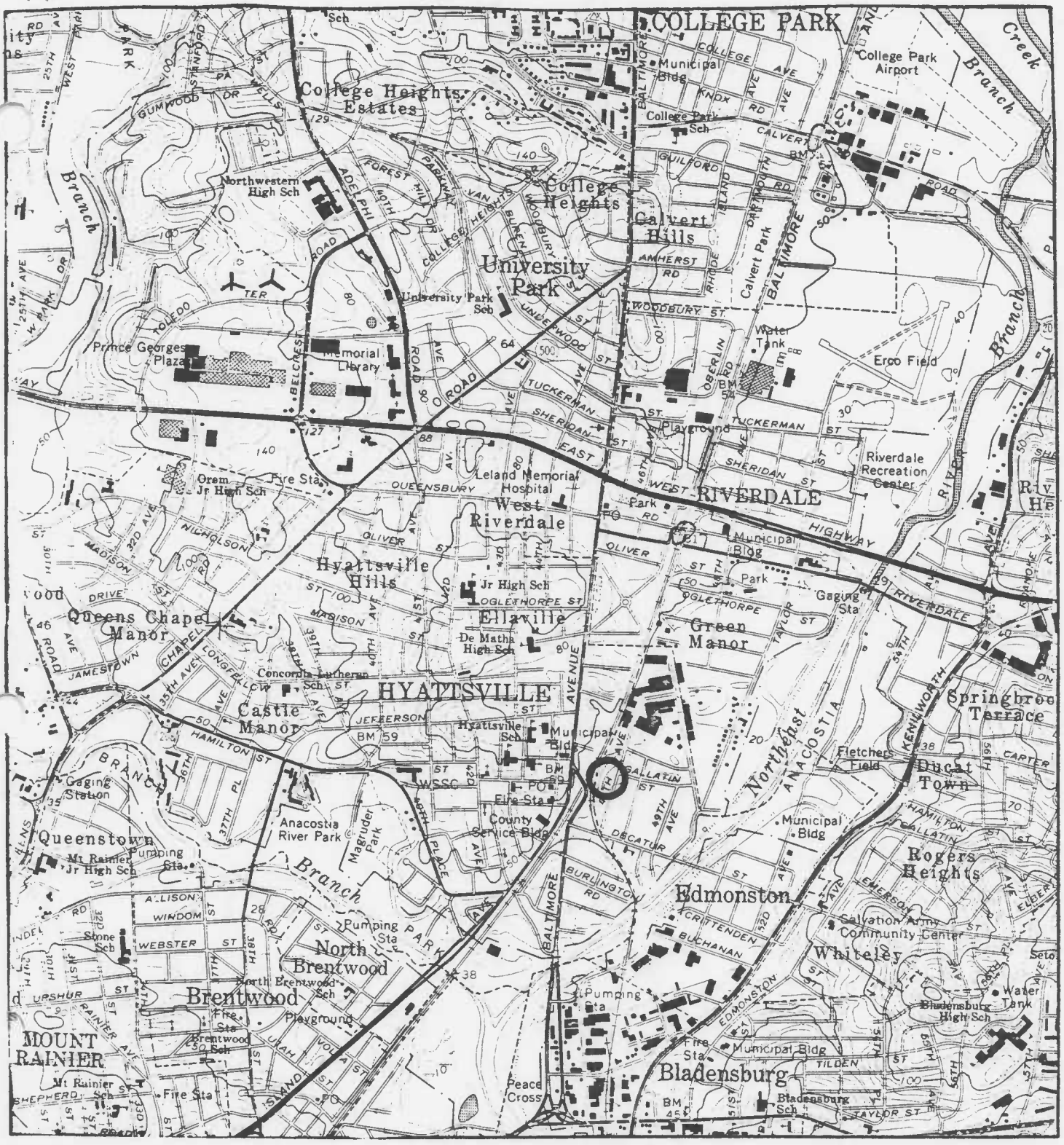
National ☐ State ☐ Local ☐

Signature

SEE INSTRUCTIONS



SEE FINDING "V"
PAGE 10
CR-34-1982
68-8
INGRAHAM
ST
HAMILTON
ST
AVE
GALLATIN
ST.
BALTIMORE
RAILROAD
BALTIMORE
DECATUR
46TH
47TH
OHIO
PARCEL
R-55
R-55
SE-3380-C
SE2315
SE2490



LEGEND

Alexandria Junction Interlocking Tower, Hyattsville, MD

USGS Quad: Washington East-MD, N3852.5--W7652.5/7.5

SCALE 1:24,000

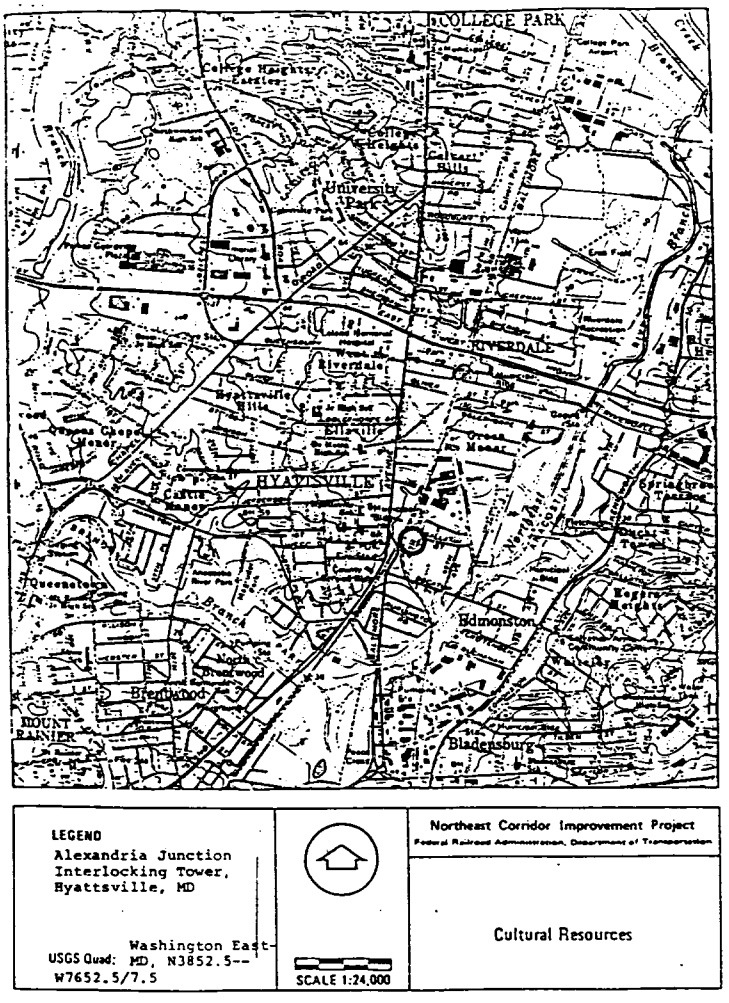
Northeast Corridor Improvement Project

Fadaral Railroad Administration, Dapartment of Transportation

PG:68-8

Cultural Resources

MAP 1:


COLLEGE PARK
University Park
HYATTSVILLE
Edmonston
Brentwood
Bladensburg
LEGEND
Alexandria Junction Interlocking Tower, Hyattsville, MD
USGS Quad: Washington East-MD, N3852.5--W7652.5/7.5
SCALE 1:24,000
Northeast Corridor Improvement Project
Cultural Resources

NPS Form 10-900-a
(8-86)

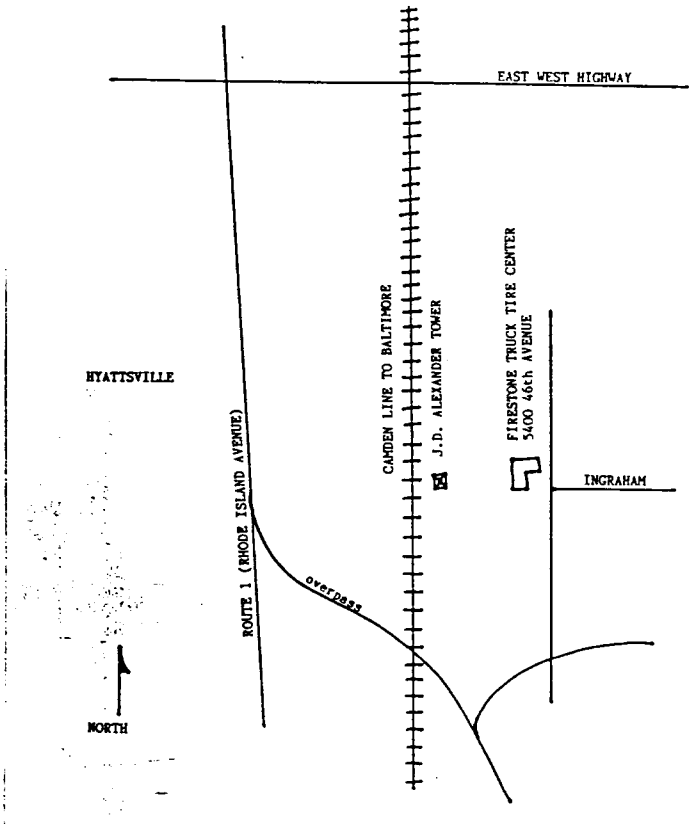
OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section N/A Page 6 ALEXANDRIA JUNCTION TOWER
name of property
PRINCE GEORGE'S, MARYLAND
county and State

MAP 2:



NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

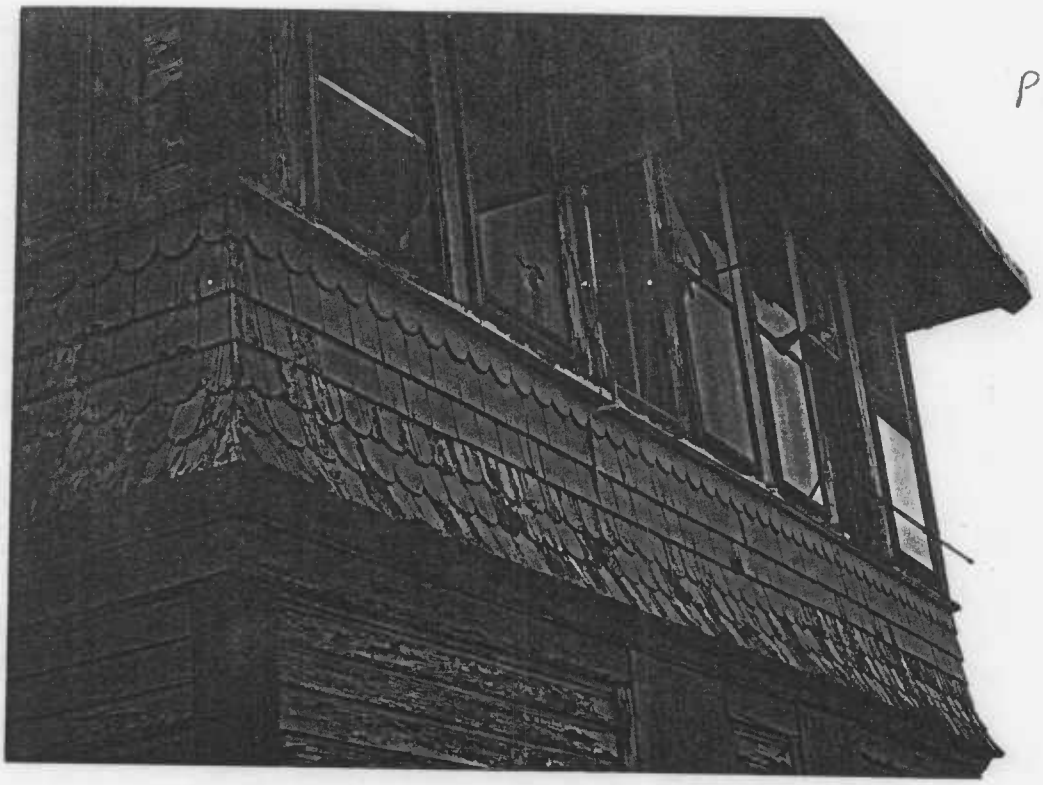
PG:68-3

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section N/A Page 6 ALEXANDRIA JUNCTION TOWER
name of property
PRINCE GEORGE'S, MARYLAND
county and State

PHOTOGRAPHS:



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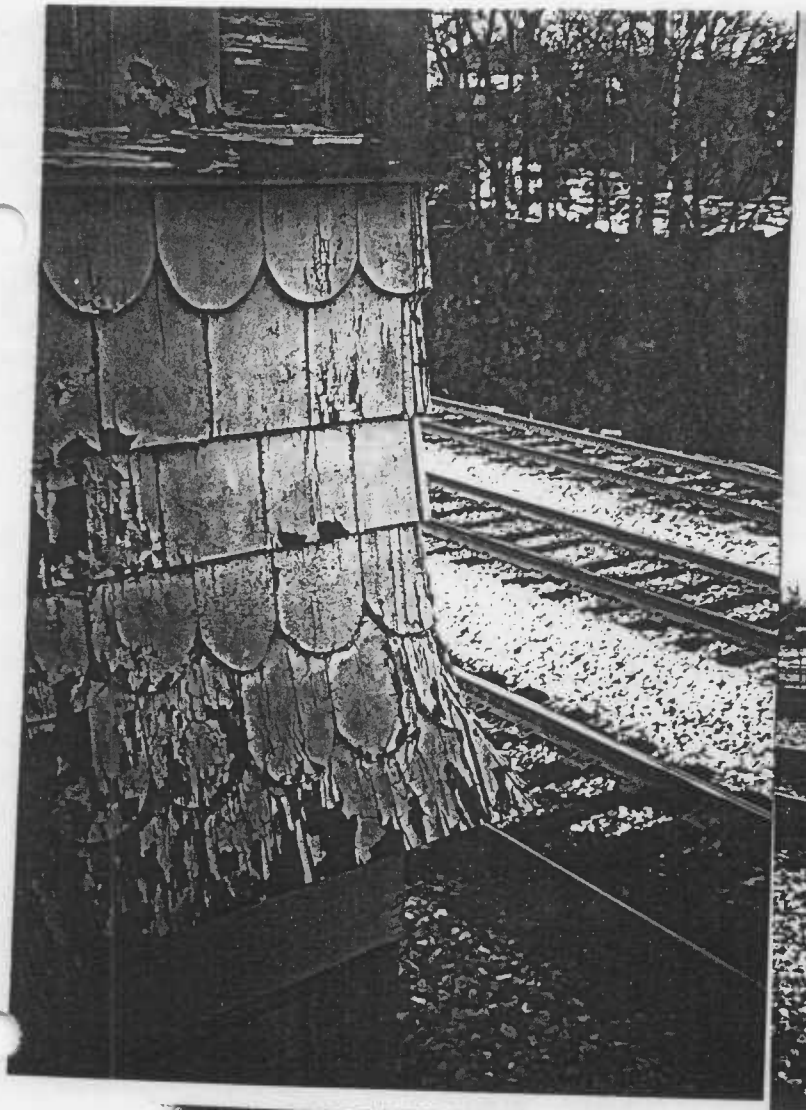

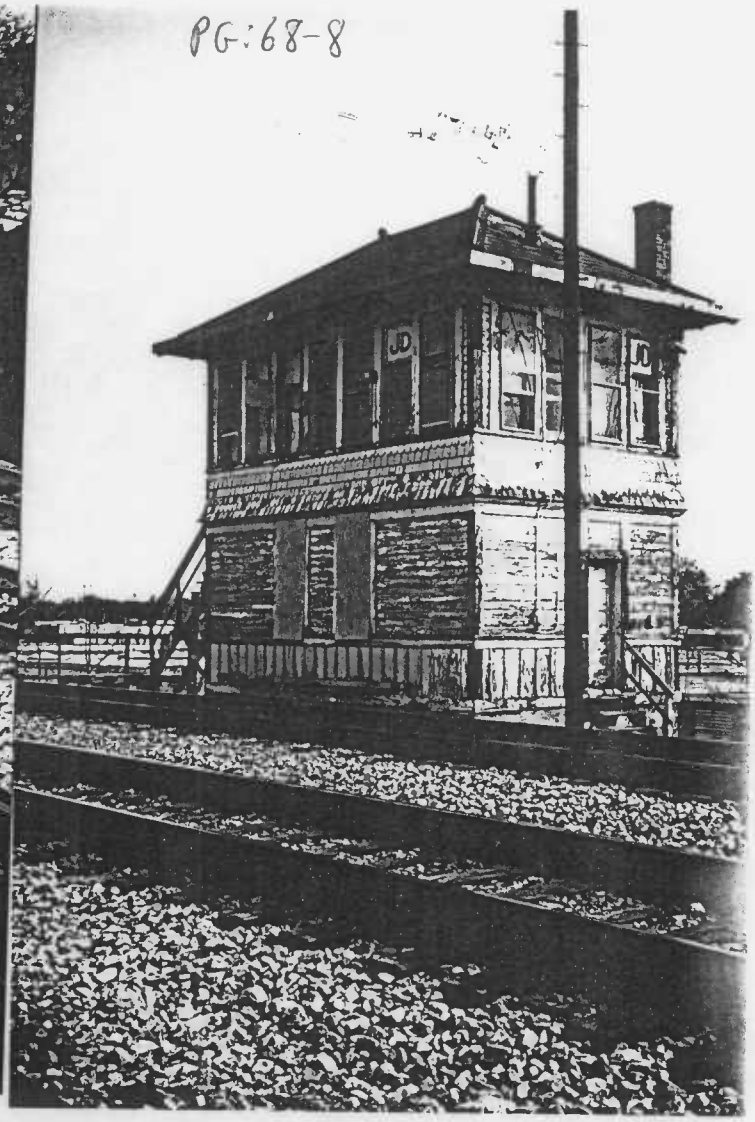

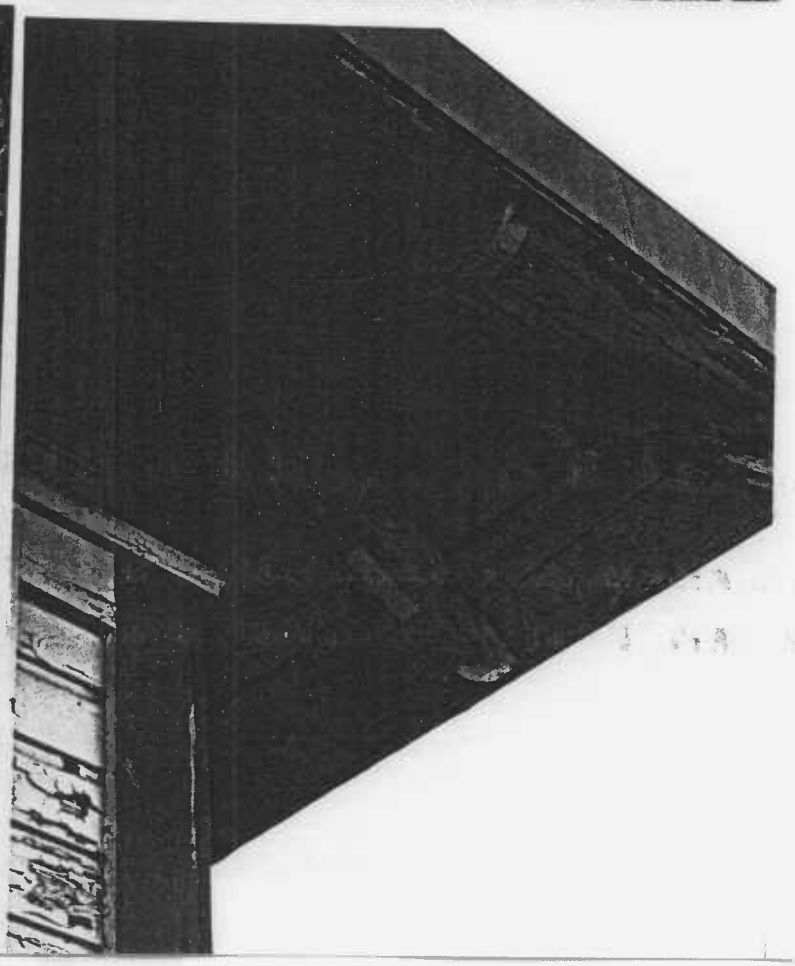

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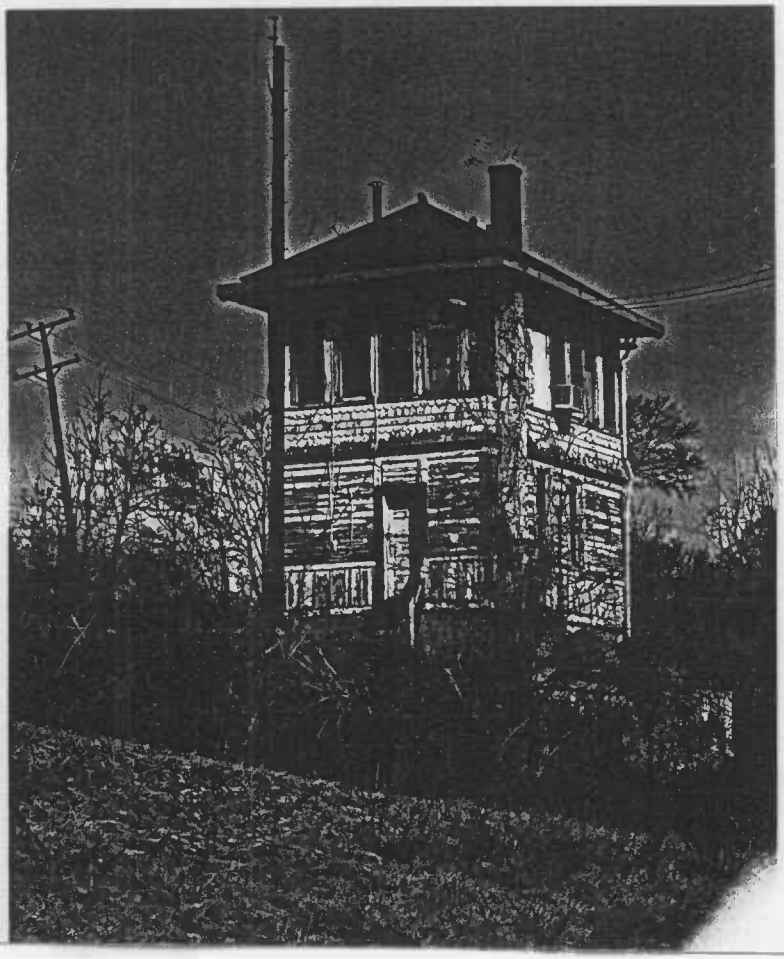

P.G.#68-8

B.& O. Railroad Switching Tower

Prince George's County, MD

Lois Snyderman

May 1985

West elevation

Neg: Md. Hist. Trust, Annapolis, MD

P.G.#68-8
B.&O. Railroad Switching Tower
Prince George's County, MD
Lois Snyderman
May 1985
Southwest 3/4 elevation
Neg: Md.Hist. Trust, Annapolis, MD

PG. 68-8

NAME B&O R.R. SWITCH TOWER

LOCATION HYATTSVILLE, Md.

FACADE W

PHOTO TAKEN 3/9/73 M DWYER