

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Laurel Racetrack Station and Sidings Inventory Number: AA-891-1; HO-1193
 Address: Laurel Race Track Road Between US 1 & MD 198 Historic district: yes no
 City: Laurel Zip Code: 20723 and 2024 County: Anne Arundel and Howard
 USGS Quadrangle(s): Laurel
 Property Owner: CSX Transportation, Inc. and Anne Arundel County Tax Account ID Number: 06-391761
 Tax Map Parcel Number(s): N/A Tax Map Number: 0048
 Project: 2305-0150 MARC Laurel Racetrack BAA 20.79 Bridge Fill In Agency: Maryland Transit Administration
 Agency Prepared By: Maryland Transit Administration
 Preparer's Name: Rebecca Crew Date Prepared: 10/12/2023

Documentation is presented in: Survey and Compliance Files

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Laurel Racetrack

Inventory Number: AA-891 Eligible: yes no Listed: yes no

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

Description of Property and Justification: *(Please attach map and photo)*

Description

The Laurel Racetrack Station and Sidings is partially located in Howard County and partially located in Anne Arundel County and is assigned the MIHP numbers AA-891-1 and HO-1193. It is located on the Maryland Area Rail Commuter (MARC) Camden Line between Baltimore and Washington, DC. The MARC Camden Line is owned by CSX Transportation, Inc. The Laurel Racetrack Station and Sidings are approximately one-half mile northwest of the Laurel Railroad Station (MIHP # PG: LAU-6). The Laurel Racetrack Station and Sidings are on a built-up berm, immediately north of Laurel Racetrack (MIHP # AA-891, also known as Laurel Park), and it is also immediately south of a property owned by the Stronach Group, the current owner of Laurel Racetrack. The Stronach Group is developing the property north of Laurel Racetrack Station and Sidings as a Transit Oriented Development called Paddock Pointe.

Laurel Racetrack Station and Sidings, considered a flag stop, consists of several major elements: trackage, platforms, grade separation structures, and the remnants of the former sidings. A railroad station is defined as a stop on a railroad line and while most stations include depots or station buildings, a station does not necessitate the presence of any permanent buildings. Laurel

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Jim Talbot
Reviewer, Office of Preservation Services

11/20/2023
Date

Jessica French
Reviewer, National Register Program

12/12/2023
Date

most stations include depots or station buildings, a station does not necessitate the presence of any permanent buildings. Laurel Racetrack Station's grade separation structures include paired pedestrian tunnels west of the platforms and a vehicular tunnel east of the platforms.

The current configuration of the Laurel Racetrack Station includes two railroad tracks with steel rails, timber cross-ties, and gravel ballast. Track 1 is on the Howard County, or north side, and carries trains to Washington, while Track 2 is on the Anne Arundel County, or south side, and carries trains to Baltimore. Remnants (wooden ties, but no rails or ballast) of the former south siding are visible, south of the platform on Track 2. The east and west ends of the former south siding are overgrown with vegetation, making it difficult to trace entirely. The former north siding has also had its rails, ties, and ballast removed, and it is also overgrown with vegetation. Its presence is indicated by the lengths of the west pedestrian tunnel and vehicular tunnel to the east. Both these tunnels have a ceiling gap between Track 1 and the path of the former north siding.

Each track has a wood plank platform. The platform on Track 1 is accessed via concrete steps from the west pedestrian tunnel as well as from a curving accessibility path leading from the Stronach Group property. The platform has contemporary and vintage signage, contemporary lighting, an information message board, metal electrical cabinet, and wood railings. The platform on Track 2 is accessed via concrete steps from the east pedestrian tunnel. The Track 2 platform features contemporary lighting and signing and wood railings. Chain link fencing separates the platform at Track 2 from the former south siding and a set of monumental concrete steps on the slope of the railroad embankment, south of the former south siding. These steps have pipe railings and a middle landing, and east of the pedestrian tunnels and west of the vehicle tunnel. A single Bishop's crook lamp post, likely dating to the first half of the twentieth century, stands above these steps.

The twin pedestrian tunnels are west of the platforms; they share a center wall. The west pedestrian tunnel is approximately 167 feet long and its walls are covered in a vertical composite material, over the original concrete walls. From the south, it runs below the former south siding, Track 2, Track 1, and the former north siding. Ceiling gaps pierce the tunnel cover between the former south siding and Track 2, as well as between Track 1 and the former north siding. A concrete landing extends east at the gap between Track 1 and the former north siding; from the landing, concrete steps lead eastward and upwards to the platform at Track 1. The lighting in the west pedestrian tunnel is not original or functional. The date "1911" is inscribed on the east wall of the tunnel gap, but vegetation obscures these inscriptions. The north end of the west pedestrian tunnel accesses the Stronach Group property that formerly served as overflow parking for Laurel Racetrack.

The east pedestrian tunnel is only approximately 45 feet long, running only below the former south siding. It has concrete walls and terminates at the north at another concrete wall, leading pedestrians to turn right to access concrete steps, leading eastward and upward to the platform at Track 2. The east pedestrian tunnel has lighting that is not original.

The vehicle tunnel is east of the platforms, connecting the Laurel Race Track Road in Anne Arundel County to the Stronach Group property in Howard County. Like the west pedestrian tunnel, it is approximately 167 feet long and runs below the former south siding, Track 2, Track 1, and the former north siding (as approached from the south). The vehicle tunnel is two lanes wide, separated by a short concrete divider. It has a flat ceiling. A gap in the tunnel is north of Track 1 and south of the former north siding. The west wall of the gap is inscribed "1953", providing the date of construction for the vehicle tunnel. Opposite this is a double width set of concrete steps leading eastward and upwards. Fencing now prohibits access to these steps and beyond the steps. Currently, concrete barriers at both the north and south entrances of the vehicle tunnel have closed the tunnel to vehicular traffic. The south end of the vehicle tunnel has drainage inlets to control water flow in the tunnel.

North of the tunnels is a former parking area. Two sets of concrete steps, one leading up and east and the other leading up and west, are north of the pedestrian tunnel. A ramp with rusticated concrete retaining walls is immediately south of the west steps,

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	Considerations:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	<u> </u> E	<u> </u> F	<u> </u> G	
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

providing part of an accessible approach to the platform at Track 1. This ramp and retaining walls make a turn left (north), and the walls have iron fencing above them. The ramp then terminates in the larger parking area, but a curved paved path leads south and west from the parking area to continue the accessible approach to Track 1. The paved path is lined with wood railings. Two additional sets of concrete steps with pipe handrails lead east and upwards and west and upwards from the driveway north of the vehicle tunnel. The concrete steps north of the railroad berm are all in poor condition.

History

The Laurel Racetrack Station and Sidings is part of the Baltimore and Ohio (B&O) Railroad, Washington Branch, constructed between Baltimore and Washington, D.C. in 1835. The B&O double-tracked the Washington Branch by the end of 1864. Although the line was present at this location, the station was not added until the construction of the Laurel Racetrack.

The Laurel Four County Fair built the one-mile Laurel Racetrack in 1911, just to the south of this location. The initial construction included a grandstand, paddock, stables, and other necessary accessory buildings. The placement of the racing facility immediately adjacent to the rail line was intentional, to allow the vast crowds to be able to attend the racing events. Other Maryland racetracks had been successfully sited next to railroads, including Pimlico on the Western Maryland Railroad, and Timonium on the Northern Central Railway.

Thus, the Laurel Racetrack Station also dates to 1911, as the pedestrian tunnels indicate. Archival newspapers also provide additional confirmation that the Laurel Racetrack Station had at least one siding in 1911, claimed to be one mile long. One account claims the siding would hold 25 train cars, while another claimed it was the longest siding for the unloading of horses ever built at a course in America and would accommodate eight cars and an engine, surpassing the previous record of five cars (The Sun 1911a, 13, and 1911b, 14). The pedestrian tunnel was described as a concrete subway in 1911; providing a grade-separated route to the racetrack for the train passengers was an important safety consideration.

The construction and opening of Laurel Racetrack was during a point in time in the Progressive Era when horseracing had become illegal in all states except Maryland and Kentucky. In 1897, more than 300 racetracks operated in the United States, but due to the gambling that occurred at the tracks, the popular entertainment faced opposition that led to the closure of tracks. New York, one of the biggest states for horseracing, completely prohibited horse racing from August 31, 1910, until May 30, 1913 (Hale 2013).

Special trains ran from both Baltimore and Washington, DC, for racing events at Laurel Racetrack; horses came from as far as Canada, via train, to race at Laurel. Spectators also arrived at Laurel Racetrack via private automobile, but this was a small percentage of the total.

During World War I, the U.S. Army utilized Laurel Racetrack Station as a staging and departure site. Accounts of this time refer to multiple sidings at the station (The Sun 1917, 12).

Gradually, automobile travel became more common in the 1920s, 1930s, and 1940s. In 1941, the owners of Laurel Racetrack decided to purchase 50 acres north of the railroad tracks, providing additional parking for automobiles and creating a more direct access to Laurel Racetrack from Washington Boulevard (US 1) (The Sun 1941, S6). As part of this expansion of the Racetrack facilities, the owners extended the pedestrian tunnel below the railroad tracks, allowing the automobile parkers to use the 1911 west pedestrian tunnel.

Following World War II, car culture became even more predominant. The Baltimore-Washington Parkway, built between 1947-1954, connected Baltimore and Washington, DC, via a limited-access route running a short distance east of Laurel. In 1953, the

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	Considerations:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	<u> </u> E	<u> </u> F	<u> </u> G	
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

owners of Laurel Racetrack made massive changes to the racetrack property, including expanding and renovating the grandstand (Beverungen 2018, 1). At the same time, they also built the vehicle tunnel east of the Laurel Racetrack Station, providing a mode-separation addition to the original grade separation. Aerial photographs suggest that the sidings were removed between 1964 and 1980.

MARC began commuter rail service in 1984, and the addition of accessibility improvements north of the tracks likely date to this period. Today, MARC schedules three weekday stops at the Laurel Racetrack Station, only on the southbound trains towards Washington, DC. These stops are all in the afternoon/evening.

Significance Evaluation

Although the Laurel Racetrack Station and Sidings are located on the B&O Railroad, Washington Branch, they were not constructed by the B&O Railroad, and they were constructed well after the original line (1835) and its double-track upgrade (1861). The Laurel Racetrack Station and Sidings are not significant contributions to the B&O Railroad, Washington Branch, which remains unevaluated in Anne Arundel and Howard Counties.

The Laurel Racetrack Station and Sidings are significant in understanding the history of Laurel Racetrack, but they lack the integrity to be considered eligible for listing in the National Register of Historic Places. Laurel Racetrack (MIHP # AA-891), previously evaluated in 2004, was found, as a whole, not eligible for listing in the NRHP at that time, also due to a lack of integrity.

Laurel Racetrack Station and Sidings was critical to the development of Laurel Racetrack , because it provided transportation access to the racing events for passengers from Washington, D.C., and Baltimore; special trains could be run specifically for events, and the trains could stay at the siding for the duration of the event. The sidings also allowed racehorses to be transported by train, giving space for the horse trains to pull over while the horses were loaded and unloaded, without blocking traffic. For this reason, the Laurel Racetrack Station and Sidings might be eligible under Criterion A for transportation, but the lack of the extant sidings is too much of a diminishment to be able to readily convey this history. The period of significance for Laurel Racetrack Station and Sidings would have been from its establishment in 1911 until 1941 when the Racetrack owners purchased land north of the railroad tracks for car parking, symbolizing how car travel had replaced train travel as the primary mode of transportation to Laurel Racetrack.

Research did not reveal any close associations between the Laurel Racetrack Station and Sidings and significant historic individuals, and the property is not eligible for listing under Criterion B.

Railroad stations usually evolve over time, and in this case, the station, a simple design with a basic layout and no station-specific buildings, was established in 1911 with sidings and pedestrian tunnels . In 1941, it was altered when the pedestrian tunnel was cut through to the parcel north of the tracks, which the owners of the Laurel racetrack had purchased to provide parking and access to Washington Boulevard. It was again altered in 1953 when the vehicle tunnel was built. Over time, the sidings became disused, and eventually an accessible pathway was added to provide an alternative to stair use at the station. These evolutions do not constitute a single design, engineering, or construction event, or a collection of significant design achievements, and the Laurel Racetrack Station and Sidings is not eligible for listing under Criterion C for engineering and architectural significance.

The property was not evaluated under Criterion D as part of this assessment.

Integrity Evaluation

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	Considerations:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	<u> </u> E	<u> </u> F	<u> </u> G	
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

The Laurel Racetrack Station and Sidings does not possess all the typical character-defining features of railroad stations, because it does not possess a depot or passenger building. As a flag stop station, closely located near an entertainment venue, a separate building was not necessary; however, the sidings were particularly important to the function of the station, and they are no longer intact. It does retain trackage, platforms, right-of-way objects, and grade separation structures. The trackage and right-of-way objects would have been constructed by the B&O Railroad, prior to the period of significance (1911-1941). The pedestrian tunnels were built in the period of significance, but they were altered in 1941 to accommodate pedestrians from the north parking lot. The vehicle tunnel, built in 1953, post-dates the period of significance. The sidings and the grade separation structures were built by successive owners of the Laurel Racetrack; the current platforms and accoutrements, as well as the accessibility improvements, relate to its use as a MARC station, also post-dating the period of significance.

The Laurel Racetrack Station platforms and grade separation structures retain integrity of location, but the accompanying sidings have been removed, diminishing this aspect. Overall integrity of design for the layout of a railroad station is not critical unless the station is significant under Criterion C, and this property is not eligible under Criterion C. The integrity of materials is relatively poor, as little historic fabric remains from the period of significance (1911-1941), other than utilitarian concrete in the pedestrian tunnels. Similarly, the integrity of workmanship is not necessary for a railroad station due to the utilitarian nature of the facilities. The setting of the Laurel Racetrack Station and Sidings was compromised in 1941 when the property to the north of the station became a parking lot for Laurel Racetrack; the same property is now being developed as a transit-oriented development, again changing the setting. The south side of the station retains its very close spatial relationship with the Laurel Racetrack grandstand. Overall, Laurel Racetrack Station and Sidings does not retain the integrity of feeling and association, due to its loss of major character-defining features, as well as the loss of integrity of design and materials. In conclusion, the Laurel Racetrack Station and Sidings is not eligible for listing in the NRHP, due to a lack of integrity.

Survey Boundary

The Laurel Racetrack Station and Sidings encompass approximately 8.575 acres, covering a length of approximately 0.4 miles of CSX Transportation, Inc. rail right-of-way (recorded on Howard County Tax Map 0048), and part of non-taxable land in Anne Arundel County.

Sources

Beverungen, Darian. 2018. Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form: Laurel Racetrack, AA-891. <https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-891.pdf> (accessed October 9, 2023)

Hale, Ron. 2013. "History challenge: A century of racing's return to New York." Daily Racing Form, May 30, 2013. <https://www.drform.com/news/history-challenge-century-racings-return-new-york> (accessed October 11, 2023).

The Sun. 1911a. "Rushing Work At Laurel Track." September 10, 1911, pg. 13. <https://www.newspapers.com/> (accessed October 11, 2023).

The Sun. 1911b. "Laurel Racing Starts Tomorrow." October 1, 1911, pg. 14. <https://www.newspapers.com/> (accessed October 11, 2023).

The Sun. 1917. "Fourth's Big Send-off; Enormous Crowd At Laurel Bids Troops Farewell." September 17, 1917, pg. 12. ProQuest Historical Newspapers: The Baltimore Sun.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	Considerations:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	<u> </u> E	<u> </u> F	<u> </u> G	
MHT Comments:													
_____ Reviewer, Office of Preservation Services							_____ Date						
_____ Reviewer, National Register Program							_____ Date						

The Sun. 1941. "Laurel Track Adds to Space for Motorists: \$30,000 Improvement Is Planned Before Fall Meet." March 9, 1941, pg. S6. ProQuest Historical Newspapers: The Baltimore Sun.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

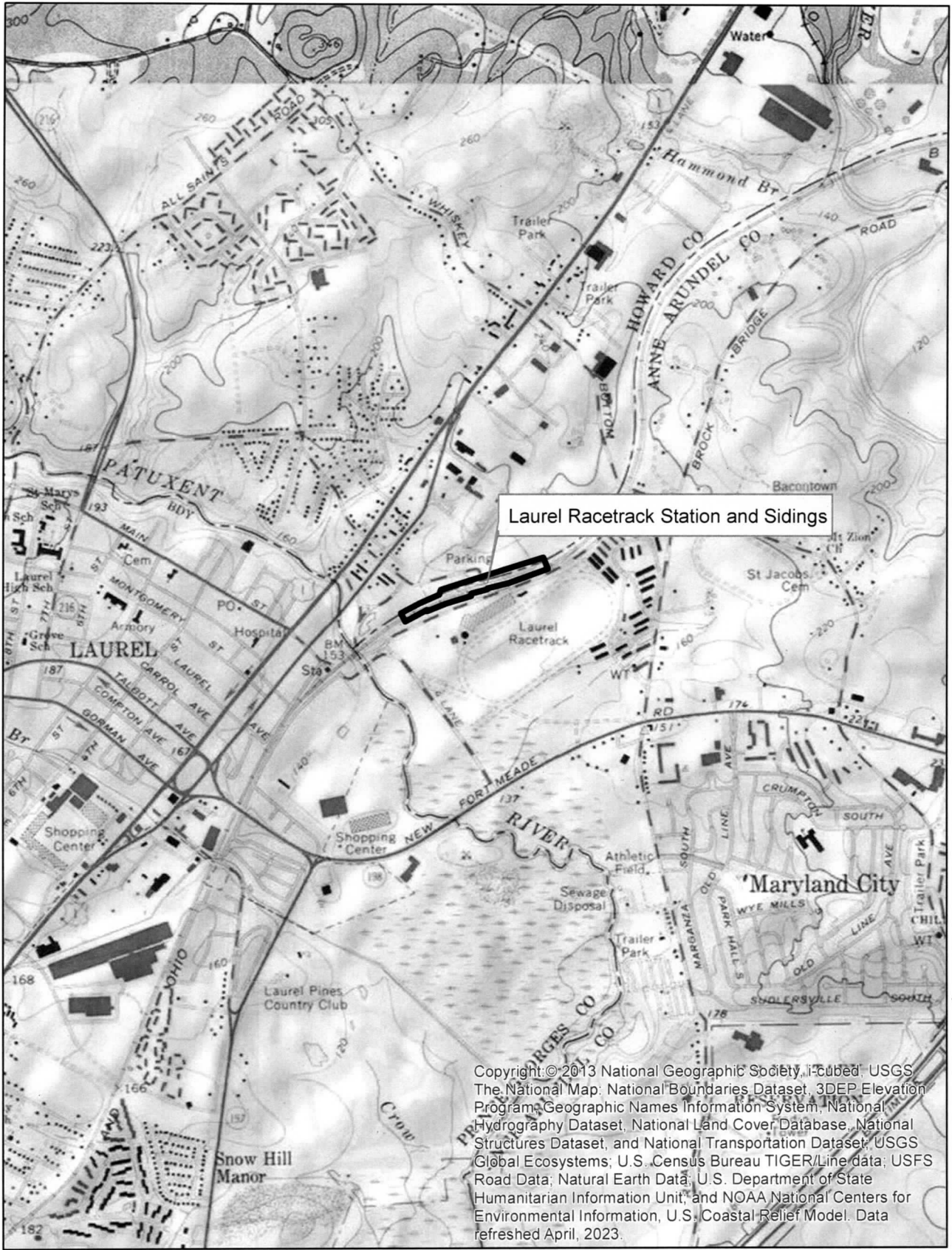
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

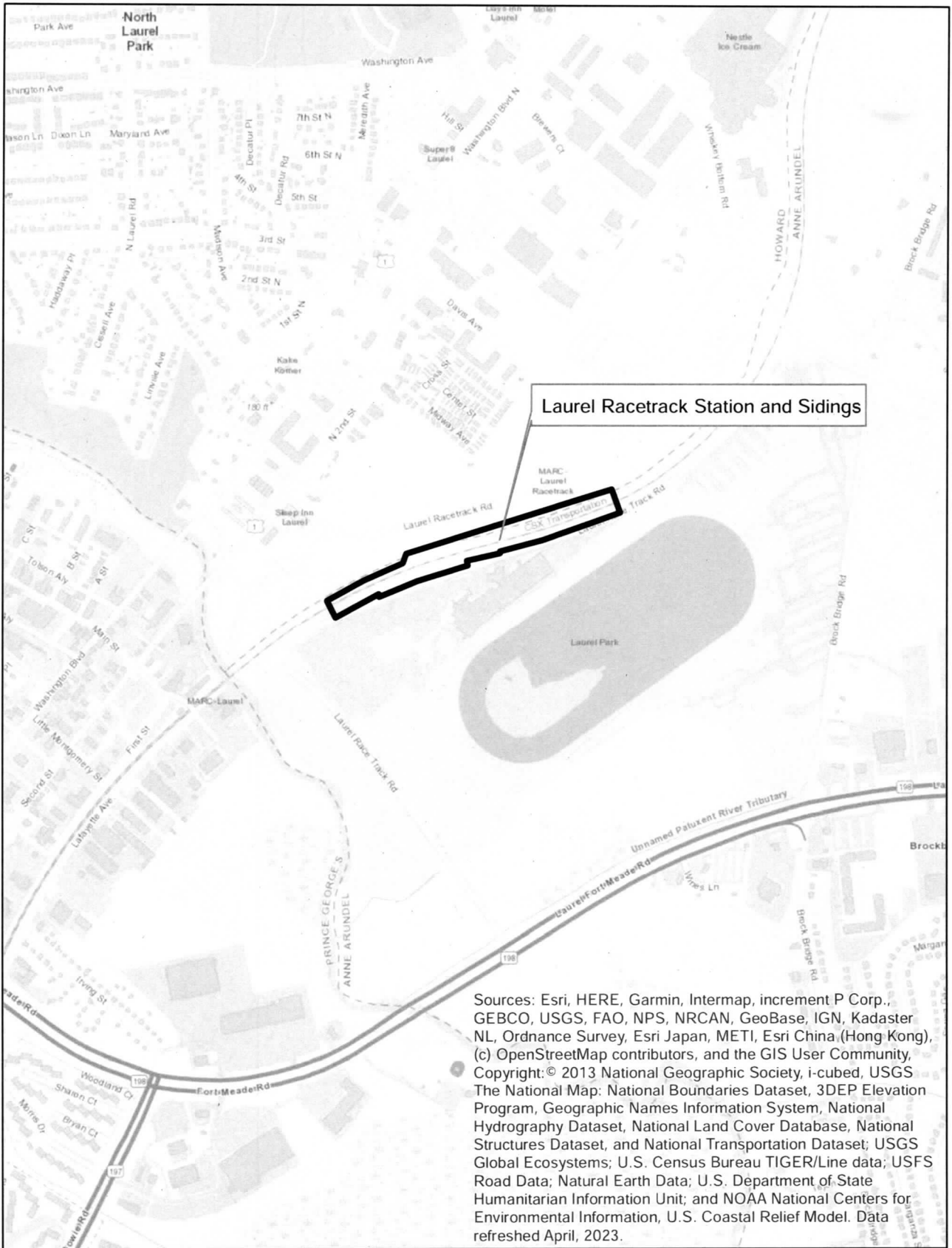


Copyright © 2013 National Geographic Society, iCubed™ USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset, USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road Data; Natural Earth Data; U.S. Department of State Humanitarian Information Unit; and NOAA National Centers for Environmental Information, U.S. Coastal Relief Model. Data refreshed April, 2023.

Laurel Racetrack Station and Sidings, AA-891-1/ HO-1193
 North side of Laurel Race Track Road, between US 1 and MD 198
 Laurel, MD 20724 (Anne Arundel County) and Laurel, MD 20723 (Howard County)
 Laurel Quad

1:24,000

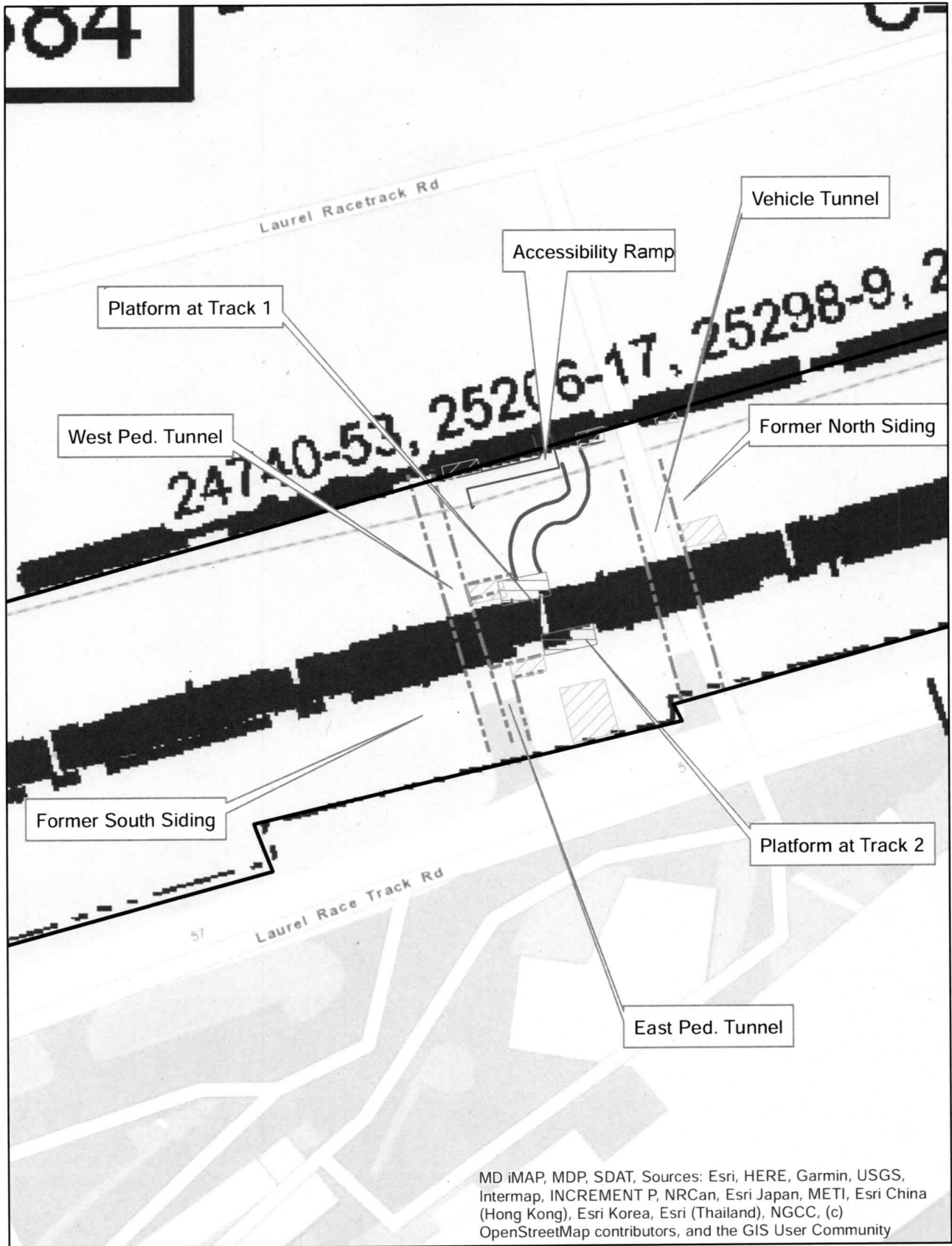




Laurel Racetrack Station and Sidings, AA-891-1/ HO-1193
 North side of Laurel Race Track Road between US 1 and MD 198
 Laurel MD 20724 (Anne Arundel County) and Laurel, MD 20723 (Howard County)
 Laurel Quad

1:12,000





Laurel Racetrack Station and Sidings, AA-891-1/ HO-1193
 Grade Separation Details
 Howard and Anne Arundel Counties, Laurel Quad

1:1,000



 Stair locations

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 1



Photo 1: View facing north from Laurel Race Track Road (Anne Arundel County) towards the paired pedestrian tunnels. The west tunnel (on the left) accesses the platform at Track 1 and continues through to the Stronach Group property north of the station. The east tunnel (on the right) accesses the platform at Track 2.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 2



Photo 2: Detail of west pedestrian tunnel gap, facing section that formerly carried the north siding.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 3



Photo 3: View facing east towards the concrete steps that lead from the west pedestrian tunnel up to the platform at Track 1.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 4



Photo 4: View facing south towards the west pedestrian tunnel.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 5



Photo 5: View facing southwest towards concrete steps northwest of west pedestrian tunnel.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 6

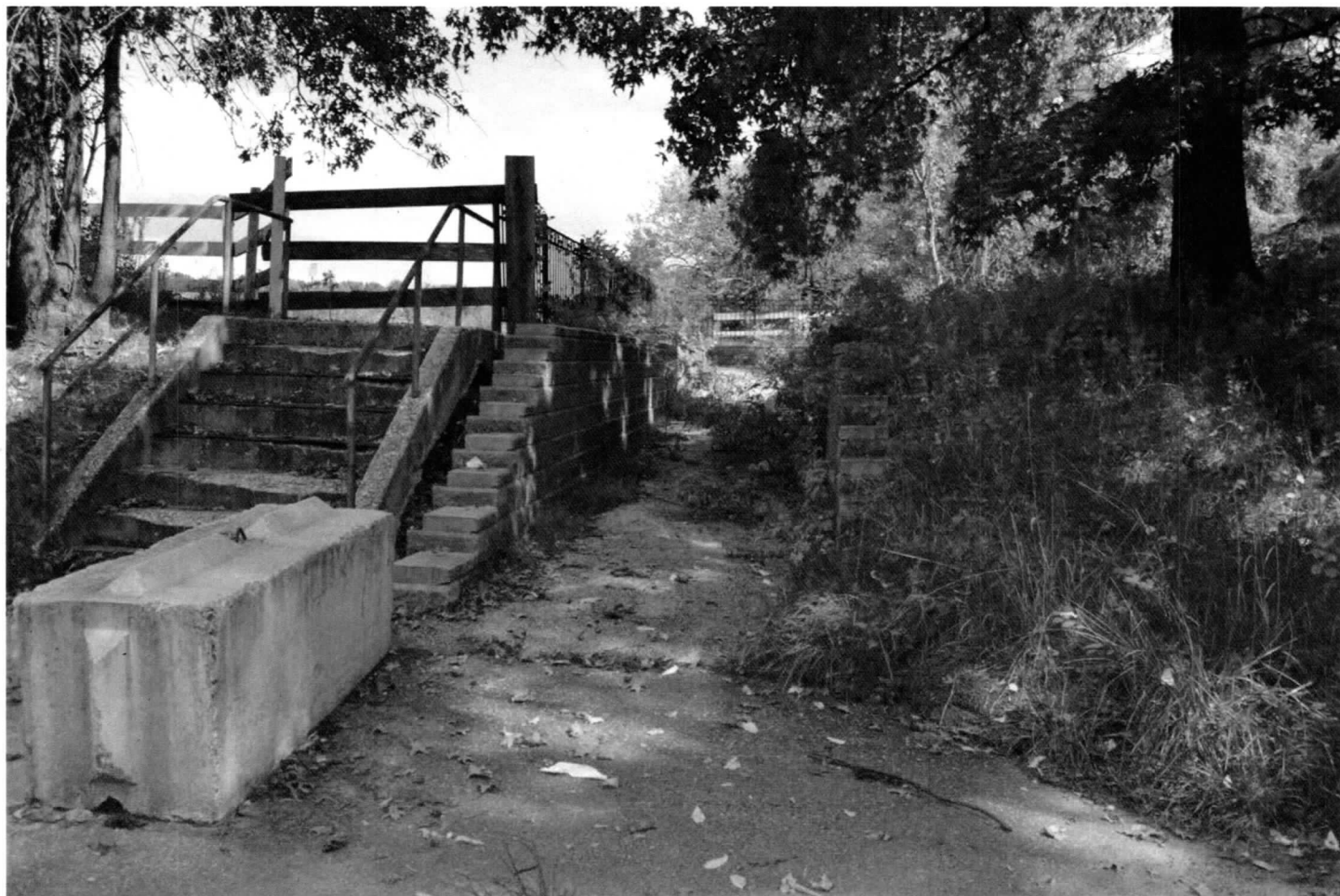


Photo 6: View facing east towards concrete steps and accessible ramp located northeast of the west pedestrian tunnel.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 7



Photo 7: View facing south towards curving portion of accessible path to the platform at Track 1. The vehicle tunnel is shown to the left, and the accessible ramp behind the iron fencing to the right.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 8



Photo 8: View facing south towards the platform at Track 1, looking across the tracks towards the platform at Track 2 and the Laurel Park grandstand.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 9



Photo 9: View facing northeast towards the platform at Track 1.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 10



Photo 10: View facing southeast from the Track 1 platform towards the Track 2 platform, with the Laurel Racetrack grandstand in background.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 11



Photo 11: View facing south towards the vehicle tunnel, showing deteriorated concrete steps with pipe railings on each side of the driveway.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 12



Photo 12: View facing west towards inscribed date in the gap in the vehicle tunnel, north of Track 1 and south of the former north siding.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 13



Photo 13: View facing east, opposite the inscribed date, of stairs located north of Track 1 and south of the former north siding.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 14



Photo 14: View facing north from Laurel Race Track Road towards the vehicle tunnel, east of the platforms.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 15



Photo 15: View facing north from Laurel Race Track Road towards monumental concrete stairs south of former south siding, showing Bishop's crook lamp post.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 16



Photo 16: View facing north towards the east pedestrian tunnel.

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 17



Photo 17: View facing northeast towards the platform at Track 2.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 18



Photo 18: View facing north from the platform at Track 2, facing the platform at Track 1.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 19



Photo 19: View facing west from the platform at Track 2, towards the pedestrian tunnels; the east pedestrian tunnel is at the bottom of the steps. The date "1911" is inscribed on the west wall at the ceiling gap of the west pedestrian tunnel.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 20



Photo 20: View facing west along former south siding, showing remnant railroad ties.

Maryland Historical Trust

Maryland Inventory of

Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 21

PHOTO LOG

Name of Photographer: Rebecca Crew
Date of Photograph: October 5, 2023
Location of Original Digital File: MD SHPO

Photographs inserted on continuation sheets

Photo 1 of 20:

View facing north from Laurel Race Track Road (Anne Arundel County) towards the paired pedestrian tunnels. The west tunnel (on the left) accesses the platform at Track 1 and continues through to the Stronach Group property north of the station. The east tunnel (on the right) accesses the platform at Track 2.

AA-891-1_2023-10-05_01.tif

Photo 2 of 20:

Detail of west pedestrian tunnel gap, facing section that formerly carried the north siding.

AA-891-1_2023-10-05_02.tif

Photo 3 of 20:

View facing east towards the concrete steps that lead from the west pedestrian tunnel up to the platform at Track 1.

AA-891-1_2023-10-05_03.tif

Photo 4 of 20:

View facing south towards the west pedestrian tunnel.

AA-891-1_2023-10-05_04.tif

Photo 5 of 20:

View facing southwest towards concrete steps northwest of west pedestrian tunnel.

AA-891-1_2023-10-05_05.tif

Photo 6 of 20:

View facing east towards concrete steps and accessible ramp located northeast of the west pedestrian tunnel.

AA-891-1_2023-10-05_06.tif

Photo 7 of 20:

View facing south towards curving portion of accessible path to the platform at Track 1. The vehicle tunnel is shown to the left, and the accessible ramp behind the iron fencing to the right.

AA-891-1_2023-10-05_07.tif

Photo 8 of 20:

View facing south towards the platform at Track 1, looking across the tracks towards the platform at Track 2 and the Laurel Park grandstand.

AA-891-1_2023-10-05_08.tif

Maryland Historical Trust

Maryland Inventory of

Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 22

Photo 9 of 20:

View facing northeast towards the platform at Track 1.
AA-891-1_2023-10-05_09.tif

Photo 10 of 20:

View facing southeast from the Track 1 platform towards the Track 2 platform, with the Laurel Racetrack grandstand in background.
AA-891-1_2023-10-05_10.tif

Photo 11 of 20:

View facing south towards the vehicle tunnel, showing deteriorated concrete steps with pipe railings on each side of the driveway.
AA-891-1_2023-10-05_11.tif

Photo 12 of 20:

View facing west towards inscribed date in the gap in the vehicle tunnel, north of Track 1 and south of the former north siding.
AA-891-1_2023-10-05_12.tif

Photo 13 of 20:

View facing east, opposite the inscribed date, of stairs located north of Track 1 and south of the former north siding.
AA-891-1_2023-10-05_13.tif

Photo 14 of 20:

View facing north from Laurel Race Track Road towards the vehicle tunnel, east of the platforms.
AA-891-1_2023-10-05_14.tif

Photo 15 of 20:

View facing north from Laurel Race Track Road towards monumental concrete stairs south of former south siding, showing Bishop's crook lamp post.
AA-891-1_2023-10-05_15.tif

Photo 16 of 20:

View facing north towards the east pedestrian tunnel.
AA-891-1_2023-10-05_16.tif

Photo 17 of 20:

View facing northeast towards the platform at Track 2.
AA-891-1_2023-10-05_17.tif

Photo 18 of 20:

View facing north from the platform at Track 2, facing the platform at Track 1.
AA-891-1_2023-10-05_18.tif

Photo 19 of 20:

View facing west from the platform at Track 2, towards the pedestrian tunnels; the east pedestrian tunnel is at the bottom of the steps. The date "1911" is inscribed on the west wall at the ceiling gap of the west pedestrian tunnel.
AA-891-1_2023-10-05_19.tif

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-891-1
HO-1193

Name: Laurel Racetrack Station and Sidings
Continuation Sheet

Number Photos Page 23

Photo 20 of 20:
View facing west along former south siding, showing remnant railroad ties.
AA-891-1_2023-10-05_20.tif